CITY OF ONTARIO

303 EAST B STREET, ONTARIO, CA 91764

TESSIER WORK/LIVE PROJECT

FINAL ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NUMBER 2002121078

PREPARED BY:

WILLDAN
Serving Public Agencies

Tessier Work/Live Project

Final Environmental Impact Report

State Clearinghouse Number 2002121078

Prepared for:
The City of Ontario
303 East B Street
Ontario, California 91764

Prepared by:
Willdan
13191 Crossroads Parkway North
Suite 405
Industry, California 91746-3479

September 2003

(File Nos. PZC03-005, PDCA03-002)

RESOLUTION NO. 2003-072

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE PROPOSED TESSIER WORK/LIVE PROJECT AND ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, STATEMENT OF OVERRIDING CONSIDERATIONS AND A MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, the Tessier Work./Live Project ("Project") proposes and encompasses the following actions: (1) approval of a zone change, (2) approval of an amendment to the Ontario Municipal Code; and (3) related discretionary approvals; and

WHEREAS, pursuant to the California Environmental Quality Act ("CEQA") (Public Res. Code, § 21000 et seq.), the State CEQA Guidelines (14 CCR § 15000 et seq.) and the City's Local CEQA Guidelines, the City of Ontario ("City") is the lead agency for the Project, as the public agency with general governmental powers; and

WHEREAS, given the history of the Project area and the environmental issues known to exist, the City prepared an Environmental Impact Report ("EIR") and provided full disclosure of the potential environmental effects of the Project as defined; and

WHEREAS, the City issued a Notice of Preparation ("NOP") of a Draft EIR on December 13, 2003 and circulated the NOP for a period of 30 days pursuant to State CEQA Guidelines, sections 15082[a], 15103 and 15375; and

WHEREAS, pursuant to State CEQA Guidelines, section 15082, the City solicited comments from potential responsible agencies, including details about the scope and content of the environmental information related to the responsible agency's area of statutory responsibility, as well as the significant environmental issues, reasonable alternatives and mitigation measures that the responsible agency would have analyzed in the Draft EIR; and

WHEREAS, approximately four (4) written statements were received by the City in response to the NOP, which assisted the City in narrowing the issues and alternatives for analysis in the Draft EIR; and

WHEREAS, a Draft EIR was completed and released for public review on June 25, 2003 and the City initiated a 45-day public comment period by filing a Notice of Completion and Availability with the State Office of Planning and Research; and

WHEREAS, pursuant to Public Resources Code, section 21092, the City also provided a Notice of Completion and Availability to all organizations and individuals who had previously requested such notice, and published the Notice of Completion on or about December 13 2002, in the Inland Valley Daily Bulletin, a newspaper of general circulation in the Project area. Pursuant to City of Ontario Local CEQA Guidelines, the Notice of Completion was mailed to all residents and property owners within 500 feet of the Project. Copies of the Draft EIR were provided to approximately 28 public agencies, organizations and individuals. In addition, the City placed copies of the Draft EIR at the City of Ontario Planning Department Public Counter and the City of Ontario Public Library; and

WHEREAS, during the 45-day comment period on the Draft EIR, the City consulted with and requested comments from all responsible and trustee agencies, other regulatory agencies and others pursuant to State CEQA Guidelines, section 15086; and

WHEREAS, the City prepared the Final EIR and, pursuant to Public Resources Code, section 21092.5, the City provided copies of the Final EIR to all commenting agencies; and

WHEREAS, all potential significant adverse environmental impacts were sufficiently analyzed in the recirculated Draft EIR; and

WHEREAS, the City of Ontario Planning Commission, at its regularly scheduled public meeting on August 26, 2003, reviewed the Draft EIR; and

WHEREAS, as contained herein, the City has endeavored in good faith to set forth the basis for its decision on the Project; and

WHEREAS, all the requirements of CEQA, the State CEQA Guidelines and the City's Local Guidelines have been satisfied by the City in the EIR, which is sufficiently detailed so that all of the potentially significant environmental effects of the Tessier Work/Live Project have been adequately evaluated; and

WHEREAS, the EIR prepared in connection with the Project sufficiently analyzes both the feasible mitigation measures necessary to avoid or substantially lessen the Project's potential environmental impacts and a range of feasible alternatives capable of eliminating or reducing these effects in accordance with CEQA, the State CEQA Guidelines and the City's Local Guidelines; and

WHEREAS, all of the findings and conclusions made by the City Council pursuant to this Resolution are based upon the oral and written evidence presented to it as a whole and not based solely on the information provided in this Resolution; and

WHEREAS, environmental impacts identified in the Final EIR which the City finds are less than significant and do not require mitigation are described in **Section II** hereof; and

WHEREAS, environmental impacts identified in the Final EIR as potentially significant but which the City finds can be mitigated to a level of less than significant, through the imposition of feasible mitigation measures identified in the Final EIR and set forth herein, are described in **Section III** hereof; and

WHEREAS, environmental impacts identified in the Final EIR as potentially significant but which the City finds cannot be fully mitigated to a level of less than significant, despite the imposition of all feasible mitigation measures identified in the Final EIR and set forth herein, are described in **Section IV** hereof; and

WHEREAS, alternatives to the Project that might eliminate or reduce significant environmental impacts are described in **Section VI** hereof; and

WHEREAS, prior to taking action, the City Council has heard, been presented with, reviewed and considered all of the information and data in the administrative record, including the Final EIR, and all oral and written evidence presented to it during all meetings and hearings; and

WHEREAS, the Final EIR reflects the independent judgment of the City Council and is deemed adequate for purposes of making decisions on the merits of the Project; and

WHEREAS, no comments made in the public hearings conducted by the City or, any additional information submitted to the City have produced substantial new information requiring recirculation or additional environmental review under State CEQA Guidelines, section 15088.5; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ONTARIO RESOLVES AS FOLLOWS:

SECTION I

FINDINGS

At a regular session assembled on September 16, 2003, the City Council determined that based on all of the evidence presented, including, but not limited to, the Final EIR, written and oral testimony given at meetings and hearings, and submission of testimony from the public, organizations and regulatory agencies, the following environmental impacts associated with the Project are: 1) less than significant and do not require mitigation; or 2) potentially significant and each of these impacts will be avoided or reduced to a level of insignificance through the identified mitigation measures; or 3) significant and cannot be fully mitigated to a level of less than significant but will be substantially lessened to the extent feasible by the identified mitigation measures.

SECTION II

RESOLUTION REGARDING ENVIRONMENTAL IMPACTS NOT REQUIRING MITIGATION

The City Council hereby finds that the following potential environmental impacts of the Project are less than significant and therefore do not require the imposition of mitigation measures:

1. Agricultural Resources
2. Air Quality
3. Biological Resources
4. Geology and Soils
5. Mineral Resources
6. Population and Housing
7. Public Services
8. Recreation

SECTION III
MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

The City Council hereby finds that mitigation measures have been identified in the Draft EIR that will avoid or substantially lessen the following potentially significant environmental impacts to a less than significant level. The potentially significant impacts and the mitigation measures which will reduce them to a less than significant level are as follows:

1. Aesthetics – The EIR analyzed the impact from the introduction of lighting into the project area and determined that with the incorporation of design measures to control the direction and intensity of light, light and glare issues would be mitigated to a level of less than significant.

2. Cultural Resources – The Paul R. Williams Building is designated as a local historic landmark and subject to Article 26 of the Ontario Development Code (Historic Preservation Ordinance). Per Article 26, alterations to this Spanish Colonial Revival building may be subject to a Certificate of Appropriateness and review and approval by the Historic Preservation Commission. The project includes improvements and restoration of the interior of the building including the lobby with its elaborately painted wood ceiling and arched wall murals. The lobby will serve as a future art gallery and be given protection by way of a Preservation Easement. Mitigation measures have been included in the project that requires the renovation to be consistent with the Secretary of the Interior's Standards for Treatment of Historic Properties. In addition, prior to issuance of a building permit, the developer shall survey the building for listing on the National and State Register of Historic Places.

3. Hazards & Hazardous Materials – The project has the potential to expose persons to hazardous materials during the construction phase and the potential to expose persons to the liquid fuel pipelines located along the Union Pacific right-of-way adjacent to portions of the project site. The General Plan establishes a minimum building setback of 50 feet for development of new habitable structures. While the application does not propose any new structures, this standard setback was used in evaluating the project impacts. The General Plan also states that the City Council may relax the minimum setback requirement to accommodate development when it can be demonstrated that the requirement would preclude reasonable development of the property. Through further analysis, the EIR identified the location of the pipeline at 43 feet of the existing structure. However, the EIR concluded that the pipeline construction exceeds all state and federal safety standards. The pipeline is buried at a minimum depth of 42 inches, which is six (6) inches deeper than the federal requirement of 36 inches below grade. In addition, mitigation measures have been incorporated into the project including a safety and evacuation plan and strategic placement of emergency supplies and equipment that reduce potential impacts from the pipeline to a level of less than significant.

4. Land Use – The project includes, and is subject to, the approval of a zone change and development code amendment to permit work/live loft units within the project area. The impacts associated with the change in use would be mitigated to a level of less than significant with the approval of the proposed amendments. Uses such as mixed-use and work/live lofts that are subject to a Conditional Use Permit in the C2 Zone require further review and analysis on a case by case basis. Further, review and analysis on future Conditional Use Permits in the downtown area have the advantage of the downtown

parking model as a tool to simulate and evaluate parking impacts based on land use changes on a block by block basis.

5. Circulation and Parking – The proposed project would increase the parking demand for both on-street and off-street parking including the public lot at the eastern terminus of Emporia Street. As a result, the project would reduce the availability of cumulative public parking spaces in the project vicinity. The current public parking supply and proposed on-site parking (thirty-five (35) spaces) is sufficient to accommodate the proposed project at the same level as required for a studio apartment (1.5 spaces per unit). However, future development may increase the demand for public parking in the project area. Mitigation measures have been incorporated into the project to reduce potential impacts to circulation and parking to a level of less than significant. These include the use of the Downtown Parking Model to analyze parking demand and parking analyses for future projects.

6. Hydrology & Water Quality – Through further analysis, the EIR concluded that the proposed adaptive reuse project would not result in a significant increase in water runoff or negatively impact water quality in the project area or its vicinity. In addition, the building plans and specifications shall include Best Management Practices to minimize water quality impacts during renovation of the buildings and after the work/live lofts have been built.

7. Utilities and Service Systems – Through further analysis, the EIR concluded that the proposed adaptive reuse project would not result in significant impacts to utilities and service systems.

SECTION IV
RESOLUTION REGARDING ENVIRONMENTAL IMPACTS NOT FULLY MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

The Agency hereby finds that, despite the incorporation of many useful measures outlined in the Final EIR, the following impacts cannot be fully mitigated to a less than significant level, and a Statement of Overriding Considerations is therefore included herein:

Noise and Vibrations – Although the project is approximately 1.3 miles from the Ontario International Airport, it is not within current or future nose contours according to the City of Ontario's Future Noise Contour Map. Train traffic traveling along the Union Pacific right of way is the primary source of noise and vibration affecting the project. The EIR requires a number of mitigation measures that significantly reduce the impacts of noise and vibrations. However, mitigation measures that could reduce noise and vibration impacts to a level of less than significant would make the project infeasible or poses safety hazards. These include the construction of airtight walls with no outside openings along the south, east and west facings of

the Tobias and Tobias Annex Buildings, and construction of an open isolation trench, three-feet wide by 15-feet deep between the rail line and the buildings (Draft EIR).

SECTION V
RESOLUTION REGARDING SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

The State CEQA Guidelines require that an EIR must address any significant irreversible environmental changes that would be caused if the proposed Project were implemented. An impact would come under this category with respect to Noise and Vibration.

SECTION VI
RESOLUTION REGARDING ALTERNATIVES

The City Council hereby declares that it has considered and rejected as infeasible the alternatives identified in the EIR and described below. CEQA requires that an EIR evaluate a reasonable range of alternatives to a Project, or to the location of the Project, which: (1) offer substantial environmental advantages over the Project proposal, and (2) may be feasibly accomplished in a successful manner within a reasonable period of time considering the economic, environmental, social and technological factors involved. An EIR only need evaluate reasonable alternatives to a Project that could feasibly attain most of the Project objectives, and evaluate the comparative merits of the alternatives. In all cases, consideration of alternatives is to be judged against a rule of reason. The lead agency is not required to choose the environmentally superior alternative identified in the EIR if the alternative does not provide substantial advantages over the proposed Project and, (1) through the imposition of mitigation measures the environmental effects of a Project can be reduced to an acceptable level, or (2) there are social, economic, technological or other considerations which make the alternative infeasible. The Draft EIR identified the City of Ontario's objectives for the Project, which are:

a. No Project/No Development Alternative – Under this alternative, the site would remain in its current condition. Obviously, the environmental impacts would be minimal.

b. Maximum Buildout at Existing Zoning – Implementation of this alternative would not meet the basic project objectives. By developing the site under existing zoning, the site would not contribute to the creation of an Arts District, nor would it provide rental spaces for art-related individuals and businesses that can serve the tenant's functional and/or residential needs. This alternative would also fail to implement several goals and policies of the Ontario General Plan, including to support and encourage projects that increase both the daytime and nighttime population of downtown.

c. 100 Percent Residential Uses – The project alternative would implement several goals and policies of the Ontario General Plan, including many of the goals in the Housing Element. However, this alternative would fail to support and encourage projects that would increase the daytime population of downtown or would support an Arts District.

d. 100 Percent Commercial Use – The commercial use alternative would implement several goals and policies of the Ontario General Plan, including supporting projects that could increase both the daytime and nighttime population of downtown. However, this alternative would fail to support and encourage the development of residential mixed-use projects or an Arts District.

SECTION VII
RESOLUTION ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS

The City Council hereby declares that, pursuant to State CEQA Guidelines, section 15093, the City Council has balanced the benefits of the Project against any unavoidable environmental impacts in determining whether to approve the Project. If the benefits of the Project outweigh the unavoidable adverse environmental impacts, those impacts may be considered "acceptable."

The City Council hereby declares that the EIR has identified and discussed significant effects which may occur as a result of the Project. With the implementation of the mitigation measures discussed in the EIR, these effects can be mitigated to a level of less than significant except for unavoidable significant impacts as discussed in Section IV of these Findings.

The City Council hereby declares that it has made a reasonable and good faith effort to eliminate or substantially mitigate the potential impacts resulting from the Project.

The City Council hereby declares that to the extent any mitigation measures recommended in the EIR and/or proposed Project could not be incorporated, such mitigation measures are infeasible because they would impose restrictions on the Project that would prohibit the realization of specific economic, social, and other benefits that this City Council finds outweigh the unmitigated impacts. The City Council further finds that except for the Project, all other alternatives set forth in the EIR are infeasible because they would prohibit the realization of Project objectives and/or of specific economic, social and other benefits that this City Council finds outweigh any environmental benefits of the alternatives.

The City Council hereby declares that, having reduced the adverse significant environmental effects of the Project to the extent feasible by adopting the proposed mitigation measures, having considered the entire administrative record on the Project, and having weighed

the benefits of the Project against its unavoidable adverse impacts after mitigation, the City Council has determined that the following social, economic, and environmental benefits of the Project outweigh the potential unavoidable adverse impacts and render those potential adverse environmental impacts acceptable based upon the following overriding considerations:

The City Council hereby declares that the foregoing benefits provided to the public through approval and implementation of the Specific Plan outweigh any significant adverse environmental impacts of the Project. The City Council finds that each of the Project benefits outweighs the adverse environmental effects identified in the EIR and therefore finds those impacts to be acceptable.

Significant Unavoidable Environmental Impacts – As noted in the EIR, the project has significant environmental impacts with respect to noise and vibration that can not be mitigated to a level of less than significant. Under CEQA, if the City finds that "economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental impacts" of the project, a "Statement of Overriding Considerations" is recommended for noise and vibration based on the following long term benefits identified in the Draft EIR :

a. The Project will maintain and enhance the role of Downtown Ontario as an urban focal point for both commercial and civic activities;

b. Support and encourage development of projects, which will increase both the daytime and nighttime population of the downtown including more offices, educational institutions and apartments/condominiums;

c. 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;

d. Improve, preserve and maintain the cohesiveness and image of downtown through careful design and coordination of new development and throughout the rehabilitation and redevelopment of older areas;

e. Create an attractive downtown that will serve as a focus and lively center of community life; and

f. Improve the economic vitality of the downtown to better serve all segments of the community.

SECTION VIII
RESOLUTION REGARDING CERTIFICATION OF EIR

The City Council finds that it has reviewed and considered the Final EIR in evaluating the proposed Specific Plan, that the Final EIR is an accurate and objective statement that fully complies with CEQA, State CEQA Guidelines and the City's local CEQA Guidelines and that the Final EIR reflects the independent judgment of the City Council.

The City Council declares that no new significant impacts as defined by State CEQA Guidelines, section 15088.5 have been received by the City after recirculation of the Draft EIR that would require additional recirculation.

The City Council certifies the Environmental Impact Report based on the following findings and conclusions:

A. Findings

The following significant environmental impacts have been identified in the EIR and will require mitigation as set forth in Section IV of this Resolution but cannot be mitigated to a level of insignificance: Cumulative impacts to Noise and Vibrations.

B. Conclusions

1. Except as to cumulative impacts to Noise and Vibration, all significant environmental impacts from the implementation of the proposed Project have been identified in the EIR and, with implementation of the mitigation measures identified, will be mitigated to a level of insignificance.

2. Other alternatives to the proposed Specific Plan, which could feasibly achieve the basic objectives of the proposed Project, have been considered and rejected in favor of the proposed Project.

3. Environmental, economic, social and other considerations and benefits derived from the development of the proposed Specific Plan override and make infeasible any alternatives to the proposed Specific Plan or further mitigation measures beyond those incorporated into the proposed Project.

SECTION IX
RESOLUTION ADOPTING A MITIGATION MONITORING PROGRAM

Pursuant to Public Resources Code, section 21081.6, the City Council hereby adopts the Mitigation Monitoring and Reporting Plan attached to this Resolution as Exhibit A. In the event of any inconsistencies between the mitigation measures as set forth herein and the Mitigation Monitoring Program, the Mitigation Monitoring Program shall control. A "Mitigation Monitoring Program" has been prepared and is recommended for approval to the City Council at this time. Several measures have been included in the program to reduce potential significant impacts to a level of "less than significant."

SECTION X
RESOLUTION REGARDING CUSTODIAN OF RECORD

The documents and materials that constitute the record of proceedings on which these Findings have been based are located at the City of Ontario, 303 East "B" Street, Ontario, California. The custodian for these records is the Planning Director. This information is provided in compliance with Public Resources Code, section 21081.6.

SECTION XI
RESOLUTION REGARDING STAFF DIRECTION

A Notice of Determination shall be filed with the County of San Bernardino within five (5) working days of final Project approval.

I certify that this Resolution was duly passed and adopted by the City Council of the City of Ontario at a regular meeting thereof held on the 16th day of September 2003.

City Clerk of the City of Ontario

TABLE OF CONTENTS

TABLE OF CONTENTS (Cont.)

Page

TABLE OF CONTENTS (Cont.)

APPENDICES

LIST OF FIGURES

Page

LIST OF TABLES

Page

LIST OF PHOTOGRAPHS

Page

LIST OF PHOTOGRAPHS (cont.)

Page

ABBREVIATION	EXPLANATION
ACMs	Asbestos Containing Materials
AQMP	Air Quality Management Plan
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Board
CALEPA	California Environmental Protection Agency
CAL OSHA	California Division Of Occupational Safety And Health Administration
Caltrans	California Department Of Transportation
CDFG	California Department of Fish and Game
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
dB	Decibel
dB(A)	A-weighting" sounds
DDT	Dichloro-Diphenyl-Trichloroethane
DOT	U.S. Department of Transportation
DU	Dwelling Unit
DU/AC	Dwelling Units Per Acre
EIR	Environmental Impact Report
EPA	Environmental Property Assessment
EPA	Environmental Protection Agency
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
HCM	Highway Capacity Manual

ABBREVIATION	EXPLANATION
HE	(General Plan) Housing Element
HVAC	Heating, Ventilation And Air-Conditioning
HWCL	Hazardous Waste Control Law
ICU	Intersection Capacity Utilization
ITE	Institute of Transportation Engineers
LOS	Level Of Service
LUE	Land Use Element
LUSTIS	Leaking Underground Storage Tank Investigation Sites
MCE	Maximum Credible Event
MSL	Mean Sea Level
NAAQS	National Ambient Air Quality Standards
NPL	National Priority List
NO_2	Nitrogen Dioxides
NSDWS	National Secondary Drinking Water Standards
O_3	Ozone
PCB	Polychlorinated Biphenyl
PHGA	Peak Horizontal Ground Acceleration
PM	Particulate Matter
pph	Persons Per Household
ppm	Parts Per Million
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act
ROC	Reactive Organic Compounds
RTP	Regional Transportation Plan
RHNA	Regional Housing Needs Assessment
RWQCB	Regional Water Quality Control Board
R-4	Multiple Family Residential Zone
SANDAG	San Diego Association Of Governments
SCAG	Southern California Association Of Governments
SCAQMD	South Coast Air Quality Management District

ABBREVIATION	EXPLANATION
SO_2	Sulfur Dioxide
STLC	Soluble Threshold Limit Concentrations
TDM	Transportation Demand Management
TDS	Total Dissolved Solids
TTLC	Total Threshold Limit Concentrations
USACOE	U.S. Army Corps of Engineers
USEPA	U.S. Environmental Protection Agency
UST	Underground Storage Tank
V/C Ratio	Volume To Capacity Ratio
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds

This Page Intentionally Blank

EXECUTIVE SUMMARY

Section 15123 "Summary" of the State CEQA Guidelines states:

> *(a) An EIR shall contain a brief summary of the proposed actions and its consequences. The language of the summary should be as clear and simple as reasonably practical. (b) The summary shall identify:*
>
> 1. *Each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect;*
> 2. *Areas of controversy known to the lead agency including issues raised by agencies and the public; and*
> 3. *Issues to be resolved including the choice among alternatives and weather or how to mitigate the significant effects.*
>
> *(c) The summary should normally not exceed 15 pages*

ES.1 PROJECT DESCRIPTION

The proposed Tessier Work/Live Project consists of renovating and converting four (4) vacant structures in the downtown area of the City of Ontario into Work/Live Lofts. However, the Environmental Impact Report generally analyzes the potential of locating similar work/live lofts in the area bounded by Holt Boulevard to the north, Euclid Avenue to the east, Union Pacific right-of-way to the south, and Vine Avenue to the west.

Work/Live Lofts are large, open rental units that allow commercial and residential uses, and cater to art-related individuals and businesses. The flexibility of Work/Live Lofts allows artists to live, work, display, and sell artwork in one unit, eliminating the need for maintaining separate residential and commercial spaces.

The project buildings are located along Emporia and Transit Streets, in the downtown area of the City of Ontario, one block west of Euclid Avenue and one block south of Holt Boulevard. The four (4) project structures are commonly known as the Paul R. Williams Building, the Montalvan Building, the Tobias Building, and the Tobias Annex. The project also includes three (3) parking lots, which are commonly known as the Montalvan Parking Lot , the Tobias Parking Lot 1, and the Tobias Parking Lot 2.

Upon completion, the proposed project would offer 58-rental work/live lofts and one (1) Gallery in the downtown area of the City of Ontario. Each loft would be equipped with a full bathroom, a kitchenette, and modern electrical, telecommunication, mechanical, and plumbing systems. The proposed lofts also have high ceilings and open floor plans that would allow tenants to develop their interior space to best suit their needs.

Project Objectives

The objectives of the Tessier Work/Live Project are:

- Create an Arts District in the downtown area of the City of Ontario

- Provide rental spaces for art-related individuals and businesses that can serve the tenant's functional and/or residential needs
- Refurbish and re-use vacant buildings in the downtown area of the City of Ontario that are owned by the developer or the City's Redevelopment Agency.
- Enhance and preserve historic structures

CEQA Compliance

This Draft EIR addresses the impacts of generally locating work/live lofts in the downtown area bordered by Holt Boulevard to the north, Euclid Avenue to the east, Vine Avenue to the west, and the Union Pacific right-of-way to the south. More specifically, the EIR analyzes converting four (4) identified vacant buildings in the downtown area of the City of Ontario into 58-rental work/live lofts and one (1) art gallery. The majority of the proposed construction would consist of interior renovation. This construction includes modernization and renovation, along with alteration of floor plans. The proposed project also includes outdoor improvements, including façade renovation and vacating the alley on the south side of the Paul R. Williams Building.

This Environmental Impact Report (Draft EIR) has been prepared to meet all of the substantive and procedural requirements of the California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code Section 21000 et seq.), the State CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq. as amended through January 1, 2003) and the rules, regulations, and procedures for implementation of CEQA as adopted by the City of Ontario.

Before beginning the preparation of an EIR, the Lead Agency must decide which specific issues should be evaluated in the document. CEQA Guidelines mandate various steps that Lead Agencies must take to define the scope and contents of an EIR, and also give lead agencies discretion to use additional "scoping" methods. These steps include preparing an Initial Study and filing a Notice of Preparation with the State Clearinghouse.

The Initial Study prepared for the proposed project revealed that the proposed project would have a "Less than Significant Impact" or "No Impact" to the following environmental topics:

- Agriculture Resources
- Air Quality
- Biological Resources
- Geology and Soils
- Mineral Resources
- Population and Housing
- Public Services
- Recreation

With the incorporation of the Mitigation Measures identified in the Initial Study, the project would not have significant impacts to these environmental topics; and thus, the

EIR does not discuss them in detail.

Conversely, the Initial Study and Notice of Preparation revealed that the proposed project could have significant impacts on the following:

- Aesthetics
- Cultural Resources
- Hazards & Hazardous Materials
- Land Use
- Noise and Vibrations
- Circulation and Parking
- Hydrology & Water Quality
- Utilities and Service Systems
- Mandatory Findings

Section 3.0 "Environmental Setting, Impacts, and Mitigation Measures" of the Draft EIR discusses these environment topics in detail. These discussions describe the existing environmental conditions, analyze the proposed project's potential impacts, and identify mitigation measures to reduce potential impacts.

According to Public Resource Code Section 21081.6, for projects in which significant impacts will be avoided by mitigation measures, the Lead Agency must include in its Findings a Mitigation Monitoring Program ("MMP"). The purpose of the MMP is to ensure compliance with required mitigation measures during implementation of the project.

However, environmental impacts may not always be mitigated to a level considered less than significant. Such impacts are considered significant and unavoidable. If a public agency approves a project that would result in significant and unavoidable environmental impacts, the agency shall state in writing the specific reasons for approving the project, based on information contained with the Draft EIR, as well as any other information in the public record. The resulting document is called a Statement of Overriding Considerations, and serves to clearly state the proposed project's benefits when weighed against its unavoidable environmental risks. The public agency prepares the Statement of Overriding Considerations, if required, after completion of the Final EIR, but before project approval according to CEQA Guidelines Section 15091 and 15093. As further guidance, in *Citizens of Goleta Valley v. Board of Supervisors of Santa Barbara County* (1990, 52 Cal.3d 553), the California Supreme stated that:

> *The wisdom of approving any development project, a delicate task that requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced.*

Therefore, this document is intended to serve as an informational document, as stated

in Section 15121(a) of the CEQA Guidelines:

> *An EIR is an informational document, which will inform public agency decision makers, and the public generally of the significant environmental effect of a project, identifies possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the Draft EIR along with other information, which may be presented to the agency.*

Furthermore, this EIR will constitute the primary source of environmental information for the lead, responsible, and trustee agencies to consider when exercising any permitting authority or approval power directly related to implementation of the proposed project.

ES.2 DEFINITION OF A PROJECT EIR

A Project EIR, as defined within Section 15161 of the CEQA Guidelines, is an EIR which:

> *Focuses primarily on the changes in the environment that would result from the development of the project. The EIR shall examine all phases of the project, including planning, construction, and operation.*

Where an agency has prepared a Project EIR, typically no further environmental review is necessary to carry out the project for which the document has been prepared. A subsequent EIR or supplemental EIR, however, may be required in certain circumstances outlined in Public Resources Code Section 21166 and CEQA Guidelines Section 15162 and 15163.

ES.3 SCOPE OF THE EIR

This Draft EIR addresses the potential environmental effects of the proposed project. The scope of the Draft EIR includes issues identified by the City of Ontario within the Initial Study and Notice of Preparation (NOP) for the proposed project and comment letters received during the NOP review period. The NOP and comment letters received during the NOP review period are included in Appendix A of this Draft EIR.

ES.4 ENVIRONMENTAL REVIEW PROCESS

As a first step in complying with the procedural requirements of CEQA, the City of Ontario prepared an Initial Study and filed an NOP with the California Governor's Office of Planning and Research. In turn, the NOP was distributed for a 30-day public review period, which began on December 13, 2002 and ended January 13, 2003. The purpose of the public review period was to solicit comments on the scope and content of the environmental analysis to be included in the Draft EIR. The City of Ontario received comment letters on the IS/NOP from the following agencies:

- State of California Department of Transportation, Division of Aeronautics
- State of California Department of Fish and Game
- State of California Department of Toxic Substances Control
- South Coast Air Quality Management District

The NOP and respective comment letters are included in Appendix A of this Draft EIR.

During the preparation of the Draft EIR, agencies, organizations, and persons who the City of Ontario believes may have an interest in this project were specifically contacted. Information, data, and observations from these contacts are included in the Draft EIR. Agencies or interested persons who did not respond during the public review period of the NOP will have an opportunity to comment during the public review of the Draft EIR, as well as at subsequent hearings on the project.

ES.5 INTENDED USE OF THE EIR

As previously mentioned, this EIR is intended to provide the Lead Agency, interested public agencies, and the public with information which enables them to intelligently consider the environmental consequences of the proposed action. EIRs not only identify significant or potentially significant environmental effects, but also identify ways in which those impacts can be reduced to less-than-significant levels, whether through the imposition of mitigation measures or through the implementation of specific alternatives to the project. In a practical sense, EIRs function as a technique for fact-finding, allowing an applicant, concerned citizens, and agency staff an opportunity to collectively review and evaluate baseline conditions and project impacts through a process of full disclosure.

To gain the most value from this report, certain key points should be kept in mind:

- This report should be used as a tool to give the reader an overview of the possible ramifications of the proposed project. It is designed to be an “early warning system” with regard to potential environmental impacts.

- A specific environmental impact is not necessarily irreversible or permanent. Most impacts, particularly in urban, more developed areas, can be wholly or partially mitigated by incorporating changes recommended in this report during the design and construction phases of the project development.

ES.6 APPROVALS

This EIR will be used in connection with permits and other discretionary approvals necessary for implementation of the proposed project. The proposed project will require the following discretionary approvals by the City of Ontario:

- Zone Change from M-1 to C-2 for portions of the project

- Development Code Amendment
- Conditional Use Permit
- Approval for Vacation of Public Right-of-Way
- Certificate of Appropriateness for Alterations to the Paul R. Williams Building
- Site Plan Review of the Montalvan Building

Additionally, the proposed project will require the following discretionary action of the City of Ontario Redevelopment Agency:

- Disposition and Development Agreement

Finally, the proposed project involves nominating the Paul R. Williams Building for the listing on the National and State Registers of Historic Places.

ES.7 ENVIRONMENTAL IMPACTS

The following table summarizes the potential environmental impacts of the proposed project. Each impact is briefly described along with recommended mitigation measures and the level of significance of each impact.

RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT	ALTERNATIVES THAT COULD REDUCE IMPACT
Aesthetics	Impact 3.1.1: Conversion of these buildings into work-live rental units will increase the amount of lighting in the project area. The project site would be used primarily for work-live space with some commercial or retail uses, and any lighting for special art gallery events would be part of the renovation and building design.	Mitigation Measure 3.1.1: Building security lighting and parking lot lighting shall be designed so that no substantial light or glare would impact nighttime views of the surrounding area. Mitigation Measure 3.1.2: Lighting shall be directed downward and inward to the extent possible to limit spillover, yet provide for adequate safety and security for building occupants and visitors. Mitigation Measure 3.1.3: Incorporate lighting design features that would reduce light and glare impacts including low wattage bulbs with prismatic glass coverings that inhibit the spread of light, and shielding of lights to reduce glare such that neither the light source, nor its image from a reflective surface is directly visible from any point measured five feet from the property line.	Less Than Significant	No Project Alternative

RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT	ALTERNATIVES THAT COULD REDUCE IMPACT
Cultural Resources	Impacts 3.2.1: The proposed project involves alteration of the Paul R. Williams Building, which is a locally recognized historic structure, and is eligible for listing on the National and State Registers of Historic Places.	Mitigation Measure 3.2.1: Prior to the issuance of a building permit and to the satisfaction of the City of Ontario's Planning Department, the project developer shall retain a qualified professional architectural historian to oversee and advise on rehabilitation of the Paul R. Williams Building. Supervision will include activities relating to materials selection, construction methods, and aesthetic and physical interior and exterior alterations that are to be utilized, and the manner in which they are to be employed in restoration of the historically relevant property. Maintenance, repair, stabilization, restoration, preservation, and conservation of the Paul R. Williams Building shall be conducted in a manner consistent with the Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings (1995), Weeks and Grimmer. Mitigation Measure 3.2.2: In an effort to completely document the significance of the Paul R. Williams Building, the developer shall retain an architectural historian or researcher to verify any information that was provided by the City that may be in question, regarding architectural style or provenance of building. Information gathered shall be in compliance with Section 106 of the National Historic Preservation Act (NHPA) guidelines concerning historic resources. Mitigation Measure 3.2.3: Prior to the issuance of a building permit the developer	Less Than Significant	None

RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT	ALTERNATIVES THAT COULD REDUCE IMPACT
		shall apply for listing of The Paul R. Williams building on the National and State Register of Historic Places.		
Hazards and Hazardous Materials	Impact 3.3-1: There is a strong likelihood that lead-based paints and lead piping were utilized within the buildings. Furthermore, a site inspection revealed materials that could contain asbestos, many of which were in a damaged condition.	Mitigation Measure 3.3.1: Prior to the issuance of a demolition or building permit, the applicant shall prepare and implement a plan to identify, remediate, transport, and eliminate any and all lead-based paints and asbestos referenced in the Phase I Environmental Site Assessment. Said remediation plan shall comply with all applicable local, State, and Federal regulations regarding the remediation and disposition of these materials. The City shall not issue a building permit for these buildings until the remediation plan has been complied with fully and these materials no longer pose a hazard to persons living and/or working in the buildings.	Less Than Significant	No Project Alternative
Hazards and Hazardous Materials	Impact 3.3-2: The Tobias Building and Tobias Annex Building are 43 feet from a pressurized underground fuel pipeline. Thus, the proposed project has the potential to create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials.	Mitigation Measure 3.3.2: Prior to the issuance of a building permit for the Tobias Building and Tobias Annex, the applicant shall submit plans for review by the Building Department and the Fire Marshal. Said plans shall include provisions for all residential spaces adjacent to the railroad right-of-way to be constructed fully of one (1) hour rated construction methods and materials to the satisfaction of the Building Official and the Fire Marshal. Mitigation Measure 3.3.3: Prior to the issuance of a building permit, the applicant shall provide a safety and evacuation plan for each building. Said plans shall include provisions for emergency supplies and	Less Than Significant	No Project Alternative

RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT	ALTERNATIVES THAT COULD REDUCE IMPACT
		equipment, such as first aid materials, fire detection equipment (i.e. smoke detectors, strobe lights, alarms, etc.), fire and smoke suppression equipment (i.e. sprinkler systems, halon systems, emergency ventilation systems, etc.), and emergency egress provisions. Said plans shall be subject to the review and approval of the Building Official and the Fire Marshal.		
Land Use	Impact 3.4.1: The proposed project is not consistent with several policies of the City of Ontario. The City of Ontario Municipal Code does not currently allow Work/Live uses. In addition, the Tobias Building and Tobias Annex Building are currently in the M-1 Zone, which does not allow commercial or residential uses.	Mitigation Measure 3.4.1: Prior to issuance of building permits for the use of the Tobias Building and Annex as work/live project site, the applicant shall apply for, and the City shall process the following: a. A zone change to amend the land use designation of the Tobias Building and Annex from M-1 to C-2. b. A Development Code Amendment for the C-2 zone to allow work/live projects as conditional uses.	Less Than Significant	No Project Alternative Maximum Build Out at Existing Zoning 100% Commercial Uses
Noise and Vibrations	Impact 3.5.1: The proposed project could minimally increase ambient noise levels due to the noise generated by project related vehicle trips.	None Required. The project related vehicle trips are minimal and related noise is negligible.	Less Than Significant	No Project Alternative
Noise and Vibrations	Impact 3.5.2: The proposed project may result in audible short-term and intermittent increases in noise levels during the construction period.	Mitigation Measure 3.5.1: All project construction activities shall only occur on Monday through Saturdays from 7:00 a.m. to 7:00 p.m. No construction shall occur on Sunday or federal holidays. Mitigation Measure 3.5.2: All construction equipment shall be in proper operating condition and fitted with standard factory noise attenuation features. All equipment	Less Than Significant	No Project Alternative

RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT	ALTERNATIVES THAT COULD REDUCE IMPACT
		should be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. Mitigation Measure 3.5.3: The project shall incorporate design measures that locate noise sources such as parking areas, loading zones, trash bins, and mechanical equipment as far away from the noise sensitive receptor locations as possible. Mitigation Measure 3.5.4: Loft project mechanical equipment shall be acoustically engineered, incorporating quiet designs, mufflers, enclosures, parapets, etc., so that the noise generated by these operations shall not exceed the noise standard at receptor locations.		
Noise and Vibrations	Impact 3.5.3: Ambient noise levels could temporarily increase in excess of local or other applicable standards when construction equipment is operating.	Mitigation Measure 3.5.1 Mitigation Measure 3.5.2 Mitigation Measure 3.5.3 Mitigation Measure 3.5.4	Less Than Significant	No Project Alternative
Noise and Vibrations	Impact 3.5.4: The proposed project would created habitable spaces in the Montalvan, Tobias, and Tobias Annex Buildings that are exposed to exterior noise levels in excees City of Ontario Land Use Compatibility Guidelines and interior noise levels in excess of the State of California Noise Insulation Standards.	Mitigation Measure 3.5.5: The Tessier Work/Live Project property owner(s) shall grant noise/avigation easements to the owner/operator of the Ontario International Airport (Los Angeles World Airports), prior to the issuance of Certificates of Occupancy. Mitigation Measure 3.5.6: For the Montalvan, Tobias, and Tobias Annex Buildings, exterior walls on the south, west and east elevations shall be constructed using one of the following wall types:	Potentially Significant Impact	No Project Alternative Maximum Build Out at Existing Zoning 100% Commercial Uses

RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT	ALTERNATIVES THAT COULD REDUCE IMPACT
		a. 7/8" stucco, 2x4 studs, R-11 insulation batts, 5/8" type "X" gypsum board. b. 8" concrete block. c. Or other construction with comparable acoustic ratings. All walls shall be sealed airtight. There shall be no openings (e.g., vents or mail slots) on the south, west or east walls. Any openings for convenience shall be sealed airtight. Mitigation Measure 3.5.7: All windows and exterior doors on buildings on the south side of Emporia Street on the west and east elevations shall be sound-rated assemblies that provide a minimum sound transmission class (STC) of 35. Mitigation Measure 3.5.8: All windows and exterior doors on buildings on the south side of Emporia Street on the south perimeter elevations of the buildings shall be sound-rated assemblies that provide a minimum STC of 47. Mitigation Measure 3.5.9: For buildings on the immediate north side of Emporia Street (e.g. Montalvan Building), all windows and exterior doors on the south, west and east perimeter elevations shall be sound-rated assemblies that provide a minimum sound transmission class (STC) of 28. Mitigation Measure 3.5.10: For the Montalvan, Tobias, and Tobias Annex Buildings, forced air ventilation shall be provided that will provide no more than the minimum air circulation and fresh air supply requirements of the Building Code in each		

RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT	ALTERNATIVES THAT COULD REDUCE IMPACT
		habitable room. Ventilation openings to the exterior shall not be oriented towards the railroad tracks. Mitigation Measure 3.5.11: For the Montalvan, Tobias, and Tobias Annex Buildings, kitchen cooktop vent hoods shall be of the nonducted recirculating type with no ducted connection to the outdoors. Mitigation Measure 3.5.12: For the Montalvan, Tobias, and Tobias Annex Buildings, roofs shall be constructed of minimum 1/2" thick solid sheathing. Minimum 5/8" thick type "X" gypsum board shall be attached to the underside of the roof joists. Minimum R-19 insulation batts shall be snugly fitted between the joists, or with an exterior only assembly that includes 1/2" thick solid sheathing and R-25 insulation. Mitigation Measure 3.5.13: Skylights shall be dual-paned. Mitigation Measure 3.5.14: Fireplaces shall not be permitted. Mitigation Measure 3.5.15: For the Montalvan, Tobias, and Tobias Annex Buildings, gypsum board shall be installed on all interior walls dividing work-live units. Mitigation Measure 3.5.16: For the Montalvan, Tobias, and Tobias Annex Buildings, party walls and floor/ceiling assemblies separating units shall be designed to provide a minimum sound transmission class (STC) 50.		

RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT	ALTERNATIVES THAT COULD REDUCE IMPACT
		Mitigation Measure 3.5.17: For the Montalvan, Tobias, and Tobias Annex Buildings, floor/ceiling separation assemblies between units shall be designed to provide a minimum impact insulation class (IIC) rating of 50. Floor coverings may be included in the assembly to obtain the required ratings. These coverings must be retained as a permanent part of the assembly and be replaced only by other floor coverings that provide the required impact sound insulation. Mitigation Measure 3.5.18: For the Montalvan, Tobias, and Tobias Annex Buildings, entrance doors from interior corridors together with their perimeter seals shall have STC ratings of not less than 26. Such tested doors shall operate normally with commercially available seals. Solid core wood slab doors 1 3/8" thick minimum or 18-gauge insulated steel slab doors with compression seals all around, including the threshold, may be considered adequate without other substantiating information. Mitigation Measure 3.5.19: For the Montalvan, Tobias, and Tobias Annex Buildings, penetrations or openings in separation assemblies for piping, electrical devices, recessed cabinets, bathtubs, soffits or heating, ventilation or exhaust ducts shall be sealed, lined, insulated or otherwise treated to maintain the required ratings. Mitigation Measure 3.5.20: If any of these standards are not or cannot be met, then an acoustical analysis shall be conducted as		

RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT	ALTERNATIVES THAT COULD REDUCE IMPACT
		part of the final design to ensure that the interior noise levels will comply with the City's standards.		
Noise and Vibrations	Impact 3.5.5: The level of vibrations experienced at the Tobias and Tobias Annex Buildings would be exceed FTA vibration impact criteria under the moderate and high estimates of vibrations.	No Feasible Mitigation Measures.	Potentially Significant Impact	No Project Alternative Maximum Build Out at Existing Zoning 100% Commercial Uses
Circulation and Parking	Impact 3.6.1: The estimated parking demand with the proposed project exceeds the existing supply in the immediate vicinity of the proposed Montalvan building for the hours between 10:00 A.M. to 3:00 P.M.	Mitigation Measure 3.6.1: The 15-space, off-street parking lot on the south side of the Montalvan Building shall be designated for work/live patrons only. Mitigation Measure 3.6.2: Due to a limited number of available off-street parking spaces that can be designated for use by the work/live units at the Montalvan building and the Tobias and Tobias Annex buildings sites, the existing large public parking lot (located on Block 72 on the southeast quadrant of Emporia Street and Laurel Avenue) shall be included as available parking for residents/visitors of the nearby Montalvan and Tobias work/live units. Based upon a similar parking ratio of 1.5 established for studio apartments within the City of Ontario, it is determined that 7 additional parking spaces will be needed for the Montalvan work/live units and 16 additional parking spaces for the Tobias buildings for a total of 23 spaces would be needed to supplement the existing parking supply at these building locations.	Less Than Significant	No Project Alternative

RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT	ALTERNATIVES THAT COULD REDUCE IMPACT
Circulation and Parking	Impact 3.6.3: The estimated parking demand exceeds the existing supply in the immediate vicinity of the proposed Tobias and Tobias Annex buildings for all hours except 7:00 A.M. to 9:00 A.M. The estimated parking shortfall for this block ranges from 2 parking spaces to 22 spaces.	Mitigation Measure 3.6.2	Less Than Significant	No Project Alternative 100% Residential Uses
Circulation and Parking	Cumulative Impact: The proposed would reduce the availability of public parking in the project vicinity. Thus, the proposed project in combination with foreseeable future projects could cumulatively impact parking if future development occurs without consideration for the public parking supply.	Mitigation Measure 3.6.3: Before the City of Ontario approves any future development projects within the area bounded by Euclid Avenue to the east, Holt Boulevard to the north, Vine Avenue to the west, and the Union Pacific right-of-way to the south, a parking analysis shall be conducted to determine the impact of future developments on parking supply. If the impact is negative, adequate and measurable recommendations or remedies shall be implemented to reduce or eliminate the negative impact of the development on parking in the downtown area.	Less Than Significant	No Project Alternative 100% Residential Uses
Hydrology and Water Quality	Impact 3.7.1: The proposed project may result in a minimal increase of storm water runoff and could contribute to additional sources of pollution to the existing drainage system.	Mitigation 3.7.1: The building plans and specifications shall include Best Management Practices to minimize water quality impacts during renovation of the buildings and after the work-live lofts have been built. Mitigation 3.7.2: The project shall be renovated and operated in a manner consistent with Order No. 96-054 of National Pollutant Discharge Elimination System (NPDES). Permit CAS614001.	Less Than Significant	No Project Alternative

RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT	ALTERNATIVES THAT COULD REDUCE IMPACT
Utility and Service Systems	Impact 3.8.1: Implementation of the proposed project would result in an incremental increase in sewage generated by occupants on the project site.	None Required. The City's existing infrastructure is capable of handling the proposed increase.	Less Than Significant	No Project Alternative
Utility and Service Systems	Impact 3.8.2: Implementation of the proposed project would result in an increase in demand for water over the current usage.	None Required. The City's existing infrastructure is capable of handling the proposed increase.	Less Than Significant	No Project Alternative
Utility and Service Systems	Impact 3.8.3: The proposed project would result in a increase in the generation of solid waste over the current rate.	None Required. The City's existing infrastructure is capable of handling the proposed increase.	Less Than Significant	No Project Alternative
Utility and Service Systems	Impact 3.8.4: The proposed project may result in a minimal increase of storm water runoff and could contribute to additional sources of pollution to the existing drainage system.	None Required. Compliance with Section 402 of the Clean Water Act (NPDES) adequately mitigates any impacts.	Less Than Significant	No Project Alternative
Mandatory Findings	Impact 3.9.1: The proposed project has the potential to impact important examples of major periods of California history or prehistory.	Mitigation 3.2.1 Mitigation 3.2.2 Mitigation 3.2.3	Less Than Significant	No Project Alternative
Mandatory Findings	Impact 3.9.2: The proposed project has the potential to contribute to cumulative light, parking need, runoff, and demand for utilities and services.	Light: Mitigation Measures 3.1.1 – 3.1.3 Parking: Mitigation Measure 3.6.3 Runoff: Mitigation Measures 3.7.1 – 3.7.2 Utilities and Services: Impacts are negligible and Mitigation Measures are not required.	Less Than Significant	No Project Alternative 100% Residential Uses

RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT	ALTERNATIVES THAT COULD REDUCE IMPACT
Mandatory Findings	Impact 3.9.2: The proposed project has the potential for environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.	Mitigation 3.3.1 Mitigation 3.3.2 Mitigation 3.3.3	Less Than Significant	No Project Alternative

ES.8 ALTERNATIVES

In accordance with Section 15126.6(a) of the State CEQA Guidelines, Section 4.0 of this EIR identifies and evaluates alternatives to the proposed project. In addition to the proposed project, this EIR discusses the following four (4) alternatives:

- No Project Alternative
- Maximum Build Out at Existing Zoning
- 100% Commercial Uses
- 100% Residential Uses

Each alternative was evaluated to determine if it would achieve the project's objectives and aid the City of Ontario in achieving its goals and policies. Each alternative was also examined to determine if it would have less environmental impacts than the proposed project.

After evaluating project alternatives, the proposed project was selected as the preferred alternative for the following reasons:

- The proposed project most affectively achieves the project objectives.
- The proposed project aids the City of Ontario in reaching its goals and polices.

ES.9 AREAS OF CONTROVERSEY AND ISSUES TO BE RESOLVED

The following issues were raised during the CEQA review process of the Tessier Work/Live Project:

Issues Raised by Agencies and the Public

- At the project's Scoping Meeting, citizens expressed concerns about the safety of existing pedestrian crossing conditions on Euclid Avenue near its intersection with Holt Boulevard. This intersection is signalized and includes east-west and north-south directional crosswalks. The proposed project is located southwest of the Euclid Avenue/Holt Boulevard intersection. Proposed project parking would occur on the same blocks as the proposed work/live lofts; and therefore, pedestrians associated with the Tessier Work/Live Project would not likely cross Euclid Avenue or Holt Boulevard. Thus, an evaluation of the adequacy of the pedestrian crossing at the Euclid Avenue/Holt Boulevard intersection is outside the scope of this project.

- At the project's Scoping Meeting, citizens expressed concerns about the availability and distribution of parking within the project area. Section 3.6 of this EIR discusses parking availability in the project area. This section concludes that on-street parking and the public parking lot at the eastern terminus of Emporia Street, in combination with the off-street parking proposed as part the project, provide parking to accommodate existing and proposed uses.

- At the project's Scoping Meeting, citizens raised concerns for nearby potential hazardous materials sites including automobile service facilities. Section 3.3 of this EIR summarizes the Phase I Environmental Site Assessment prepared for the project (Appendix D) and examines the potential for the project site to be contaminated by on- and offsite activities. This examination revealed no evidence of past or current onsite contamination of hazardous materials.

- In response to the project's Notice of Preparation, the California Department of Toxic Substances Control (DOTC) recommended that the Draft EIR analyze the project's potential to release and/or expose persons to toxic substances. This analysis is included in Section 3.3 of this EIR.

- In response to the project's Notice of Preparation, the California Department of Fish and Game (CDFG) requested verification of the presence of potentially sensitive biological resources. Sensitive biological resources may exist in the project region, but do not exist onsite and would not be directly or indirectly impacted by the proposed project. The project site is in a completely urbanized and developed area of the City of Ontario. The only existing vegetation in the project vicinity are street trees in the sidewalks of Transit Street, Emporia Street, Laurel Avenue, and Palm Avenue. The proposed project would not affect these trees. In addition, the majority of construction associated with the proposed project would occur indoors. The only exterior improvements proposed are minor façade improvements, the expansion of the Montalvan Building, and vacation of the alley right-of-way on the south side of the Paul R. Williams building. The proposed expansion of the Montalvan Building would occur on a currently paved and impenetrable area. Similarly, the alley proposed to be vacated is also paved and impenetrable.

- In response to the project's Notice of Preparation, the CDFG stated their opposition to the elimination of watercourses and/or their channelization or conversion to subsurface drains. The proposed project would not conflict with the CDFG's position regarding alteration of watercourses. The project site is completely urbanized and developed and contains no discernable watercourses. In addition, runoff in the project area created by storm events flows on streets and not through natural or soft-bottom drainage courses.

- In response to the project's Notice of Preparation, the California Department of Transportation (Caltrans) Division of Aeronautics stated the need for noise/avigation easements. Mitigation Measure 3.5.5 requires the Tessier Work/Live Project property owner(s) to grant noise/avigation easements to the owner/operator of the Ontario International Airport (Los Angeles World Airports), prior to the issuance of Certificates of Occupancy.

- In response to the project's Notice of Preparation, the South Coast Air Quality Management District (SCAQMD) stated that the need to identify potential air quality impacts that could occur from the proposed project and all air pollutant sources related to the project. The potential sources of air pollution related to the

proposed project are limited to vehicular emissions of patrons and tenants of the proposed work/live units and minor amounts of construction dust that may be created during expansion of the Montalvan Building. Both emissions of air pollutants are well below the thresholds of significance established by the SCAQMD. In addition, vehicular traffic related to the proposed project would mostly be a redistribution of trips in the South Coast Air Basin and not a new source of pollutants. The emission of fugitive dust would be limited in accordance with SCAQMD Rule 403.

Other Items That May Raise Controversy

- Work/Live uses are not allowed by existing City of Ontario Development Code. The City of Ontario proposed to resolve this issue by amending the Development Code to allow Work/Live uses in the C-2 Zone with approval of Conditional Use Permits.

- The proposed project has the potential to attract undesirable businesses. The proposed amendment to the City of Ontario Development Code addresses this concern by restricting the types of businesses that can operate in Work/Live environments.

- The proposed project would expose future residential tenants of the Tobias Building and Tobias Annex to significant and unavoidable vibration impacts. Vibration is further discussed in Section 3.5 of this EIR.

- The proposed project has the potential to negatively impact the historically significant Paul R. Williams Building. Mitigation Measures 3.2.1-3.2.3 ensure that alterations to the Paul R. Williams Building will be conducted in a manner consistent with the Secretary of the Interior's Standards for Treatment of Historic Properties. Alterations conducted in this manner would preserve the historic characterizes of the structure and enhance the structure's longevity. Historical resources are further discussed in Section 3.2 of this EIR.

- The City of Ontario's General Plan establishes a 50-foot minimum setback for new habitable structures from existing or established underground or aboveground pipelines. The Tobias Building and Tobias Annex are within 43 feet of an undergound liquid fuel pipeline. Mitigation Measures 3.3.2 and 3.3.3 address this issue by requiring safety provisions for pipeline related emergencies. Pipeline safety is further discussed in Section 3.3 of this EIR.

This Page Intentionally Blank

1.0. INTRODUCTION

1.1. PURPOSE OF THE EIR

This Environmental Impact Report (EIR) has been prepared to meet all of the substantive and procedural requirements of the California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code Division 13 "Environmental Quality" Sections 21000-21178), the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 15000 et seq., as amended through January 1, 2003) and the rules, regulations, and procedures for implementation of CEQA as adopted by the City of Ontario. The City of Ontario is the Lead Agency for this project, taking primary responsibility for conducting the environmental review and approving or denying the Zone Change, Development Code Amendment, Conditional Use Permit, Vacation of Public Right-of-Way, Site Plan Review, and Certificate of Appropriateness.

Before beginning the preparation of an EIR, the Lead Agency must decide which specific issues should be evaluated in the document. The State CEQA Guidelines mandate various steps that Lead Agencies must take to define the scope and content of an EIR, and also give lead agencies discretion to use additional "scoping" methods. For this project, the primary tool used to determine the scope of the EIR was the Initial Study.

As allowed by Section 15063 of the State CEQA Guidelines, the Initial Study may be used to simplify preparation of an EIR by narrowing the scope of the issues evaluated. Therefore, the Initial Study may be used to:

- Focus the Draft EIR on environmental effects determined to be significant;
- Identify effects that are not significant;
- Explain why potentially significant effects were determined not to be significant; and
- Identify what type of EIR or other process can be used for the environmental analysis.

Under the statute, EIRs should focus their discussion on potentially significant impacts, and may limit discussion of other impacts to a brief explanation of why the impacts are not potentially significant. Under the Guidelines, environmental effects that were discussed in an Initial Study need not be discussed in the EIR unless the agency later receives information that is inconsistent with the findings of the Initial Study. This process results in a focused, or limited-topic EIR.

This EIR has been prepared to identify any potential significant environmental impacts associated with the implementation of the proposed project, as well as appropriate and feasible mitigation measures or project alternatives that would minimize or eliminate these impacts. According to PRC Section 21081, the Lead Agency must make specific Findings of Fact ("Findings") before approving the Final EIR, when the Draft EIR identifies significant environmental impacts that may result from a project. The purpose

of the Findings is to establish the link between the contents of the EIR and the action of the Lead Agency with regards to approval or rejection of the project. Prior to approval of a project, one of three findings must be made:

1. Changes or alterations have been required, or incorporated into the project, which avoid or substantially lessen the significant environmental effect as identified in the EIR.

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3. Specific economic, legal, social, technological, or other consideration, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the EIR.

Additionally, according to PRC Section 21081.6, for projects in which significant impacts will be avoided by mitigation measures, the Lead Agency must include in its Findings a Mitigation Monitoring Program (MMP). The purpose of the MMP is to ensure compliance with required mitigation measures during implementation of the project.

However, environmental impacts may not always be mitigated to a level considered less than significant – such impacts are considered significant and unavoidable. If a public agency approves a project that would result in significant and unavoidable environmental impacts, the agency shall state in writing the specific reasons for approving the project, based on information contained within the EIR, as well as any other information in the public record. The resulting document is called a Statement of Overriding Considerations, and serves to clearly state the proposed project's benefits when weighed against its unavoidable environmental risks. The public agency prepares the Statement of Overriding Considerations, if required, after completion of the Final EIR, but before project approval according to State CEQA Guidelines Section 15091 and 15093. As further guidance, in *Citizens of Goleta Valley v. Board of Supervisors of Santa Barbara County* (1990, 52 Cal.3d 553), the California Supreme Court stated that:

> The wisdom of approving any development project, a delicate task that requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced.

Therefore, this document is intended to serve as an informational document, as stated in Section 15121(a) of the State CEQA Guidelines:

> An EIR is an informational document, which will inform public agency decision makers, and the public generally of the significant environmental effect of a project, identifies possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information, which may be presented to the agency.

Furthermore, this EIR will constitute the primary source of environmental information for the lead, responsible, and trustee agencies to consider when exercising any permitting authority or approval power directly related to implementation of the proposed project.

1.2. DEFINITION OF A PROJECT EIR

A Project EIR, as defined within Section 15161 of the State CEQA Guidelines, is an EIR which:

> Focuses primarily on the changes in the environment that would result from the development of the project. The EIR shall examine all phases of the project including planning, construction, and operation.

Where an agency has prepared a Project EIR, typically no further environmental review is necessary to carry out the project for which the document has been prepared. A subsequent EIR or supplemental EIR, however, may be required in certain circumstances outlined in California Public Resources Code Section 21166 and State CEQA Guidelines Section 15162 and 15163.

1.3. SCOPE OF THE EIR

This EIR addresses the potential environmental effects of the proposed project. The scope of the Draft EIR includes issues identified by the City of Ontario in the project's Initial Study (IS) and Notice of Preparation (NOP), along with issues identified in comment letters received during the IS/NOP review period. The IS/NOP and comment letters received during the NOP review period are included in Appendices A and B of this EIR. Based on this information, the Lead Agency has determined that implementation of the proposed project may result in potentially significant impacts. Chapter 3.0 discusses the following environmental issues:

- Aesthetics
- Cultural Resources
- Hazards & Hazardous Materials
- Land Use
- Noise and Vibrations
- Circulation and Parking

- Hydrology & Water Quality
- Utilities and Service Systems
- Mandatory Findings

In accordance with Section 15063(c)(3)(B) of the State CEQA Guidelines, the IS/NOP (Appendix A) assists in the preparation of an EIR by identifying effects determined not to be significant, as determined by a brief environmental analysis, supported by evidence. The IS/NOP determined that the following effects are not significant and this Final EIR does not discuss them further:

- Agriculture Resources
- Air Quality
- Biological Resources
- Geology and Soils
- Mineral Resources
- Population and Housing
- Public Services
- Recreation

1.4. ENVIRONMENTAL REVIEW PROCESS

As a first step in complying with the procedural requirements of CEQA, the City of Ontario prepared an IS to determine whether any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment and, if so, to narrow the focus (or scope) of the environmental analysis. For this project, the IS indicated that an EIR would be the appropriate type of environmental document to address potential environmental impacts resulting from project planning, implementation, and operation.

After completing the IS, the City filed an NOP with the California Governor's Office of Planning and Research to state that an EIR would be prepared for the proposed project. In turn, the IS/NOP was distributed for a 30-day public review period, which began on December 13, 2002, and ended January 13, 2003. The purpose of the public review period was to solicit comments on the scope and content of the environmental analysis to be included in the EIR. The City of Ontario received comment letters on the IS/NOP from the following agencies:

- State of California Department of Transportation, Division of Aeronautics
- State of California Department of Fish and Game
- State of California Department of Toxic Substances Control
- South Coast Air Quality Management District

The IS/NOP and their respective comment letters are included in Appendices A (IS/NOP) and B (comment letters) of this EIR.

During the preparation of the EIR, agencies, organizations, and persons who the City of Ontario believes may have an interest in this project were specifically contacted. Information, data, and observations from these contacts are included in the EIR. Agencies or interested persons also had an opportunity to comment during the public review of the Draft EIR, as well as at subsequent hearings on the project.

1.5. SCOPING MEETING

As suggested in Section 15083 of the State CEQA Guidelines, the City of Ontario conducted an EIR Scoping Meeting on April 10, 2003, at the Ontario Senior Center. The meeting consisted of a presentation that described the proposed project and explained the CEQA process. The presentation was followed by an open question and answer discussion, during which the City of Ontario obtained public opinion and concerns. The issues raised by attendees of the Scoping Meeting include concern for pedestrians crossing Euclid Avenue near its intersection with Holt Boulevard, concern for parking in the project area, and concern for nearby potential hazardous materials sites including automobile service facilities.

The concern for pedestrians crossing Euclid Avenue near its intersection with Holt Boulevard is an existing condition. This intersection is signalized and includes east-west and north-south directional crosswalks. The proposed project is located southwest of the Euclid Avenue/Holt Boulevard intersection. Proposed project parking would occur within the blocks of the project; and therefore, pedestrians associated with the Tessier Work/Live Project would not likely cross Euclid Avenue or Holt Boulevard. Thus, an evaluation of the adequacy of the pedestrian crossing at the Euclid Avenue/Holt Boulevard intersection is outside the scope of this project.

In response to the concerns for hazardous materials and parking, the City of Ontario evaluated the potential for hazardous contamination of the project site and the potential parking impacts of the proposed project. The results of these evaluations are discussed in Sections 3.3 and 3.6 of this EIR, respectively.

1.6. INTENDED USE OF THE EIR

As previously mentioned, this EIR is intended to provide the Lead Agency, interested public agencies, and the public with information which enables them to intelligently consider the environmental consequences of the proposed action. EIRs not only identify significant or potentially significant environmental effects, but also identify ways in which those impacts can be reduced to less-than-significant levels, whether through the imposition of mitigation measures or through the implementation of specific alternatives to the project. In a practical sense, EIRs function as a technique for fact-finding, allowing an applicant, concerned citizens, and agency staff an opportunity to collectively review and evaluate baseline conditions and project impacts through a process of full disclosure.

To gain the most value from this report, certain key points should be kept in mind:

- This report should be used as a tool to give the reader an overview of the possible ramifications of the proposed project. It is designed to be an "early warning system" with regard to potential environmental impacts.

- A specific environmental impact is not necessarily irreversible or permanent. Most impacts, particularly in urban, more developed areas, can be wholly or partially mitigated by incorporating changes recommended in this report during the design and construction phases of the project development.

1.7. REQUIRED APPROVALS

This EIR will be used in connection with permits and other discretionary approvals necessary for implementation of the proposed project.

1.7.1. LEAD AGENCY APPROVALS

The proposed project will require the following discretionary approvals by the City of Ontario:

- Zone Change from M-1 to C-2 for the Tobias Building and Tobias Annex Building
- Development Code Amendment to allow for Work/Live space in the C-2 Zone with a Conditional Use Permit
- Conditional Use Permit for Work/Live space in the C-2 Zone
- Approval for Vacation of Public Right-of-Way for the alley on the south side of the Paul R. Williams Building
- Certificate of Appropriateness for alterations to the Paul R. Williams Building
- Site Plan Review of the Montalvan Building

1.7.2. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED

In addition to the Lead Agency, local, state, and federal agencies occasionally have discretionary or appellate authority over projects that require an EIR. Such agencies are responsible agencies as defined by Section 21069 of the State CEQA Guidelines. Responsible agencies rely on EIRs when acting on those aspects of the project that require their approval.

The following responsible agency action will be required for the proposed project:

- **City of Ontario Redevelopment Agency** – Development/Disposition Agreement

The proposed project also involves nominating the Paul R. Williams Building for the listing on the National and State Registers of Historic Places, which are discretionary actions of the State Office of Historic Preservation.

2.0. PROJECT DESCRIPTION

2.1. PROJECT LOCATION

The project site is located in the downtown area of the City of Ontario in San Bernardino County, California. Figure 2.1.1 shows the regional location of the project. The City of Ontario is nearly 37 square miles in area and has a population of 151,488 (Department of Finance, 2000), making it one of the largest cities in the Inland Empire. The San Bernardino Freeway (I-10), the Pomona Freeway (SR-60), and the Ontario Freeway (I-15) traverse the City of Ontario and provide access to Los Angeles and Orange Counties to the west and south and to Riverside County to the east. Land uses in the City of Ontario include rural residential, single-family residential, multi-family residential, commercial, and industrial. Two regionally significant land uses in the City are the Ontario International Airport and the Ontario Mills shopping center.

Euclid Avenue, running north/south, is the backbone of the downtown area of the City of Ontario. Holt Boulevard, which intersects with Euclid Avenue, is the primary east-west commercial corridor in downtown Ontario. The project site consists of the area bounded by Euclid Avenue to the east, Holt Boulevard to the north, Vine Avenue to the west, and the Union Pacific right-of-way to the south. Specifically, the project consists of four (4) structures commonly known as Paul R. Williams Building, the Montalvan Building, the Tobias Building, and the Tobias Annex, three (3) parking lots commonly known as the Montalvan Parking Lot , the Tobias Parking Lot 1, and the Tobias Parking Lot 2. Figure 2.1.3 shows the project's specific locations, Figure 2.1.4 gives an aerial view of the project site and Table 2.1.1 and Figure 2.1.2 identify the Assessor Parcel Numbers (APNs) and addresses for each of these facilities. Figure 2.1.3 shows the project's specific locations and Figure 2.1.4 gives an aerial view of the project site. The project site can also be found on the Ontario, CA U.S.G.S. 7.5 Minute Topographic Quadrangle and on Page 642 of the 2003 San Bernardino and Riverside Counties Thomas Guide.

TABLE 2.1.1: PROJECT STRUCTURE LOCATIONS

	Assessor's Parcel Number	Address
Paul R. Williams Buildings	1049-058-01-0000	119 West Transit Street
Tobias Building and Tobias Parking Lot 1	1049-059-21-0000	211 West Emporia Street
Tobias Parking Lot 2	1049-059-09-0000	223 West Emporia Street
Tobias Annex	1049-059-08-0000	301 West Emporia Street
Montalvan Building and Montalvan Parking Lot	1049-056-06-0000	228 West Emporia Street

FIGURE 2.1.1: Regional Location Map

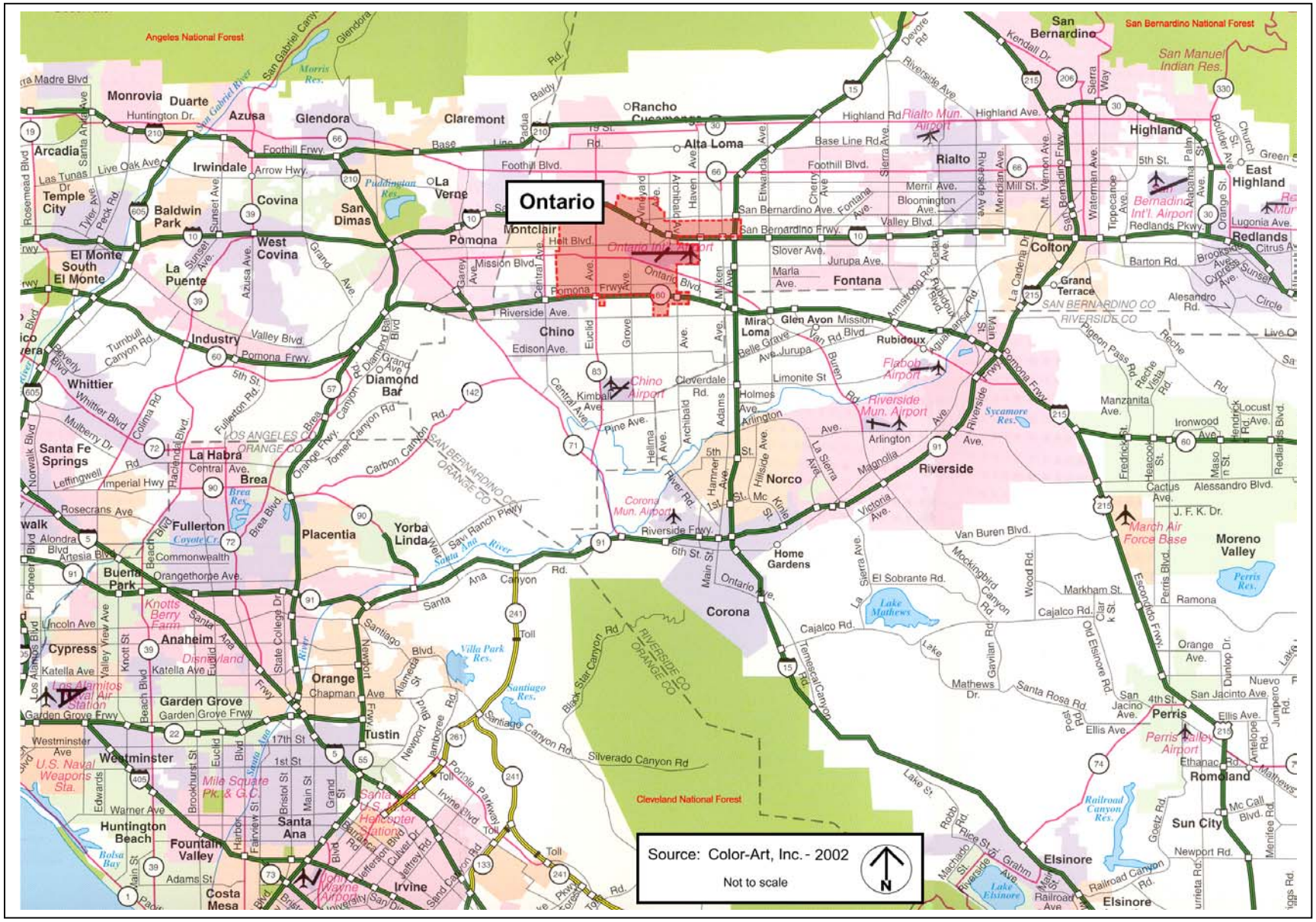
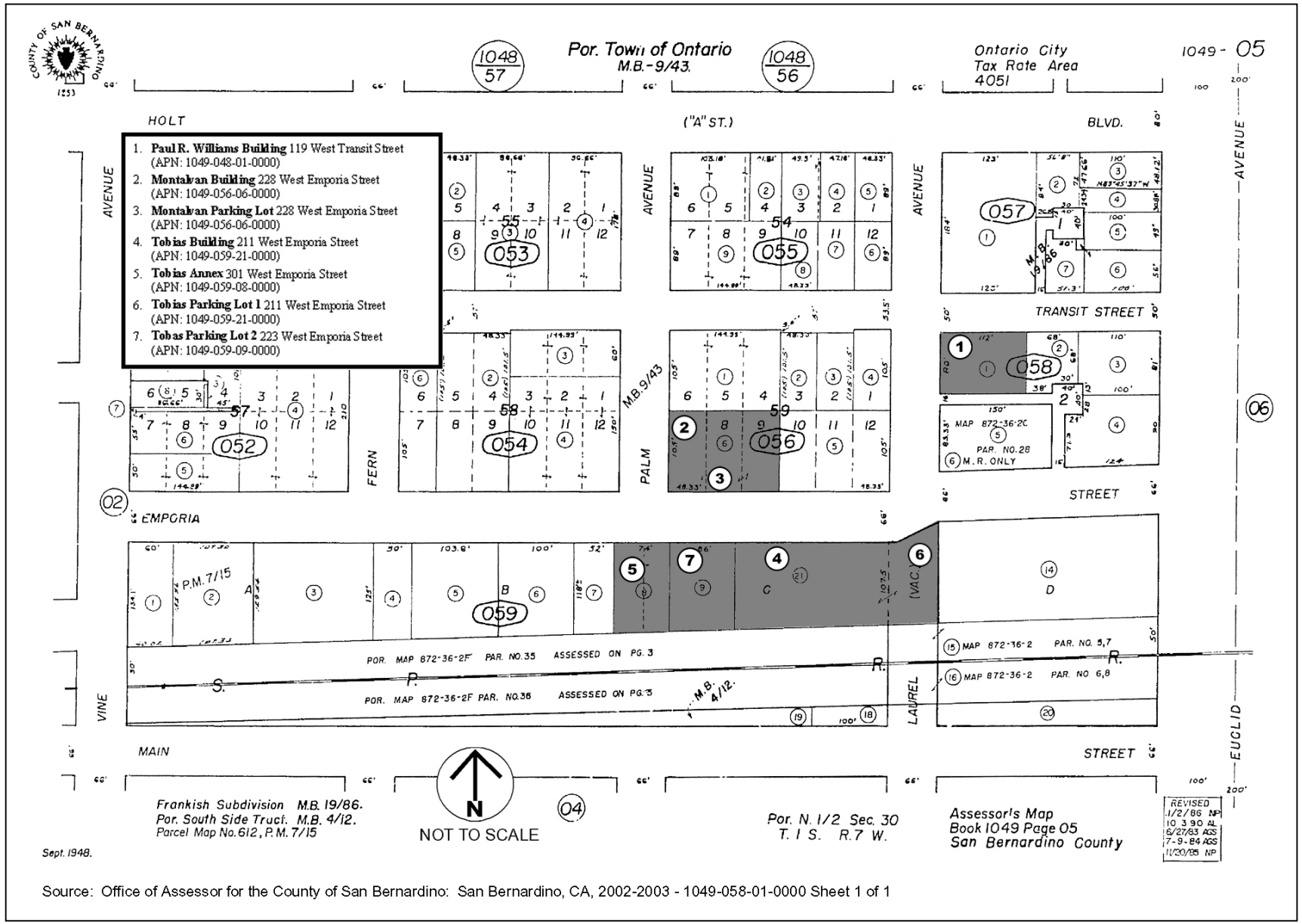


FIGURE 2.1.2: Assessor's Parcel Map



Source: Office of Assessor for the County of San Bernardino: San Bernardino, CA, 2002-2003 - 1049-058-01-0000 Sheet 1 of 1

FIGURE 2.1.3: Project Site Map

FIGURE 2.1.4: Aerial View of the Project Site

key

1. Paul R. Williams Building
2. Montalvan Building
3. Montalvan Parking Lot
4. Tobias Building
5. Tobias Annex Building
6. Tobias Parking Lot 1
7. Tobias Parking Lot 2

N

NOT TO SCALE

Source: City of Ontario

2.2. SITE CHARACTERISTICS

2.2.1. Topography

The City of Ontario is mostly flat and gradually rises to the north toward the San Gabriel Mountains and Mount Baldy. The project area follows this trend and gradually rises south to north, from the Southern Pacific Line of Union Pacific Railroad to Holt Boulevard. All of the specific project sites have been graded and are virtually flat.

2.2.2. Site Cover and On-Site Land Uses

The project site consists of five (5) assessed parcels and a small portion of public right-of-way. The five (5) assessed parcels are commonly known as the Paul R. Williams Building, the Montalvan Building and Montalvan Parking Lot, the Tobias Building and Tobias Parking Lot 1, the Tobias Annex, and the Tobias Parking Lot 2. The public right-of-way involved in the project is the alley on the south side of the Paul R. Williams Building that extends east from Laurel Avenue. Currently, the City of Ontario Redevelopment Agency owns the Paul R. Williams Building, the Montalvan Building and Montalvan Parking Lot, the Tobias Annex and the Tobias Parking Lot 2, and the developer owns the Tobias Building and Tobias Parking Lot 1. The proposed project involves a Development/Disposition Agreement which would give ownership of all these facilities to the project developer upon conclusion of the discretionary review process.

Paul R. Williams Building

The Paul R. Williams Building, located at 119 West Transit Street (APN 1049-058-01-0000), is a white single-story building on an 8,960-square foot lot. The lot is flat and bounded by Transit Street to the north, Laurel Street to the east, a parking lot to the west, and an alley to the south. The parcel is zoned C-2 (Central Business Commercial) and has a General Plan Designation of Town Center Study Area.

The Paul R. Williams Building was built in 1926 and has historical value. The exterior of the building has a smooth stucco façade with arched detailing, a terra-cotta gabled roof, and wrought iron grillwork (see Photograph 2.2.1). The interior of the building includes both closed rooms and an open lobby with office cubical-type workspaces (see Photograph 2.2.2). The original hand-painted murals and exposed ceiling beams in the lobby are still intact. Two opposite facing murals in the lobby depict San Antonio Canyon and Mount Baldly. One depicts the scene before American influence and the other shows the same scene after early development and growth of orange groves (see Photograph 2.2.3). The murals on the ceiling of the lobby are of varying coats-of-arms (see Photograph 2.2.4). The importance of the building's architect, Paul R. Williams, and builder, Charles Latimer, also contribute to its historical value.

From its opening until 1941, the building housed the Ontario Post Office. Later, the building was used as offices for the Civil Air Patrol and eventually for retail businesses, including the Hang Ten clothing store. The Ontario Redevelopment Agency purchaced

the building in 1989. The City's Public Works Department currently stores roadsigns and other equipment in portions of this building, otherwise the building is vacant.

Photograph 2.2.1
The Exterior of the Paul R. Williams Building Facing East on Transit Street

Photograph 2.2.2
The Interior Lobby of the Paul R. Williams Building

Photograph 2.2.3
The Mural on the West Interior Wall in the Lobby of the Paul R. Williams Building

Photograph 2.2.4
Examples of the Murals on the Ceiling in the Lobby of the Paul R. Williams Building

Montalvan Building and Montalvan Parking Lot

The Montalvan Building, located at 228 West Emporia Street (APN 1049-056-06-0000), is a 7,070 square foot, single story building on a 15,750 square foot lot. The lot is flat and includes a 14-space parking lot on the south side of the building, a paved area on the west side of the building, and a loading dock driveway on the east side of the building. The site is bounded by Emporia Steet to the south, Palm Street to the west, a vacant lot to the north, and the Chaffey College Ontario Center to the east. The parcel is zoned C-2 (Central Business Commercial) and has a General Plan Designation of Town Center Study Area.

The Montalvan Building was a meat packing plant that was constructed in 1947. The Ontario Redevelopment Agency purchased the building in 1995 and it is currently vacant. The building is rectangular with a loading dock extending from its east side. The exterior of the building has a pinkish, concrete façade (see Photograph 2.2.5). The interior of the building is open, with several enclosed rooms, including offices, changing rooms, rest rooms, a kitchen, and a freezer room (see Photograph 2.2.6).

Photograph 2.2.5
The Exterior of the Montalvan Building Facing Northeast on Euclid Street

Photograph 2.2.6
The Interior of the Montalvan Building

Tobias Building and Tobias Parking Lot 1

The Tobias Building, located at 211 West Emporia Street (APN 1049-059-21-0000), is the largest of the project buildings. It is an approximately 34,000-square foot building on a 20,196-square-foot lot. The lot is flat and includes a 15-space parking lot on the east side of the building. The site is bounded by Emporia Street to the north, a public parking lot to the east, the Union Pacific Railway to the south, and the Tobias Parking Lot 2 to the west. The parcel is zoned M-1 (Limited Industrial) and has a General Plan Designation of Town Center Study Area.

The Tobias Building was purchaced by the project developer in 2002. The building, which is currently vacant, was formerly used by the Microsoft Corporation for offices and distribution center. The Tobias Building is a two-story, rectangular, brick building that faces the public parking lot directly east of the building (see Photograph 2.2.7). The interior of the building includes offices (see Photograph 2.2.8), two warehouses (see Photograph 2.2.9), restrooms, kitchen areas, storage rooms, staircases, and a lobby.

Photograph 2.2.7
The Exterior of the Tobias Building Facing West from Emporia Street

Photograph 2.2.8
The Interior of the Tobias Building – Offices

Photograph 2.2.9
The Interior of the Tobias Building – Warehouse

Tobias Annex

The Tobias Annex, located at 301 West Emporia Street (APN 1049-059-08-0000), is the smallest of the project buildings. It is an approximately 5,500 square foot, single-story building on a 8,700 square-foot lot. The lot is flat and is bounded by Emporia Street to the north, the Tobias Parking Lot 2 to the east, the Union Pacific Railway to the south, and Childern's Enrichment Center to the west. The Childerns' Enrichment Center building and the Tobias Annex Building nearly abut each other but do not share a common wall. The parcel is zoned M-1 (Limited Industrial) and has a General Plan Designation of Town Center Study Area.

The Tobias Annex was purchased by the Ontario Redevleopment Agency in 1990. The Agency leased the builiding to Chaffey College who used it for their Economic Development Offices. The building has been vacant since March 2003.

The exterior of the building is of concrete construction with a glass window frontage on Emporia Street (see Photograph 2.2.10). The interior of the building includes an open room at the north end, bathrooms and small offices in the middle of the building, and a warehouse/storage room is accessible by two garage doors on the buiildings east wall.

Photograph 2.2.10
The Exterior of the Tobias Annex Facing South on Palm Avenue

Photograph 2.2.11
The Interior of the Tobias Annex

Tobias Parking Lot 2

The Tobias Parking Lot 2, located at 223 West Emporia Street (APN 1049-059-09-0000), is the only project parking lot on its own parcel. This parking lot has 19 parking spaces and a garage. The parcel is zoned M-1 (Limited Industrial) and has a General Plan Designation of Town Center Study Area.

2.2.3. Surrounding Land Uses

The project site is in the C-2 (Central Business Commercial) and the M-1 (Light Industrial) zones of the City of Ontario. The surrounding areas generaly share these zoning designations. The C-2 zone extends from Emporia Street north to "B" Street, east to Euclid Avenue, and west to Vine Avenue. The south side of Emporia Street between Euclid Avenue and Vine Street is zoned M-1. The M-3 (General Industrial) zone borders the southern edge of the project site and extends south to State Street.

The project's surrounding land uses vary due to the broad range of land uses allowed in City's Zoning Code. Commercial uses are scattered throughout the project area, and concentrated along Holt Boulevard. Automotive use is the main commercial activity along Laurel Avenue and Emporia Street (see Photograph 2.2.12). Specific automotive sites include a used-car dealership, the Automax Used Car Lot, at the corner of Holt Boulevard and Laurel Avenue, and several auto-repair shops, including Eckles Wheel Alignment and Balancing, which is across Laurel Avenue from the Paul R. Williams

Building. Other commercial uses in this area, and adjacent to the Paul R. Williams Building, include office space and some retail stores at the corner ot Euclid Avenue and Transit Street (see Photograph 2.2.13).

The project area also includes educational facilities. The Chaffey College Ontario Center is located at the intersection of Euclid Avenue and Laurel Avenue, adjacent to the Montalvan Building and across Emporia Street from the Tobias Building (see Photograph 2.2.14). Directly west of the Tobias Annex is the Children's Enrichment Center, and west of the Children's Enrichment Center is a dance instruction studio.

The C-2 zone conditionally allows residential uses and several single-family residences exist at the Emporia Street/Vine Avenue intersection. Two (2) public facilites, the Ontario Post Office and a public parking lot, also exist in the project area. The Ontario Post Office is at the intersection of Laurel Avenue and Holt Boulevard, across Transit Street from the Paul R. Williams Building. Directly east of the Tobias Building, at the southern terminus of Laurel Street is a public parking lot for downtown visitors. A quasi-public facility, the Ontario Post of the American Legion, also exists along Emporia Street, across Palm Avenue from the Montalvan Building and across Emporia Street from the Tobias Annex Building.

Just south of the project, and directly adjacent to the Tobias Building and Annex is the Southern Pacific Line of the Union Pacific Railroad right-of-way (see Photograph 2.2.15). This railway is a physical barrier between the project site and the industrial area with scattered residential sites to the south.

Photograph 2.2.12
Laurel Avenue Facing North, Showing the Automax Used-Car Lot on the Left and the Current Ontario Post Office on the Right

Photograph 2.2.13
An Eastward View of Transit Street Toward Emporia Street, Showing Retail Stores

Photograph 2.2.14
The Chaffey College Ontario Center

Photograph 2.2.15
A Westward View of the Southern Pacific Line of the Union Pacific Railroad Adjacent to the Tobias Building and Tobias Parking Lot 1

2.3. PROJECT OBJECTIVES

The objectives of the Tessier Work/Live Project are:

- Create an Arts District in the downtown area of the City of Ontario.
- Provide rental spaces for art-related individuals and businesses that can serve the tenant's functional and/or residential needs.
- Refurbish and re-use vacant buildings in the downtown area of the City of Ontario that are owned by the developer or the City's Redevelopment Agency.
- Enhance and preserve historic structures.

The proposed project would also aid the City of Ontario in achieving many of its goals. The City's General Plan identifies the City's goals for the future and the policies needed to achieve them. The proposed project is consistent with the following goals and policies of the City's General Plan:

> COMMUNITY DEVELOPMENT ELEMENT GOALS AND POLICIES
>
> GOAL 1.0: Ensure that the rate of growth and the provision of quality public services and facilities are compatible. Develop and maintain a balance of residential, commercial, industrial, open space and recreational land uses which will encourage a healthy variety of economic, social and cultural opportunities.
>
> Policy 1.2: Encourage a variety of residential uses, types and densities to meet varied housing needs.
>
> GOAL 5.0: Maintain and enhance the role of Downtown Ontario as an urban focal point for both commercial and civic activities.
>
> Policy 5.3: Support and encourage development of projects which will increase both the daytime and nighttime population of downtown, including more offices, educational institutions, and apartments/ condominiums.
>
> Policy 5.4: Support and encourage development of mixed-use projects, which combine residential uses with one or more commercial uses in a planned environment.
>
> AESTHETIC, CULTURAL, RECREATIONAL AND OPEN SPACE ELEMENT GOALS AND POLICIES
>
> GOAL 6.0: Conserve Ontario's historic buildings and districts.
>
> Policy 6.2: Complete nominations to the National Register of Historic Places for eligible sites.

GOAL 7.0: Promote art in public places in the City.

Policy 7.1: Through and as specified in the Development Code, ensure that art in public places is provided for major new developments and renovation projects.

NATURAL RESOURCES ELEMENT GOALS AND POLICIES

GOAL 2.0: Support and reinforce regional air quality plans and programs.

Policy 2.3: Encourage jobs/housing balance by promoting land use patterns which decrease automobile travel between home and workplace.

Policy 2.8: Promote mixed use development projects in downtown and east Ontario.

HOUSING ELEMENT GOALS AND POLICIES

GOAL 1A: Promote and encourage a diverse supply of housing suitable to serve the housing needs of existing and expected Ontario residents.

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.

In working towards the goals and policies of the General Plan, the City has prepared and adopted the Downtown Ontario Economic Enhancement Strategy and Downtown Design Guidelines. The Tessier Work/Live Project would also aid the City in achieving many of the goals and policies of this document, including:

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-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.

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.

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

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

Policy DT-13: Provide for the expansion of educational and cultural facilities in the downtown, particularly the area south of West Holt Boulevard between Euclid Avenue and Vine Street.

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

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.

2.4. DESCRIPTION OF PROPOSED PROJECT

2.4.1. Project Characteristics

The proposed project consists of renovating and converting the Paul R. Williams Building, Montalvan, Tobias, and Tobias Annex buildings into Work/Live Lofts. Work/Live Lofts are large, open rental units that allow commercial and residential uses, and cater to art-related individuals and businesses. The flexibility of Work/Live Lofts allows artists to live, work, display, and sell artwork in one unit, eliminating the need for maintaining separate residential and commercial spaces.

The proposed project would develop 58 rental Work/Live Lofts and one (1) Gallery in the downtown area of the City of Ontario. Each loft would be equipped with a full bathroom, a kitchenette, and modern electrical, telecommunication, mechanical, and plumbing systems. The proposed lofts also have high ceilings and open floor plans that allow tenants to develop their interior space to best suit their needs.

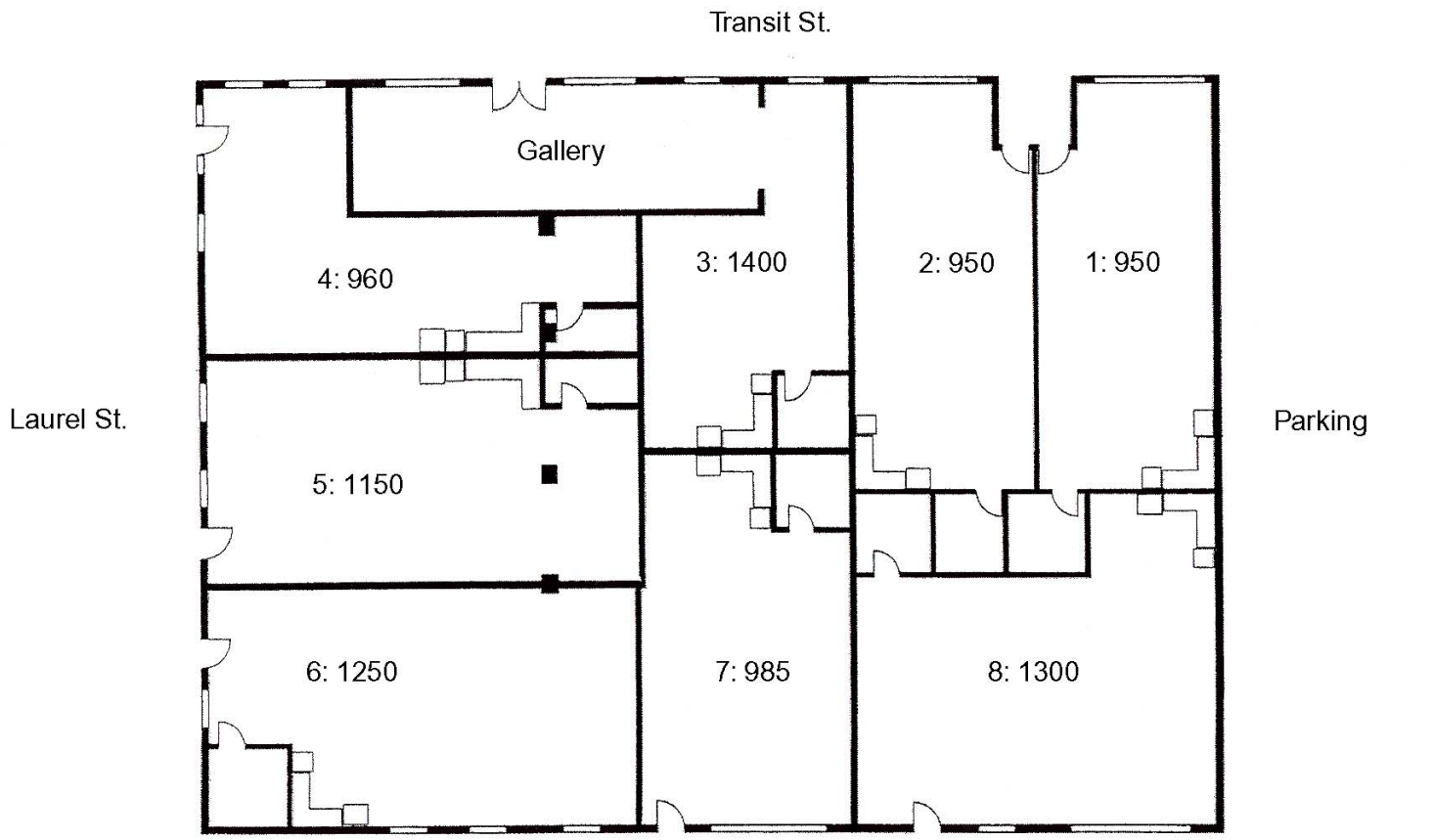
An Art Gallery would be in the existing lobby of the Paul R. Williams Building. This location was chosen to showcase the building's original artistic details and interior architecture. Exterior historic elements of the Paul R. Williams Building would also be preserved, including the facades facing Transit and Laurel Streets.

Along with the Gallery, the proposal includes eight (8) Work/Live Lofts in the Paul R. Williams Building. The proposed lofts range in size from 950 ft^2 to 1,400 ft^2. Three (3) lofts and the Gallery would face Transit Street, three (3) lofts would face Laurel Street, and two (2) lofts would face the alley on the south side of the building, which would be vacated. Due to the age and configuration of the building, no onsite parking spaces are required or provided for the Paul R. Williams Building. Parking for this building will be provided offsite and within the general downtown parking pool adjacent to the Tobias Building. Figure 2.4.1 shows the proposed site plan for the Paul R. Williams Building.

The Montalvan Building would be converted into fourteen (14) Work/Live Lofts, each approximately 1,000 ft^2 in size. The proposal includes expanding the building westward toward Palm Street. The expansion would have four (4) lofts, and the original building would house ten (10) lofts. One (1) parking space in the Montalvan Parking Lot would be assigned to each of these lofts. Figure 2.4.2 shows the proposed site plan for the Montalvan Building and Parking Lot.

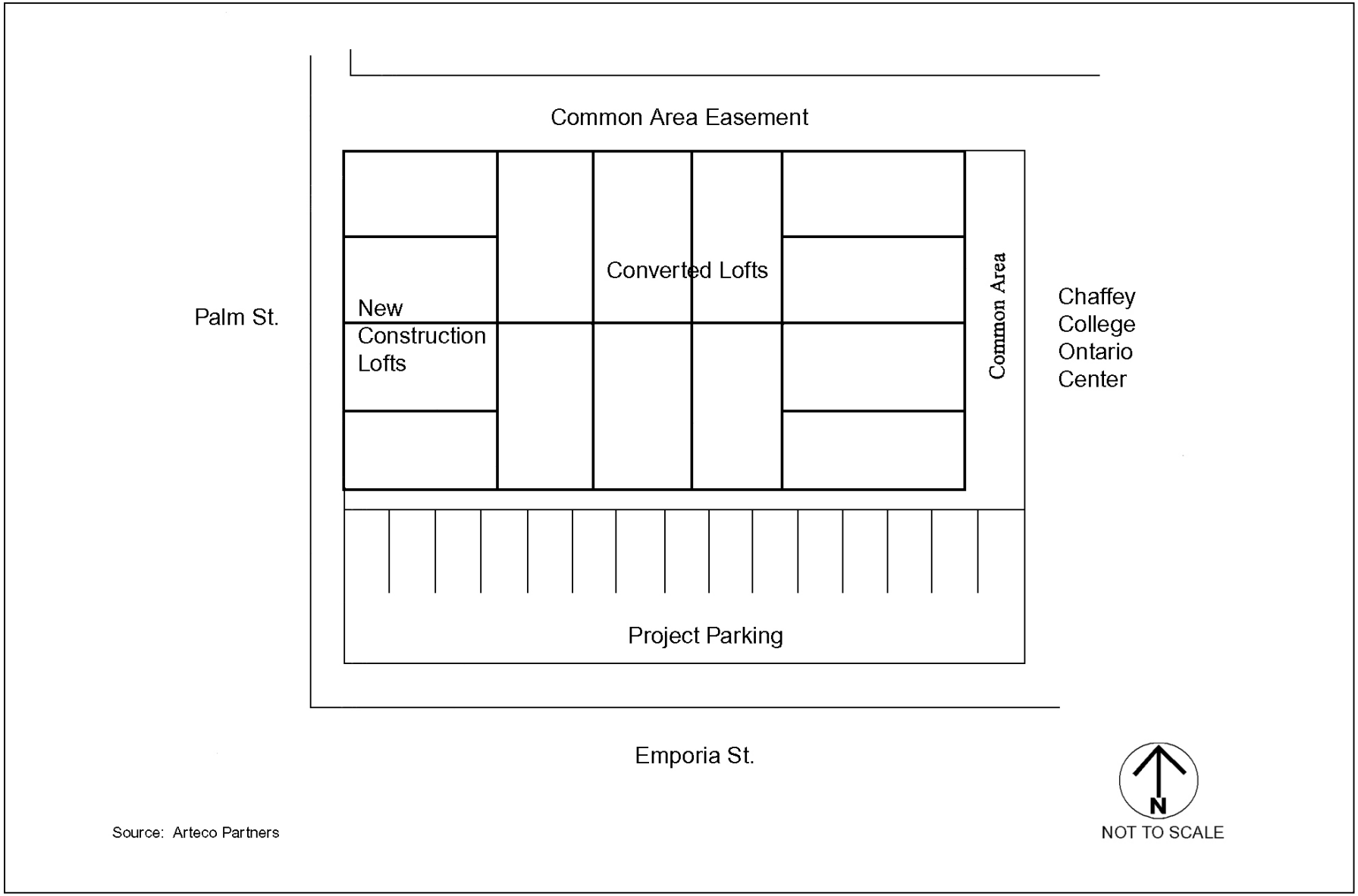
At build-out, there would be 31 Work/Live Lofts in the Tobias Building and five (5) in the Tobias Annex Building. These lofts would be approximately 1,100 ft^2 in size, some including mezzanine lofts. The existing garage on the Tobias Parking Lot 2 would be demolished to add four (4) parking spaces. The Tobias Parking Lots (Lots 1 and 2) will offer 38 parking spaces for the tenants of the Tobias Buildings. Figure 2.4.3 shows the proposed site plan for the Tobias Building, Tobias Annex Building, and Tobias Parking Lots 1 and 2.

FIGURE 2.4.1: The proposed Site Plan for the Paul R. Williams Building



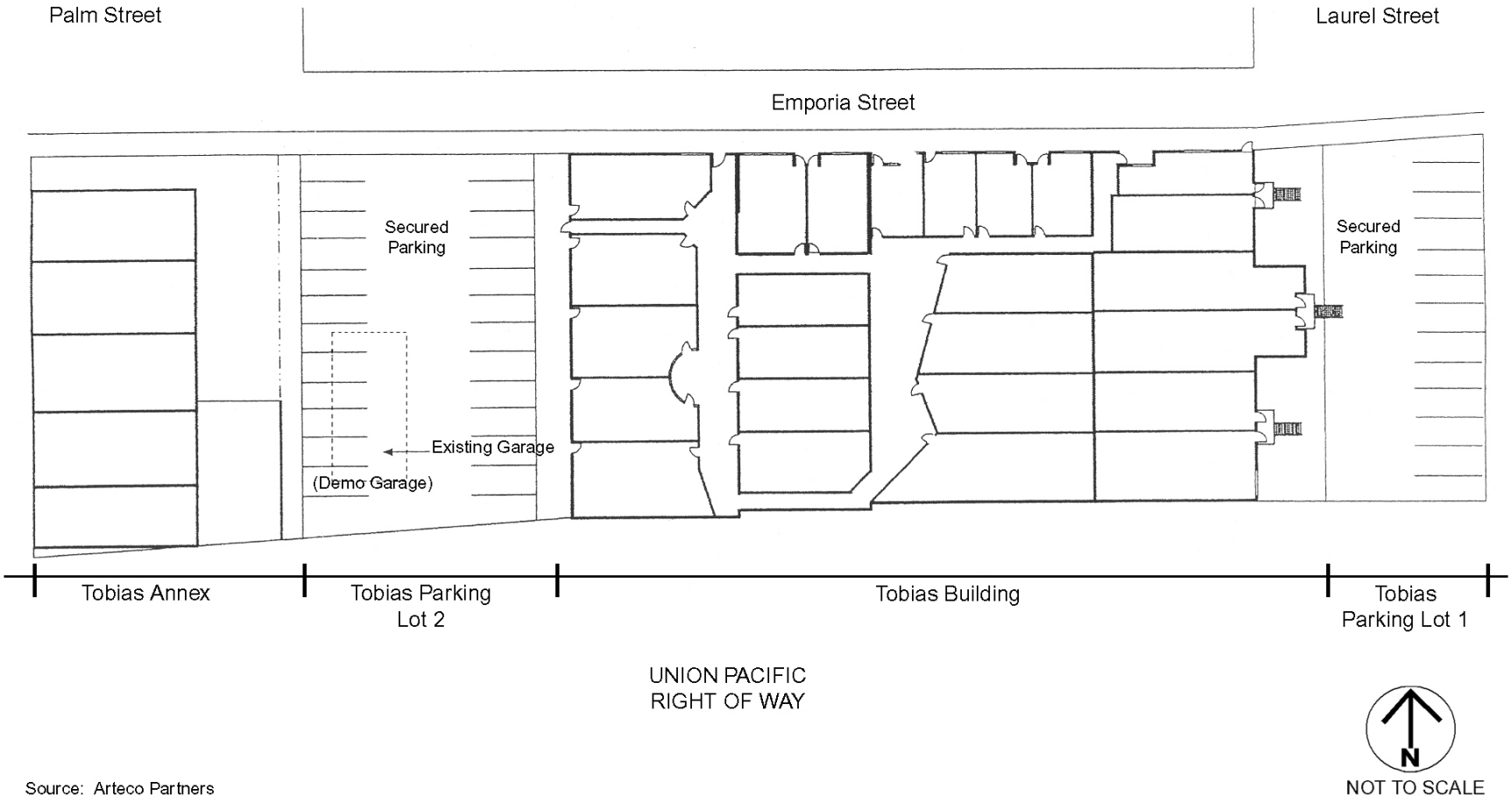
Source: Arteco Partners

FIGURE 2.4.2: The proposed Site Plan for the Montalvan Building and Parking Lot



Source: Arteco Partners

FIGURE 2.4.3: The proposed Site Plan for the Tobias Building, Tobias Annex Building, and Tobias Parking Lots 1 and 2



Source: Arteco Partners

2.4.2 Cumulative Scenario

As stated in Section 15130(b) of the CEQA Guidelines, the following elements are necessary for an adequate discussion of significant cumulative impacts:

- 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 project.

The cumulative context for the proposed project includes the existing, previously approved, and reasonably foreseeable future projects within the geographical area. Table 2.4.1 lists these projects in order of proximity to the project site.

TABLE 2.4.1:
Related Projects

PROJECT	DESCRIPTION	STATUS	DISTANCE FROM PROJECT SITE
Raven Building 115 south Palm Avenue	Concept to convert a currently vacant, 12,905-ft^2 structure into 12 work-live lofts.	Concept, Application has not yet been filed	0.03 Miles
Civic Center South	The Civic Center South project is a concept for the future, which would create high-quality housing as well as retail space along Euclid Avenue. The project would be located just south of the Ontario Civic Center east of Euclid Avenue	Concept, Application has not yet been filed	0.2 Miles
Electrical Contract or Storage Yard 204 East State Street	A Conditional Use Permit to establish an electrical contractor storage yard.	In Review	0.2 Miles
Grain Mill and Storage Facility 310 S. San Antonia Avenue	A Site plan to construct a grain milling and storage facility on a 15.8-acre site; and a Variance request to exceed the maximum height limitation of the M3 zone. The proposed facility will replace an existing adjacent grain milling storage facility, which is to be removed from the site.	Resubmit	0.2 Miles
Church Development 633 West State Street	A Conditional Use Permit to establish a 3,034 ft^2 church.	Incomplete Application	0.3 Miles
Ontario City Library East C Street	The Ontario City Library is currently being renovated and expanded in the Ontario Civic Center Complex.	Construction Underway	0.3 Miles
Church Development 615 S. Sultana Avenue	A Conditional Use Permit to establish a church within an existing building in the R1 zoning designation.	Incomplete Application	0.5 Miles
Shopping Center Holt Blvd. And Granite Avenue	A Site Plan to construct an approximate 78,500 ft^2 shopping center on a 6.43-acre site.	Resubmit	0.64 Miles
Industrial Building Development 829 E. Emporia Street	A Site Plan to construct a 6,000 ft^2, 22 feet high, industrial building on a 0.38-acre site.	Resubmit	0.8 Miles
Galaxy Campers 1033 W. Holt Blvd.	A Site Plan for a 3,400 ft^2 office building for RV sales and minor repairs for Galaxy Campers.	Resubmit	0.8 Miles

Self Storage Facility 505 S. Mountain Avenue	A Conditional Use Permit and Site Plan for a 60,000 ft^2 self storage facility, consisting of six buildings and one 3,400 ft^2 office with caretakers quarters, on a 2.78 acres site.	Approved	0.9 Miles
Warehouse/Office Building Development Corner of Mountain Ave. and Brooks St.	A site plan to construct a 7,808 ft^2 concrete/tilt-up warehouse/office building on a 0.43-acre site.	In Review	0.9 Miles
Tentative Parcel Map Mountain Blvd. And San Antonio Avenue	A Tentative Parcel Map to consolidate 3 lots into one 14.86-acre site.	Incomplete Application	0.9 Miles
Apartment Complex Development Mountain Avenue	A Site Plan and Conditional Use Permit to construct an 86-unit apartment complex on the east side of Mountain Avenue north of Flora Street.	Approved	1.0 Miles
Warehouse Development Magnolia Avenue	A Site Plan to construct two concrete tilt-up office warehouse buildings on 5.2 acres of land located on Magnolia Avenue approximately 300 feet north of Mission Boulevard.	Approved	1.1 Miles

Source: City of Ontario Planning Department

This Page Intentionally Blank

3.0. ENVIRONMENTAL IMPACT ANALYSIS

This chapter describes the existing environmental resources at the project site and adjacent locations, analyzes potential impacts to those resources induced by the proposed project, and identifies mitigation measures to avoid or reduce the magnitude of any significant impacts. The evaluation of effects is presented on a resource-by-resource basis in Section 3.1 through Section 3.8. Each technical section is divided into seven subsections: Introduction, Existing Conditions; Regulatory Framework; Threshold of Significance; Impacts; Cumulative Impacts, and Mitigation Measures. Each of these subsections is described below.

INTRODUCTION

The introduction provides an overview of the analysis within each section.

EXISTING CONDITIONS

The existing conditions portion of each technical section describes the physical environmental conditions in the vicinity of the project (as they exist at the time the notice of preparation is published) that are relevant to that particular environmental issue area. This establishes a baseline against which to compare the effects of the proposed project.

REGULATORY FRAMEWORK

A summary of relevant local and regional plans and policies is provided in each section of this chapter.

THRESHOLDS OF SIGNIFICANCE

This section defines the type, amount, or extent of impact that is considered a significant adverse change in the environment. Some thresholds are quantitative (e.g., air quality, traffic, noise), while others are qualitative (e.g., visual quality). The thresholds are intended to assist the reader in understanding why the EIR reaches a conclusion that an impact is significant or less than significant.

IMPACTS

This section describes the potential environmental impact(s) of the project (listed separately) and, based upon the Threshold of Significance, concludes whether the project impact would be significant or less than significant. When a conclusion of a significant impact is reached, this subsection may include feasible mitigation measures that could reduce the impact of the project to a less than significant level. If mitigation measures are included, the section concludes with a statement regarding whether the impact, following implementation of the mitigation measure(s), would remain significant, or would be reduced to a less than significant level.

CUMULATIVE IMPACTS

This section describes cumulative impacts to which the project contributes. The summary of cumulative impacts is based upon related projects and projected regional growth in the surrounding area.

MITIGATION MEASURES

This section describes feasible mitigation measures that would substantially reduce an identified impact, as described above under impacts.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

This section identifies the level of significance for potential project impacts in the corresponding environmental topic.

3.1. AESTHETICS

3.1.1. INTRODUCTION

The purpose of this section is to demonstrate that the proposed work/live project maintains a standard of community aesthetics through the maintenance and enhancement of the project buildings as well as minimizing any impacts which may adversely affect the visual resources (i.e., scenic highways and vistas) within the surrounding community. As identified in the Initial Study (attached as Appendix A), the determination was made that this project would not result in potentially significant impacts to the visual or aesthetic character of the surrounding community. However, it was also noted that the proposed project includes potential impacts from increased lighting/glare that can be mitigated with incorporation of appropriate measures.

3.1.2. EXISTING CONDITIONS

The project site is located in the southwest district of downtown Ontario bordered by Holt Boulevard to the north, Euclid Avenue to the east, Union Pacific Rail Road corridor to the south and Vine Street to the west. With the exception of Holt Boulevard, classified as a primary arterial and Euclid Avenue, classified as a major arterial roadway, the remaining surface streets of Palm Avenue, Laurel Avenue, Emporia Street and Transit Street along the four project building locations are classified as local streets. The surrounding land uses adjacent to the project area include a mix of commercial, industrial and educational/institutional uses as well as a few single-family residential homes. Of the various districts comprised of downtown Ontario, this area is known as the Education District since it is currently home to educational facilities from Chaffey College and an area of interest to several other educational institutions. In addition to the educational facilities, there are commercial/retail businesses, several auto sales and repair establishments and vacant lots scattered throughout this four-block district.

The aesthetic character of the project site is set by the downtown roadway framework, urban land uses in the project vicinity, the Union Pacific Railroad right-of-way, and the mountain backdrop provided by the San Gabriel Mountains. The downtown roadway framework is a concise grid of north-south avenues and east-west streets, fronted with a variety of mature trees and palms. This concise grid creates a downtown city-block character.

The project area is completely built out with the exception of an approximately one-acre lawn area located one block west of the Montalvan Building (the area bounded by Emporia Street, Transit Street, Fern Avenue and Vine Avenue). The structures in the project vicinity are primarily used for educational, commercial, residential, and light industrial purposes. The urban land uses that contribute to the aesthetic setting of the project site include vacant low-rise office and warehouse buildings, scattered single-family residential units, three educational buildings, and automobile service and sale facilities, some of which are blighted. The Paul R. Williams and Franking Buildings along Transit Street add historic elements to the aeshetics project area. The exterior of the single-story Paul R. Williams Building is smooth stucco façade with arched detailing,

a terra-cotta gabled roof, and wrought iron grillwork. The Frankish Building is a three-story, Italianate structure with a flat roof and large rectangular windows on the first floor. Another land use that is a dominant visual feature in the project vicinity is the Union Pacific Railroad right-of-way that forms the site's southern boundary. This right-of-way is a 100-feet wide linear feature traveling east-west through the City of Ontario.

The project site contains no topographic features that contribute to the aesthetic setting of the area. However, the San Gabriel Mountains, including Mount Baldy, provide a picturesque view in the northern skyline. Direct views of the San Gabriel Mountains are offered from the Euclid Avenue corridor, located directly east of the project site. This scenic highway/vista also provides a landscaped median consisting of mature trees some of which date back to the earliest days of the Model Colony period (c. 1883).

Several views along and from the project site are provided in the noted Photographs 3.1.1, 3.1.2, 3.1.3 and 3.1.4.

Photograph 3.1.1
A View of the Montalvan Building Looking Northeast from Emporia Street

Photograph 3.1.2
A View of the Tobias Building Looking West from the Intersection of Laurel and Emporia Streets

Photograph 3.1.3
A View of Mount Baldy and the San Gabriel Mountains Looking North from Laurel Street with an Automobile Dealer to the Left

Photograph 3.1.4
A View of the Project Area Looking North from the Intersection of Laurel and Emporia Streets

3.1.3. REGULATORY FRAMEWORK

The City of Ontario has adopted various policies designed to ensure an attractive visual environment. The various policy documents are described below.

Aesthetic, Cultural, Open Space and Recreational Resources Element of the Ontario General Plan

The City's Aesthetic Element identifies Euclid Avenue as a visually sensitive corridor and specifies a number of needs to maintain and improve the aesthetic quality of the corridor. Other visual resources for consideration include the backdrop of the San Gabriel Mountains, which dominate the northern views from the city. Maintenance of these viewsheds will be considered and enhanced, if possible, as part of the development. In addition, cultural and historic resources would also be considered for the project. Due to the historic and cultural significance of the Paul R. Williams Building, preserving the unique character of the area will be considered by providing landscaping and streetscape improvements.

Downtown Ontario Design Guidelines

The proposed project site lies within the Education District of the City of Ontario's downtown area. The Downtown Ontario Design Guidelines have been established to augment the City's Development Code in guiding efforts to preserve and enhance the unique design and character of the downtown. The guidelines are intended to offer a set of architectural, landscaping, signage, and lighting design principles that provide guidance to the business owners, homeowners, city staff and the design community regarding the rehabilitation of existing structures or new construction within the downtown area.

Ontario Zoning Ordinance

The proposed project lies within two zones, C-2 (Central Business Commercial) and M-1 (Light Industrial). The Paul R. Williams Building and the Montalvan building are zoned C-2, the purpose of which is to recognize the importance of providing a mix of uses, preserving cultural landmarks, and maintaining and enhancing the appearance of development within the downtown area to encourage future development. The areas within downtown are seen as part of the City's heritage and are important in establishing the City's identity in the minds of visitors and residents. The Tobias building and the Tobias Annex are zoned M-1 which presently restricts residential uses. However, to achieve the mix of uses within the downtown area, a change in the land use designation affecting the range of possible uses will be required for the proposed project.

The City Zoning Ordinance also identifies requirements and restrictions regarding such aesthetic features as signage, landscaping and lighting. In many instances, the provision of these features as part of the overall development will be defined jointly with the Downtown Ontario Design Guidelines which has established certain guidelines unique and specific to the character of the downtown areas. Nevertheless, the City's Development Code specifies that these features adhere to certain design principles that would maintain or enhance the unique character of the surrounding downtown area. Specifically, the City's Zoning Ordinance places restrictions on parking lot illumination. This section of the Ontario Zoning Code mandates that parking lot illumination be directed away from residential areas and public streets. This reduces glare impacts to these areas, ensures the general safety of vehicular traffic, and preserves the privacy and well-being of the residential areas.

3.1.4. THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines indicates a project may be deemed to have a significant effect on the environment from impacts to aesthetics if it will:

a) Have a substantial adverse effect on a scenic vista;

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;

c) Substantially degrade the existing visual character or quality of the site and its surroundings; or

d) Create a new source of substantial light or glare which would adversely affect day or nighttime view in the area.

Table 3.1.1 summarizes the proposed project's aesthetic impacts, thresholds of significance, and mitigation measures proposed to reduce aesthetic impacts.

TABLE 3.1.1

Summary of Thresholds of Significance, Impacts, and Mitigation Measures

Threshold of Significance	Impact	Mitigation Measure
1. Have a substantial adverse effect on a scenic vista	No Impact	No mitigation required.
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	No Impact	No mitigation required.
3, Substantially degrade the existing visual character or quality of the site and its surroundings	No Impact	No mitigation required.
4. Create a new source of substantial light or glare which would adversely affect day or nighttime view in the area	Potentially Significant Impact	**Mitigation Measure 3.1.1:** Building security lighting and parking lot lighting shall be designed so that no substantial light or glare would impact nighttime views of the surrounding area. **Mitigation Measure 3.1.2:** Lighting shall be directed downward and inward to the extent possible to limit lighting impacts, yet provide for adequate safety and security for building occupants and visitors. **Mitigation Measure 3.1.3:** Incorporate lighting design features that would reduce light and glare impacts that would include low wattage bulbs with prismatic glass coverings that inhibit the spread of light, and shielding of lights to reduce glare such that neither the light source, nor its image from a reflective surface is directly visible from any point measured five feet from the property line.

3.1.5. IMPACTS

No Impacts

Based on the threshold of significance, the project would have no impacts on the environment based on the following headings:

1. Scenic Vistas and Scenic Resources

   The project site is not visible from a state scenic highway, and thus provides no scenic vistas. Additionally, the project does not impact and historic trees, rock outcroppings, or buildings located along a state scenic highway. The restoration of the Paul R. Williams, Tobias Lofts, Tobias Annex, and Montalvan Buildings would enhance the scenic value of the project area over current conditions. Development of these buildings would not adversely impact the Euclid Corridor; moreover, the renovation of these buildings would compliment and improve scenic views in the project area. Therefore, the proposed project would have no significant impacts to scenic vistas or scenic resources and no mitigation measures are required.

2. Visual Character or Quality of the Site and its Surroundings

   The project site is located within an urbanized area that has been previously graded and developed. The physical alterations involved with the proposed project are the renovation of the Paul R. Williams Building, Tobias Building, the Tobias Annex Building, and the Montalvan Building. These four (4) involved structures are in varying states of disrepair due to many years of nonuse. Since the proposed project would renovate these structures, the project would improve the visual character of the site.

   Furthermore, special consideration is given to the renovation of the Paul R. Williams Building due to its historic value. Historic resources, as recognized by the City of Ontario, include sites listed on or eligible for listing on, the National and State Registers of Historic Places and sites listed on the Local Historic Resource Inventory. The Paul R. Williams Building is currently on the Local Historic Resource Inventory and, as part of the proposed project, a designation of national historic landmark status for the structure would be requested. Since the project consists of the full renovation of this 1926 structure, improvements would be made to a structure containing historic characteristics that contribute to the aesthetic quality of the project site. Improvements to the Paul R. Williams Building would be subject to a Certificate of Appropriateness along with Mitigation Measures 3.2.1-3.2.3 (contained in Section 3.2 of this EIR), which require alterations of the building to preserve the historical characteristics of the structure. Thus, the proposed project would not affect the aesthetic contributions of the Paul R. Williams Building.

Since the proposed project involves renovating four structures in varying states of disrepair, while preserving the historic characteristics of the Paul R. Williams Building, the proposed project would not impact the visual character or quality of the project site and its surroundings and no mitigation measures are required.

In addition, as part of the Site Plan Review Process for the Montalvan Building and Conditional Use Permit process, consideration for other on-site and/or off-site aesthetic improvements would be considered (i.e., sidewalks, driveways, landscaping, etc.) since some of these measures are consistent with the goals and policies of the City's Downtown Design Guidelines and General Plan. Some of these improvements may include:

- Landscaping to be provided along the railroad right-of-way (GP Policy 5.7)
- Driveway and sidewalk improvements per current code requirements
- Landscaping improvements within project parking areas
- Preservation of existing trees

Less Than Significant Impact with Mitigation

Based on the threshold of significance, the project would have Less Than Significant impacts on the environment based on the following headings:

Impact 3.1.1: Lighting and Glare

The project site is located within a commercial/industrial area, which is currently well illuminated. The Paul R. Williams Building is located on the southeast corner of Laurel Avenue and Transit Street, one block west of Euclid Avenue. Surrounding land uses that generate light in the immediate area of this building include the current Ontario Post Office Building and parking lot and retail/commercial uses along Holt Avenue to the north, a parking lot and retail/commercial uses to the east, and industrial uses to the south and west of the project site. The Tobias Loft and Annex, and the Montalvan Building are generally bounded by Palm Avenue to the west and Laurel Avenue to the east. Surrounding land uses that generate light in the immediate area of these buildings include the Chaffey College and commercial uses to the north, a public parking lot to the east, and industrial/commercial uses to the south and west of the project site. Conversion of these buildings into work-live rental units will increase the amount of light in the project area. The project site would be used primarily for work-live space with some commercial or retail uses, and any lighting for special art gallery events would be part of the renovation and building design.

The introduction of lighting into the project area would be a less than significant impact with the incorporation of Mitigation Measures 3.1.1-3.1.3.

3.1.6. CUMULATIVE IMPACTS

It is likely that the project will create more lighting sources as part of the renovation of the buildings and other improvements such as the use of the parking lot adjacent to the Montalvan Building. Since the area is well lighted at present, the additional sources as a result of lighting from the project is not expected to create a significant source of glare for adjacent properties. The project buildings are not located directly adjacent to residential uses nor adversely impact public streets. As the lighting proposed by the project will be necessary to provide security per City Code requirements, all lighting sources will be properly maintained on-site and shielded to minimize the effect of glare upon adjacent properties.

3.1.7. MITIGATION MEASURES

Mitigation Measure 3.1.1: Building security lighting and parking lot lighting shall be designed so that no substantial light or glare would impact nighttime views of the surrounding area.

Mitigation Measure 3.1.2: Lighting shall be directed downward and inward to the extent possible to limit lighting impacts, yet provide for adequate safety and security for building occupants and visitors.

Mitigation Measure 3.1.3: Incorporate lighting design features that would reduce light and glare impacts that would include low wattage bulbs with prismatic glass coverings that inhibit the spread of light, and shielding of lights to reduce glare such that neither the light source, nor its image from a reflective surface is directly visible from any point measured five feet from the property line.

3.1.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With the implementation of the above mitigation measures, the impacts associated with the effects of glare from the additional lighting sources proposed by the project would be less than significant.

This Page Intentionally Blank

3.2. CULTURAL RESOURCES

3.2.1. INTRODUCTION

This section examines the historical significance of the Paul R. Williams Building, Montalvan Building, Tobias Building and Tobias Building Annex in connection with the proposed Tessier Work/Live Project. The project will result in the renovation and rehabilitation of all structures. The information and analysis in this section is drawn from research of historic documentation and City records. Copies of the Historic Resources Inventory form, Historic Resources Data Encoding Sheet, and Architectural Survey Form are contained in Appendix (C) of this Environmental Impact Report.

3.2.2. ENVIRONMENTAL SETTING

HISTORY OF THE CITY OF ONTARIO: MODEL COLONY BEGINNINGS

George and William B Chaffey, émigrés from the Province of Ontario, Canada, from which the City derives its name, originally founded Ontario in 1882. The concept originally began to germinate when George and William beheld a portion of the Cucamonga Desert that was arid and covered by patches of scrub brush. Together they decided that if the land was properly irrigated that it could become profitable agricultural property. Eventually they purchased 6,218 acres of land, which was known as the San Antonio Lands, and the water rights to the property for $60,000. This purchase was the genesis of what would one day grow into the town of Ontario.

Initial development was slow. The primary hurdle that needed to be conquered was the provision of water. Irrigation of the land was not accomplished overnight. The Chaffey Brothers had to lay miles of cement pipe to bring water from the nearest source, which was underground. The Chaffey Brothers utilized innovative concepts like electric power and telephones for the development of Ontario. Another innovative concept that was utilized in the initial stages of development were the granting of water rights to individual land owners that were proportionate to the parcel of property so that there were assurances that the land would receive its proportional share of water. The concept of proportional water rights along with land ownership assisted the City in attracting settlers. The innovations that The Chaffey Brothers employed earned the settlement the moniker of “The Model Colony.” The Chaffey Brothers would eventually strike out for Australia in hopes to duplicate their city planning success in another frontier environment. Eventually another early Ontario citizen named Charles Frankish would be a driving force behind the further development of the community. There is a building that is adjacent to the project site that bears his name (see Photograph 3.2.1).

During the era of Charles Frankish, Ontario continued to prosper. Charles Frankish was an English emigrant who was appointed by the Steward Family to act as the general manager to guide the development of Ontario. He made aggressive changes to the appearance of landmark features to improve the City’s “curb-appeal” from the train. Buildings like the former Ontario City Hall, which is visible from the train tracks, is an example of the type of window dressing he advocated (see Photograph 3.2.3). In an effort to persuade Southern Pacific Railway to locate a depot in the center of town,

Frankish and other prominent community members constructed impressive homes on Emporia Street facing the railway. Dr. O. S. Ensign, a prominent Ontario resident, constructed a large Queen Anne Victorian home (Photograph 3.2.2) which remains as an example of the type of grand homes that were once constructed in the vicinity of the railway. An illustrated historic view of the City from the railroad is shown in Photograph 3.2.3.

Ever since the first days of the City, the railroad has played an integral role in the development and progress of the City. The completion of the Southern Pacific Railroad in 1872 made it possible for the development of Ontario as a Model Colony. Euclid Avenue has always been the main street. In the early days of Ontario, Euclid Avenue had a grand and opulent appearance; Euclid Avenue was the location where many civic events and extravagant parades took place that attracted throngs of people to Ontario. The historic relevance of the name Euclid Avenue can be traced back to one of the founding fathers, George Chaffey (a mathematician), who named the street after the ancient Greek mathematician responsible for the discovery of Euclidian geometry (Euclid of Alexandria). Geometry had been George Chaffey's favorite subject in college.

In 1891, Ontario was officially incorporated as a City of the sixth class under the California State Constitution. The form of government that was adopted was Council/City Manager. Ontario was initially an agricultural community that specialized in citrus, but there were also walnut, peach, and grape growers. There was a large gentry class of citrus growers who had constructed many grand ornamental Victorian Grove Houses that were located throughout the community.

In 1923, an airport was first established by the Ontario Aircraft Corporation. During World War II the airport served as a government installation. As a busy training center for pilots for the Lockheed P-38 "Lightening" and the Howard Hughes twin-boom fighter, the airport served an integral role in national defense. The Ontario Civil Air Patrol unit that was once housed in the Paul R. Williams Building flew out of this airport.

THE CIVIL AIR PATROL - A BRIEF HISTORY

Between 1938 and 1941 during World War II, the United States utilized the services of volunteer civilian aircraft pilots, aviation mechanics, and others to bolster the strength of the military for homeland security. Many of the members of these units were precluded from serving in the regular military, so they saw this as an opportunity to serve their country in a time of crisis. The duties that were performed by the civilian workers included such activities as air patrols over the uninhabited coastline, and vital installations like dams and aqueducts in an effort to guard against enemy sabotage. They also performed countless rescue missions, cargo runs, and courier flights. Members of these units were originally organized under the authority of the Office of Civilian Defense, which was headed by the former mayor of New York, Fiorello La Guardia. Civil Air Patrol members have been referred to as the "Flying Minutemen" of World War II. The Civil Air Patrol had such a beneficial role in obtaining victory over the Axis powers in World War II, that in 1946 President Harry Truman signed a Public Law that incorporated the Civil Air Patrol as a benevolent non-profit organization. As a result of that action, in 1948, Congress passed Public Law 557, which permanently

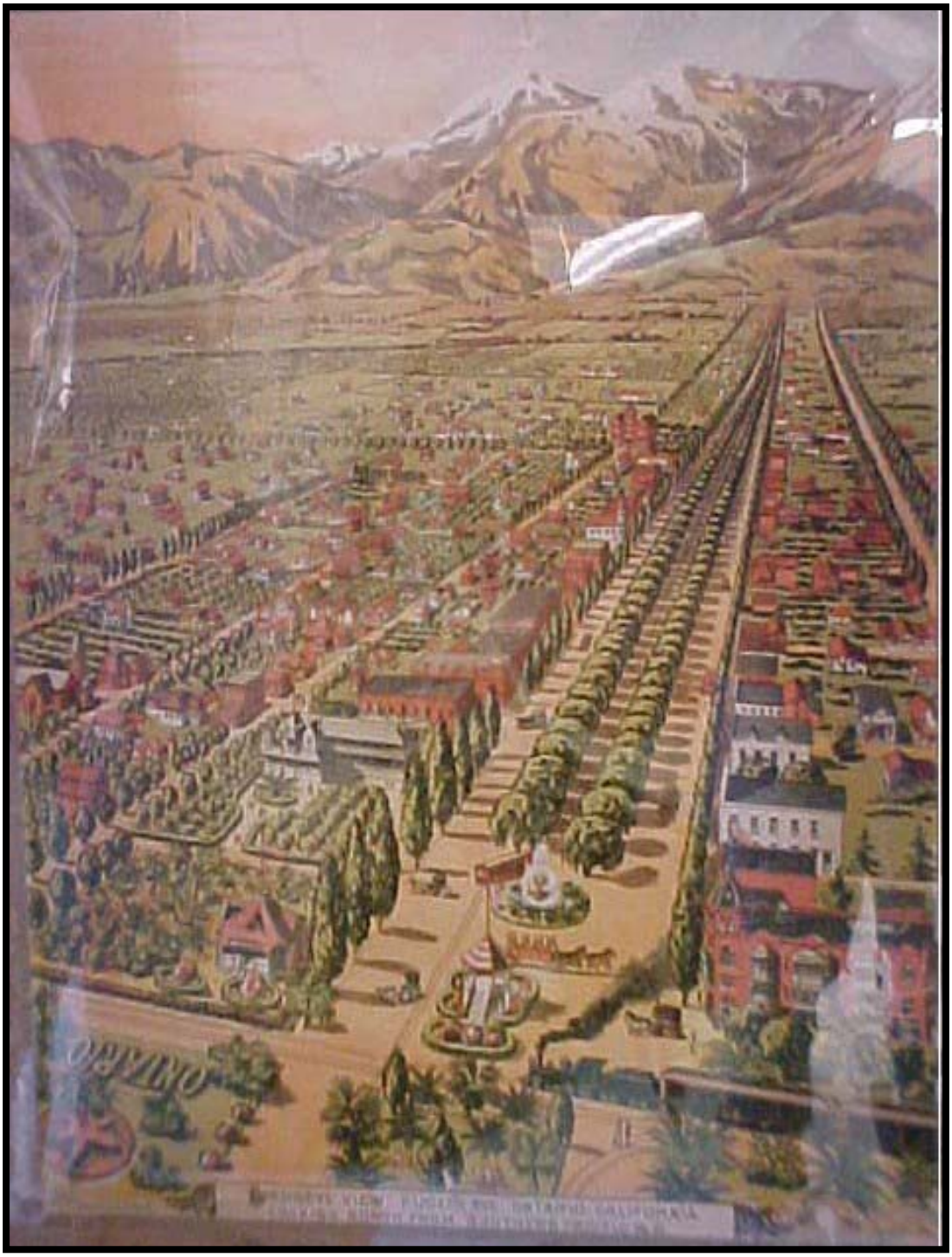
established the Civil Air Patrol as an auxiliary unit of the U.S. Air Force, and this act granted them financial and material assistance as well. There was once a Civil Air Patrol Unit housed in the Paul R. Williams Building.

Photograph 3.2.1 Frankish Building

Photograph 3.2.2 Queen Anne Victorian Home Adjacent to the Railroad

Photograph 3.2.3 – Historic Illustration of Ontario Depicting the View from the Railroad in the Early 1800's

Source of Photo: City of Ontario Model Colony Resource Room



Photograph 3.2.4 Former Ontario City Hall
(Currently Ontario Museum of History and Art)

3.2.3. EXISTING CONDITIONS

Paul R. Williams Building (Photographs 3.2.5 through 3.2.17)
The Paul R. Williams Building is located at 119 West Transit Street. The building is on Assessor's Parcel Number (APN) 1049-058-0, which is a .021-acre lot that is zoned C-2 Commercial. Noted Architect Paul R. Williams early in his career designed the building in 1926. The architectural firm that employed Mr. Williams was commissioned to design the first Ontario Post Office by Charles Latimore, a prominent Ontario resident. Photograph 3.2.5 is a historic view of property provided by the City of Ontario's Model Colony Local History Room.

Property Description

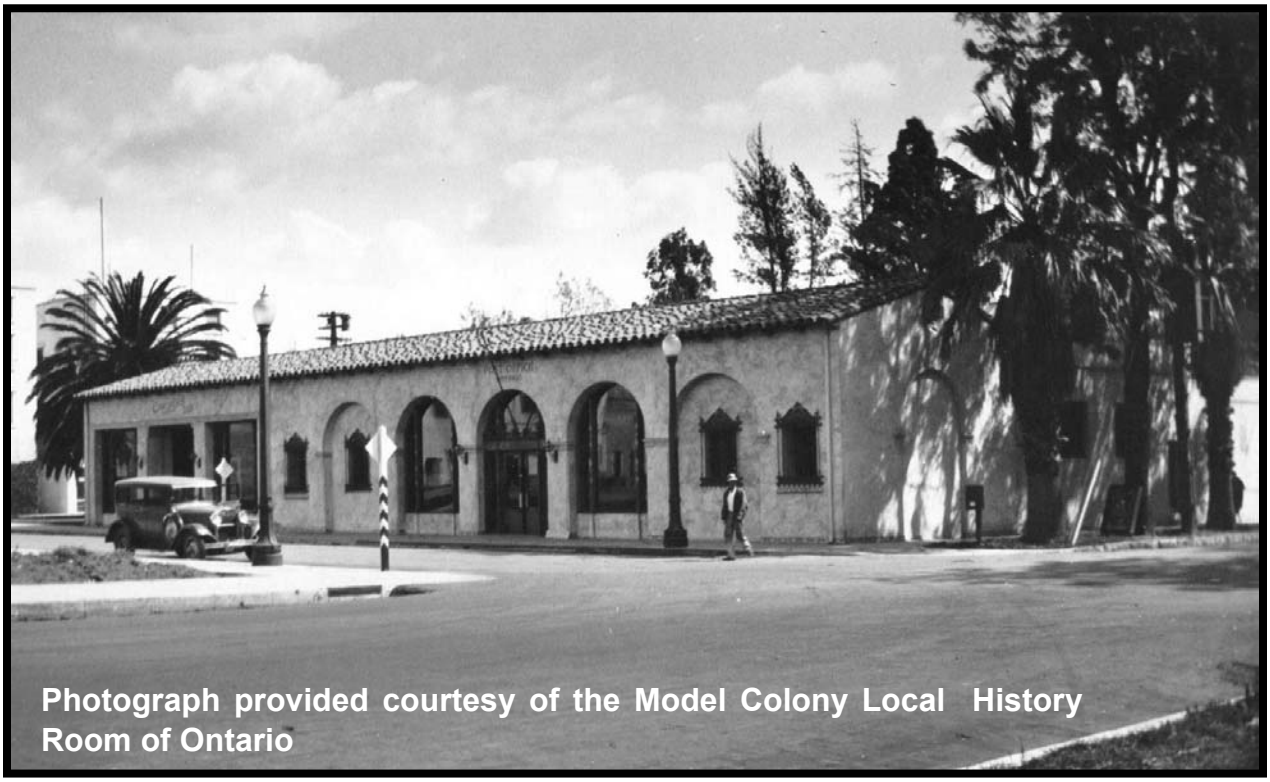
The Paul R. Williams Building, which was constructed during the 1920's-era, has been classified by the City to resemble various architectural styles. In separate historic assessments of the property, the building has been identified as Italian Renaissance Revival and Spanish Baroque Revival. Californian Architecture is generally a mixture of many different styles of architecture, so characterizing one building as multiple architectural styles is not unusual. Upon careful examination of the individual components, the building appears to be a combination of Spanish Colonial Revival, Mission, and Italian Renaissance Revival styles. There are elements of each in the interior and exterior of the building. To start with exterior, the red tile gable roof with the shallow pitch accented with small wooden brackets under the eaves is indicative of the Spanish Colonial Revival style (see Photographs 3.2.6, Note 1). Next the ribbon of tile that runs along the base of the building is an element that is employed to ornamental

Mission style buildings (see Photograph 3.2.16). The five recessed arched indentations occupied by the entry door and windows of various sizes create an offset symmetry which divides the front building façade into two distinct segments (see Photograph 3.2.6, Note 2). The arched elements are another component of a Spanish Colonial Revival building (see Photograph 3.2.6). The four small windows that are shielded by the ornate iron grillwork are indicative of Spanish Colonial Revival style as well (see Photograph 3.2.7). The remaining three large recessed rectangular windows and doors display Italianate influences, because of the rigid geometry employed in their placement (see Photograph 3.2.6, Note 3). On the side of the building above one of the recessed arch features is a small quatrefoil. (See Photograph 3.2.10.)

The exterior skin of this concrete building is composed of a smooth stucco finish (see Photograph 3.2.6). On the interior of the building are many unexpected hidden treasures. In the lobby of the building are heavy exposed wooded beamed ceilings with elaborate gold-leafed coats of arms (see Photographs 3.2.13 and 3.2.14). There are wall murals as well, which depict the history of Ontario before and after it was developed (see Photographs 3.2.11 and 3.2.12). E. Ruhnau, a local resident, painted the interior wall murals (see Photograph 3.2.11 for artist signature). Another historic element that remains at the interior of the building is the vault. (See Photograph 3.2.12.) The interior of the building has been partitioned to accommodate an office cubicle environment; this layout is not historic, because it formerly served as the post office lobby area. (See Photograph 3.2.15.) The original lobby area will be reinstated once the gallery space is developed.

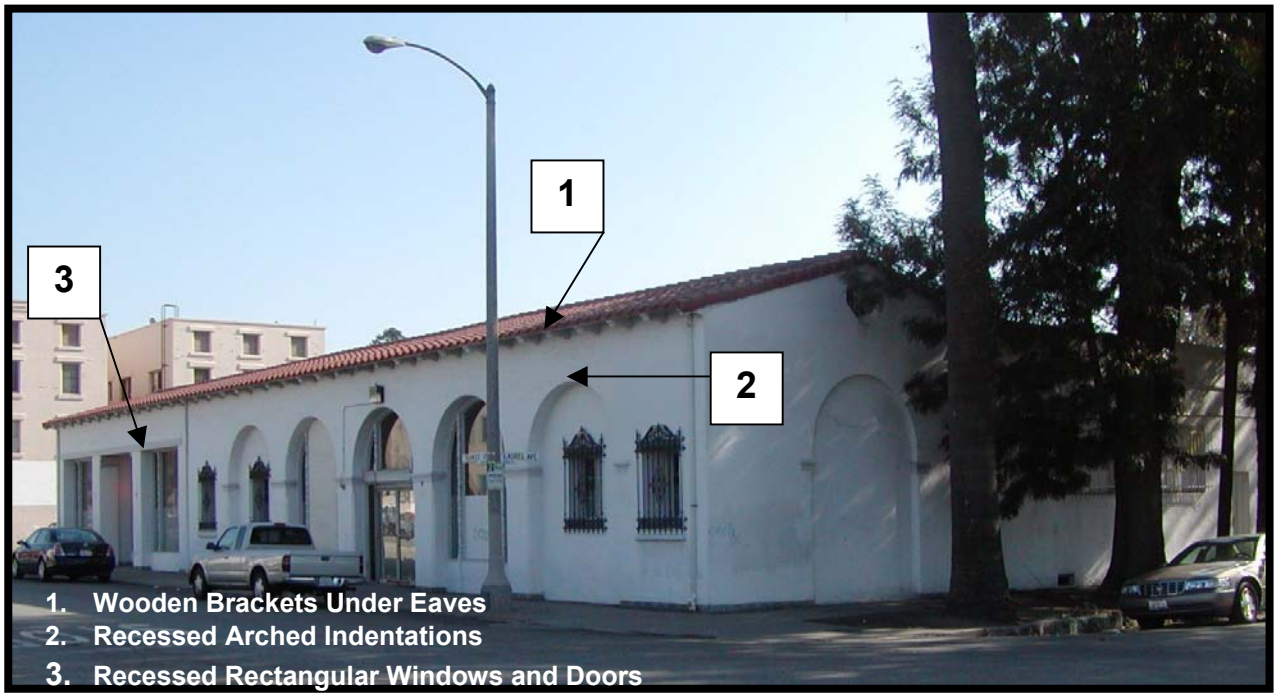
The City surveyed the Paul R. Williams Building during the Historic Property Survey that was conducted in 1985. First of all, the property has been identified to have local significance because the building served as Ontario's first formal post office from 1926 to 1941, when a new Post Office was erected as a Work Projects Administration (WPA) project. In anticipation of the completion, the post office was heralded by P.E. Berger, the Ontario postmaster circa 1925, as "a structure that will be so constructed as to be the model for efficiency and a mark of beauty to the southland" (The Daily Report, March 30, 1926). Second, the structure has statewide significance because it was designed by notable African-American architect Paul R. Williams. Mr. Williams was the associate architect who designed the themed restaurant tower building at the Los Angeles International Airport. He has designed numerous other notable structures throughout the Southern California region. Finally, another factor that is equated into the historical significance of the Paul R. Williams Building is that it once housed a unit of the Civil Air Patrol that fought against the Axis powers during World War II (1941-1946).

Photograph 3.2.5
Historic Photograph of the Paul R. Williams Building, Circa 1930



Photograph provided courtesy of the Model Colony Local History Room of Ontario

Photograph 3.2.6
Current Exterior Photograph of Paul R. Williams Building, Circa 2003



Photographs 3.2.7, 3.2.8, 3.2.9, and 3.2.10
Exterior Details of the Paul R. Williams Building

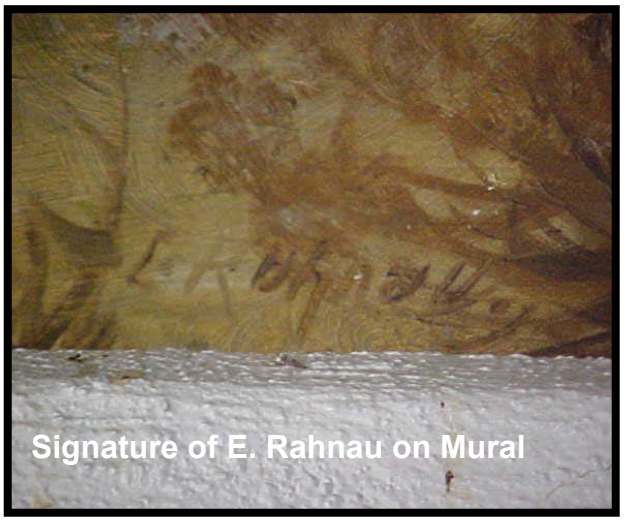
Photograph 3.2.11
Mural in the Paul R. Williams Building by E. Ruhnau Depicting an Agriculturally-Developed Ontario

Photograph 3.2.12
Mural in the Paul R. Williams Building by E. Ruhnau Depicting a Pre-Developed Ontario

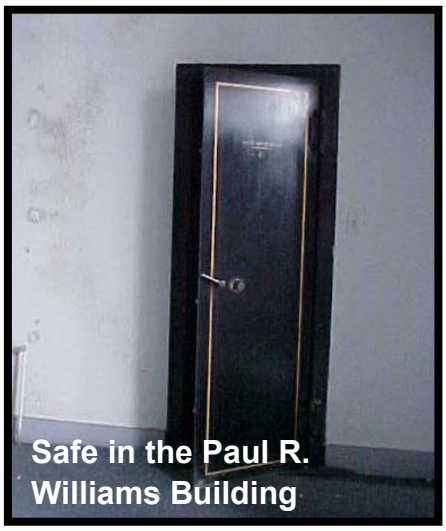
Photograph 3.2.13
Interior Detail in the Paul. R Williams Building Showing a Gold-Leaf Coat of Arms

Photograph 3.2.14
Interior Detail in the Paul. R Williams Building Showing Heavy Timber Elements and Gold-Leaf Coats of Arms

Photographs 3.2.15, 3.2.16, and 3.2.17
Interior Details of the Paul R. Williams Building



Signature of E. Rahnau on Mural



Safe in the Paul R. Williams Building

Existing Interior Lobby with Existing Partitions

Photograph 3.2.18
Exterior view of the Montalvan Building Facing Northeast from Emporia Street

Montalvan Building (Photographs 3.2.18-3.2.20)
The Montalvan Building is located at 228 Emporia Street on APN 1049-056-06, which is a 0.035-acre lot. The architect and the builder of this building are unknown. When the City conducted a historic property survey of the site, the property was considered ineligible for listing on either National or State Registers. The lot is zoned C-2 and the property is suitable for commercial uses. The Montalvan Brothers formally utilized this property as a wholesale grocery and specialty foods business.

Property Description

The Montalvan building is a one-story, rectangular, 7,070 square-foot commercial building (see Photograph 3.2.18). The architectural style of this relatively plain building is international moderne with some art deco influences. The overall roof structure is vaulted with a raised parapet around the perimeter of the building; this is characteristic of the International modern style. Raised pilasters on the front façade of the building have a slight ramping as they intersect with the flat surface of the building (Photograph 3.2.19), which is reminiscent of the chevron patterns that are characteristic of art deco buildings. The multi-paned casement windows are features of additional international modern elements. Overall, the building has sharp linear features and an absence of ornamentation. The building has been altered slightly over the years, both internally and externally. The textured pink stucco finish (see Photograph 3.2.20) is one such alteration that has been applied to the front and one side of the building's façade. The original building exterior was a pale smooth beige plaster finish that can still be seen on the rear of the structure. When the City of Ontario conducted their historic property survey, this building was not included as part of their survey because the structure was not considered a unique or outstanding example of California vernacular architecture,

nor had any individual who had made a significant contribution to local history occupied the building.

Photographs 3.2.19 and 3.2.20
Exterior Building Details of the Montalvan Building Depicting Raised Pilasters with Ramped Sides and Pink Stucco Finish on the Façade

Tobias Building (Photographs 3.2.21-3.2.25)
The Tobias Building is located at 223 Emporia Street on APN 1049-059-09 and the parking lot for the building occupies 211 Emporia Street on APN 1049-059-21. The architect and the builder of this building are unknown. The lot that the building occupies is a 46-acre lot that is zoned M-1 and allows light manufacturing uses. In a historic property survey that was conducted by the City the determination was made that the property was not eligible for listing on neither the National nor State Registers. The building was previously occupied by a Microsoft facility.

Property Description

The Tobias building is a two-story rectangular structure that occupies a total of 20,196 square feet of light industrial building area (see Photographs 3.2.21 and 3.2.22). The building is mainly constructed of brick. The brick on the exterior may have been replaced because the appearance and pattern seem to be a simulation of an aged building façade, and the random used brick pattern appears contrived, not naturally aged. There are ornamental improvements to the building that were installed during the 1980's. The yellow features that project from the roofline are plywood forms that have been stucco applied to their exterior and added to the building. The lateral features that are on all sides of the building appear to be original but they have been clad in stucco over a concrete finish that was probably the original finish. The doors appear to be newer features as well. The building has undergone so much alteration that it is difficult to ascertain what architectural category the building is an example of. When the City of Ontario conducted their historic survey, this property was not found to be significant for

the aforementioned reason, as well as the fact that no locally significant historic figure is associated with the structure.

Photograph 3.2.21
Exterior View of the Tobias Building

Photograph 3.2.22
Exterior View of the Tobias Building

Photograph 3.2.23, 3.2.24 and 3.2.25
Tobias Building Details of Exterior Alterations

Photograph 3.2.26
Exterior View of the Tobias Annex Building

Tobias Building Annex (Photograph 3.2.26)

Property Description

The Tobias Building Annex is located at 301 Emporia Street on APN 1049-059-08. The size of this lot 0.20 acres. The architect and the builder of the structure are unknown. In a historic property survey that was conducted by the City the determination was made that the property was not eligible for listing on either the National or State Registers of Historic Places. The lot is zoned M-1 which allows light manufacturing uses. Previously the building was used by the Chaffey College Center for Economic Development.
The Tobias Annex building is a single-story commercial structure that resembles the international modern style of architecture. The Tobias Annex occupies 5,500 square feet of commercial building area. The building's age precludes it from being considered historic.

3.2.4. REGULATORY FRAMEWORK

California Public Resources Code, §21084.1California Environmental Quality Act, Historical Resources

Summary

Directs that any project that may cause a substantial adverse change in the significance of a historical resource listed in or determined eligible for listing in the California Register of Historical Resources, or included in a local register of historical resources, shall be considered to be a project which will have a significant impact on the environment. Directs the lead agency for a project to determine whether any resources not so listed may be a historical resource for the purpose of this section.

California Public Resources Code, § 5024.1 California Environmental Quality Act, Historical Resources

Summary

Establishes the California Register of Historical Resources under the administration of the State Historical Resources Commission. Declares that the register is an authoritative guide to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change. Directs the commission to use criteria established by the National Register of Historic Places for listing properties on the state register, and to include properties in the state that are listed in the National Register or designated as State Historical Landmarks or Points of Historical Interest. Allows inclusion of properties designated as local landmarks under any municipal or county ordinance, or identified as a significant resource in a qualified local survey. Requires local government participation in, or notification of, all nominations. Allows exclusion from listing for private properties or districts if a majority of owners objects to the listing, but requires a determination of eligibility for such properties.

Criteria for listing in the California Register of Historic Places

Source: Instructions for Preparing Documentation for Nominating Historical Resources to the California Register of Historical Places, August 1997

The California Environmental Quality Act (CEQA) requires that environmental project impacts be evaluated when they involve historic resources such as properties “listed" in, or determined to be eligible for listing in, the California Register of Historic Resources or included in a city’s local register of historic resources.

A historical resource must be significant at the local, state or national level, under one or more of the following four criteria:

- It is associated with events that have made significant contributions to the broad patterns of local or regional history, or the cultural heritage of California or the United States;

- It is associated with the lives of persons important to local, California, or national history;

- It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; or

- It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

In addition to having significance, resources must have integrity. Integrity is the authenticity of an historical resource's physical identity as evidenced by the survival of the characteristics or historic fabric that existed during the resource's period of significance. To be eligible for listing, resources must retain enough of their character or appearance to be recognizable as historical resources and convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling and association. It is also judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use over time may themselves have historical, cultural or architectural significance. It is possible that the historical resources may not retain sufficient integrity to meet criteria for listing in the National Register, but may still be eligible for listing in the California Register. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data."

The California Register may also include properties listed in local registers of historic properties. A local register of historic resources is broadly defined as a "list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution." Local registers of historic properties essentially come in two forms:

1. Surveys of historic resources conducted by a local agency in accordance with Office of Historic Preservation procedures and standards, adopted by the local agency and maintained as current, and

2. Landmarks designated under local ordinances or resolutions (Public Resources Code Sections 5024.1, 21804.1, and 15064.5).

The California Register of Historic Resources also includes all "properties formally determined to be eligible for, or listed in, the National Register of Historic Places," and certain specified State Historical Landmarks.

Criteria for listing in the National Register of Historic Places

Source: National Register Bulletin, Section II: How to Apply the National Register Criteria for Evaluation, U.S. Department of the Interior, National Park Service, National Register, History and Education

> "The quality of significance in American History, architecture, archeology, engineering and culture is present in districts, sites, buildings, structures and objects that posses integrity of location, design, setting, materials, workmanship, feeling and association and:
> - Are associated with events that have made a significant contribution to the broad patterns of our history;
> - Or Are associated with the lives of persons significant in our past;
> - Or embody the distinctive characteristics of a type, period,
> - Or method of construction or that represent the work of a master;
> - Or that possess high artistic values;
> - Or that represent a significant and distinguishable entity whose components may lack individual distinction; and
> - Or have yielded, or may be likely to yield, information important to our prehistory or history.
>
> According to the National Register of Historic Places guidelines, the "essential physical features" of a property must be present for it to convey its significance. Further, in order to qualify for the National Register, a resource must retain its integrity, or "the ability of a property to convey its significance."

The seven elements of integrity are:

1. Location - the place where the property was constructed or where the historic event occurred;

2. Design - the combination of elements that create the form, plan, space, structure, and style of a property;

3. Setting - the physical environment of a historic property;

4. Materials - the physical elements that were combined or deposited during a particular period of time, and in a particular pattern or configuration to form a historic property;

5. Workmanship - the physical evidence of the crafts of a particular culture or people during any given period of history or prehistory;

6. Feeling - a property's expression of the aesthetic or historic sense of a particular period of time; and

7. Association - the direct link between an important historic event or person, and a historic property.

The relevant aspects of integrity depend upon the National Register criteria applied to a property. The minimum age criterion for the National Register of Historic Places and the California Register of Historic Resources is 50 years. Properties less than 50 years old may be eligible for listing on the National Register if they can be regarded as "exceptional," as defined by the National Register procedures, or in terms of the California Register, "if it can be determined sufficient time has passed to understand its historical importance."

3.2.5. THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines indicates a project may be deemed to have a significant effect on the environment from impacts to cultural resources if it will:

a) Cause a substantial adverse change in the significance of a historic resource as defined in Section 15064.5 of the CEQA Guidelines;

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines;

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or

d) Disturb any human remains, including those interred outside of formal cemeteries.

Table 3.2.1 is a summary of the project cultural resource impacts, thresholds of significance, and mitigation measures proposed to reduce cultural resource impacts.

TABLE 3.2.1
Summary of Thresholds of Significance, Impacts, and Mitigation Measures

Threshold of Significance	Impact	Mitigation Measure
1. Cause a substantial adverse change in the significance of a historic resource as defined in Section 15064.5 of the CEQA Guidelines	Potentially Significant Impact	Mitigation Measure 3.2.1: Prior to the issuance of a building permit and to the satisfaction of the City of Ontario's Planning Department, the project developer shall retain a qualified professional architectural historian to oversee and advise on rehabilitation of the Paul R. Williams Building. Supervision will include activities relating to materials selection, construction methods, and aesthetic and physical interior and exterior alterations that are to be utilized, and the manner in which they are to be employed in restoration of the historically relevant property. Maintenance, repair, stabilization, restoration, preservation, and conservation of the Paul R. Williams Building shall be conducted in a manner consistent with the Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings (1995), Weeks and Grimmer. Mitigation Measure 3.2-2: In an effort to completely document the significance of the Paul R. Williams Building, the developer shall retain an architectural historian or researcher to verify any information that was provided by the City that may be in question, regarding architectural style of the building. Information gathered shall be in compliance with Section 106 of the National Historic Preservation Act (NHPA) guidelines concerning historic resources. Mitigation Measure 3.2-3: Prior to the issuance of a building permit, the developer shall apply for listing of The Paul R. Williams Building on the National and State Register of Historic Places.
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines	No Impact	No mitigation required.

3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature	No Impact	No mitigation required.
4 Disturb any human remains, including those interred outside of formal cemeteries	No Impact	No mitigation required.

3.2.6. IMPACTS

No Impacts

Based on the threshold of significance, the project would have no impacts on the environment based on the following headings:

1. Effect on Archaeological Resources

   (Initial Study for Ontario Work/Live Development Project November 2002, Prepared by P & D Consultants) (included as Appendix A of this EIR)

   As stated in the above referenced Initial Study, the determination has been made that the project will have no impact on archeological resources for the following reasons. The project site is in a highly urbanized area and has been previously disturbed. No prehistoric site is in the vicinity. The project site has already been subject to extensive disruption and any superficial archeological resources, which may have existed at one time, have likely been previously disturbed. Although there is a possibility that archeological resources exist at extreme subsurface levels, the remote chance of unearthing archeological resources is unlikely due to the fact that the proposed project involves only minimal excavation activities. Excavation activities will be undertaken during the vacation of the alley behind the Paul R. Williams Building and demolition of the garage on the Tobias building parking lot. Therefore, implementation of the proposed project will not significantly impact archeological resources. No impact would occur and no mitigation measures would be necessary.

2. Effect on Paleontological Resources

   (Initial Study for Ontario Work/Live Development Project November 2002, Prepared by P & D Consultants) (included as Appendix A of this EIR)

   As stated in the above referenced Initial Study, the determination has been made that the project will have no impact on paleontological resources for the following reasons: 1) the project site is in a highly urbanized area and has been previously disturbed; 2) no prehistoric site is in the vicinity; 3) the project site has already been subject to extensive disruption and any superficial paleontological resources, which may have existed at one time, have likely been previously disturbed. Although there is a possibility that paleontological resources exist at extreme subsurface levels, the remote chance of unearthing paleontological resources is unlikely due to the fact that the proposed project involves only minimal excavation activities. Excavation activities will be undertaken during the

vacation of the alley behind the Paul R. Williams Building and demolition of the garage on the Tobias building parking lot. Therefore, implementation of the proposed project will not significantly impact paleontological resources. No impact would occur and no mitigation measures would be necessary.

3. Effect on Anthropological Resources

(Initial Study for Ontario Work/Live Development Project November 2002, Prepared by P & D Consultants) (included as Appendix A of this EIR)

As stated in the above referenced Initial Study, the determination has been made that the project will have no impact on anthropological resources for the following reasons: it is unlikely that the project will result in the unearthing of human remains in either a formal or informal cemetery due to excavation activities since the site is already developed. No impact would occur and no mitigation measures would be necessary.

Less Than Significant Impact with Mitigation

Based on the threshold of significance, the project would have Less Than Significant impacts on the environment based on the following headings:

Impact 3.2.1: Potential Effect on Historically Significant Resources as defined in Section 15064.5 of the CEQA Guidelines.

The proposed project involves the renovation and rehabilitation of four (4) structures – the Montalvan Building, Tobias Building, Tobias Annex, and Paul R. Williams Building. As discussed in this report and in the project's Initial Study (Appendix A), the Montalvan, Tobias, and Tobias Annex buildings do not have historical value. Alterations of these structures would have no impact on historically significant resources. The Paul R. Williams Building, however, is historically significant on local, state, and federal levels. As discussed in the project's Initial Study (Appendix A), the proposed project has the potential for significant impacts to this historic resource. The property was an early work designed by Paul R. Williams (a notable California African-American Architect), who is considered an architectural master in the Los Angeles area. He was responsible for designing various structures in the Los Angeles area; the most identifiable being the themed restaurant building at the Los Angeles International Airport. Another component of the property that contributes to the buildings historical significance are the murals painted by E. Ruhnau (a locally famous painter). The discussion that follows analyzes the degree that the proposed action will impact these resources.

The historically relevant structure known as the Paul R. Williams Building has fallen into disrepair after years of neglect. The proposed project would renovate and rehabilitate this historic property. Thus, the impact of the proposed project on the Paul R. Williams Building is positive. The developers of the proposed

Work/Live project intend to restore the property to its former appearance. In compliance with the conditions imposed for having a property designated as a historic landmark, at the state or federal level, guidelines have been established by which the property owner is compelled to comply with concerning specific criteria in reference to the scope and nature of the intended renovations. This simply means that there will be restrictions placed on the nature and scope of improvements that the developer may perform. Renovation and rehabilitation of the Paul R. Williams Building will consist of improvements detailed in the following paragraphs.

The overall result of the proposed project will be the conversion of the 9,000-square foot structure that has solely been used for commercial purposes, into a facility that houses a combination of uses. Gallery space, office space, as well as eight rental residential loft units will be created in the interior spaces. The information that follows is a summary of activities that are proposed. The loft spaces serve as mixed-use work/live units, consisting of 1,100-square feet of space with an open floor plan. The open floor plan design will accommodate the area to serve dual purposes, such as commercial home office space, retail business facilities, as well as a residential dwelling function. In addition, each unit will contain a full bathroom and kitchenette. The utilities in the building will be updated to provide modern utility service, telecommunication access, and updated plumbing and mechanical facilities. Three units will be situated facing Transit Street and three units will face Laurel Street. The remaining two units will be placed at the rear of the building facing the alley that will be vacated as part of the proposed project.

Secondly, many elements of the property are considered historically relevant. There are historic resources present at both the interior and exterior of the property. The developer intends to restore or preserve all of these resources as part of the project. The largest portion of the project concerning the restoration of the exterior elements of the building itself will be dealt with in the following manner: removal of paint from wood details, replacement of missing ornamental tile detail; patch, paint, and repair exterior, as needed; replacement of roof tiles, as needed, and installation of period light fixtures on the front façade. Historical photos and renderings provided by the City of Ontario will provide a photographic reference to aid returning of the property to its former appearance. As part of the scope of improvements that the developer intends to perform, the interior spaces of the building will be partitioned in a manner that will accommodate the new proposed spaces as described above, which varies from the original floor plan. While there will be an overall variation in floor plan that is not consistent with the original layout, the original lobby space will remain intact. The historic resources that are present in the lobby area are the ornamented wood beamed ceiling, and the murals that were painted by the local artist. These elements will be restored and preserved so that they can be incorporated into the proposed gallery space.

Thirdly, the building has had minor interior alterations in connection with the various businesses that have occupied the space. Alterations to properties in

some cases are grounds for loss of eligibility for consideration as a historic resource if they exceed 20 percent of the overall character. The developer intends to remove some of the elements that are inconsistent with the period or architectural style of the property, thus increasing the level of architectural integrity of the building. For example, the roll up metal doors that are at the rear façade of the property are to be replaced with heavy wooded doors with detail that is consistent with a Spanish Colonial Revival structure.

As discussed in the Initial Study, the possibility of negatively impacting historic resources as a result of undertaking this project is a potentially significant impact. Overall, the impact of the project will be the elimination of the blighted condition that currently exists at the project location. Renovation of this property as well as the other properties that are proposed as components in the project, will be a genesis point for the eventual revitalization of the commercial business district and adjacent areas in the City of Ontario. Execution of mitigation measures 3.2-1, 3.2-2 and 3.2-3 will ensure that renovation and rehabilitation of the Paul R. Williams Building would not adversely impact the historic resources involved in this project.

3.2.7. CUMULATIVE IMPACTS

The potential for impacts to cultural resources are localized to the specific project site. As a result, significant cumulative impacts to cultural resources are not expected to occur.

3.2.8. MITIGATION MEASURES

In response to the concern that was identified in the Initial Study regarding the negative impacts that could impact and, therefore, affect the historic resource associated with this project, the following mitigation measures, in addition to the City-required Certificate of Appropriateness, are incorporated into the project to safeguard the architectural integrity and its associated components.

Mitigation Measure 3.2.1: Prior to the issuance of a building permit and to the satisfaction of the City of Ontario's Planning Department, the project developer shall retain a qualified professional architectural historian to oversee and advise on rehabilitation of the Paul R. Williams Building. Supervision will include activities relating to materials selection, construction methods, and aesthetic and physical interior and exterior alterations that are to be utilized, and the manner in which they are to be employed in restoration of the historically relevant property. Maintenance, repair, stabilization, restoration, preservation, and conservation of the Paul R. Williams Building shall be conducted in a manner consistent with the Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings (1995), Weeks and Grimmer.

Mitigation Measure 3.2-2: In an effort to completely document the significance of the Paul R. Williams Building, the developer shall retain an architectural historian or researcher to verify any information that was provided by the City that may be in question, regarding architectural style of the building. Information gathered shall be in

compliance with Section 106 of the National Historic Preservation Act (NHPA) guidelines concerning historic resources.

Mitigation Measure 3.2-3: Prior to the issuance of a building permit, the developer shall apply for listing of The Paul R. Williams Building on the National and State Register of Historic Places.

3.2.9. LEVEL OF SIGNIFICANCE AFTER MITIGATION

After mitigation measures are implemented the project would have less than significant impacts on cultural resources.

This Page Intentionally Blank

3.3. HAZARDS AND HAZARDOUS MATERIALS

3.3.1. INTRODUCTION

This section examines the proposed project to determine if it would directly or indirectly expose humans to new hazards associated with construction of the proposed activity or to existing hazards and hazardous conditions in the vicinity of the project site. Information in this section is based on a review of the City of Ontario General Plan, submitted project information, site visits, discussions with Hazardous Materials Incidence Response agencies and organizations, and the Phase I Environmental Site Assessment (ESA) that was prepared for the project by Phase One, Inc. This Phase I ESA is contained in Appendix D of this EIR.

3.3.2. EXISTING CONDITIONS

The project site is located the City of Ontario, in the southwest district of downtown Ontario bordered by Holt Boulevard to the north, Euclid Avenue to the east, Main Street to the south and South Vine Street to the west. The site and surroundings are highly urbanized, consisting of a variety of buildings in varying states of disrepair. Surrounding land uses adjacent to the project area include a mix of commercial and industrial uses as well as a few residential uses. A satellite campus of Chaffey College is located at the corner of Emporia Street and Laurel Avenue within the project area. The Ontario Airport is located approximately 1.3 miles to the east of the project site. The Pomona Freeway (I-60) is located approximately 2.5 miles to the south of the project site and the San Bernardino Freeway (I-10) is located approximately 1.5 miles to the north of the project site. The Union Pacific Railroad (UPRR) right-of-way is located directly south of the project site.

There are two major pipeline corridors that traverse the City of Ontario. The Santa Fe Pacific Pipeline Partners L.P. operates and maintains two liquid-fuel pipelines that run east/west, within the Southern Pacific line of the Union Pacific Railroad right-of-way, and therefore, directly south of the project site. The City's General Plan and the pipeline as-build plans indicate that a 20-inch line originating in Carson, California carries gasoline, diesel fuel, and aviation fuel; this line terminates in Phoenix, AZ. It also supplies most of the aviation gasoline fuel for Ontario International Airport. A 16-inch line originating in Norwalk, California parallels the 20-inch line and carries jet fuel to a storage complex in Rialto, California. These pipelines enter the City of Ontario at Benson Avenue on the west; parallel the northern side of the Southern Pacific line of the Union Pacific Railroad right-of-way to Ontario International Airport. At the airport, the lines parallel the southern side of the right-of-way. East of the airport, the lines parallel the Union Pacific Railroad right-of-way. The lines are buried a minimum of 42 inches below grade, with the exception of the traffic underpass at Grove Avenue. At this location, the pipes are encased in concrete and attached to the side of the bridge. Operating pressures range between 300-400 psi.

The project site is located approximately 1.3 miles from the Ontario International Airport (ONT). Ontario International Airport is a prominent land use in Ontario. Located in the

geographic center of the City, the airport is the greatest factor influencing land use and development in the community. The area most influenced by the Airport has been defined as the Airport Environs, and was envisioned to safeguard the general welfare of the public from airport-related noise and safety impacts, provide for orderly growth of the airport, and promote the establishment of land uses compatible with airport operations near the airport proper. The Airport Environs were established by the Federal Aviation Regulation (FAR) Part 150 guidelines, and encompass lands, including and surrounding the Clear Zone, the Approach Safety Zone and the 65 CNEL noise contour. However, as designated by the City's General Plan, the project site is located outside of the Airport Environs overlay of the General Plan.

3.3.3. REGULATORY FRAMEWORK

Federal and State regulations exist to protect the human population and natural resources from contamination by hazards. At the Federal level, the Environmental Protection Agency (EPA) regulates hazardous materials. Through the Resource Conservation and Recovery Act of 1976 (RCRA), the EPA regulates the management of hazardous waste; and through the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), the EPA regulates abandoned or closed hazardous waste sites. The California Hazardous Waste Control Law (HWCL) supplements the restrictions imposed by RCRA. The Department of Toxic Substances Control of the California Environmental Protection Agency (CALEPA) acts in conjunction with the federal EPA to enforce federal hazardous materials and waste regulations in California. The Regional Water Quality Control Board (RWQCB), Department of Public Health, and State Department of Health Services jointly oversee subsurface investigations and remediation of sites containing hazardous wastes.

In addition to the Federal and State regulations, the City of Ontario has regulations in place to further protect the human population and natural resources from a variety of hazards and hazardous conditions. In particular, Policy 6.3 of the City's General Plan contains a stipulation prohibiting new residential construction within fifty (50) feet of fuel pipelines. However, exemptions may be granted by the City Council on a case-by-case basis. City staff in both the Planning Department and Fire Department was contacted to determine whether any prior projects were granted exemptions, and what special development standards were applied to the projects to mitigate these hazards.

Regulatory agencies maintain databases of known and potential hazardous waste generators, hazards storage facilities, and contaminated sites. Phase One, Inc., was retained to perform a Phase I Environmental Assessment of the project site and surrounding properties. In the course of conducting their review, the following persons and agencies were contacted: Ontario City Building Department, Elizabeth Parmenter at the San Bernardino County Fire Department, Hazardous Materials Division, Cari Dale at the Ontario Public Services Agency-Industrial Waste Discharge Permitting, and Annette Subriar at the California Regional Water Quality Control Board, Region 8. Their findings are contained in the aforementioned Environmental Site Assessment in Appendix B of this EIR.

3.3.4. THRESHOLDS OF SIGNIFICANCE

The California Environmental Quality Act (CEQA) Guidelines, Appendix G indicates "a project may be deemed to have a significant effect on the environment if it will:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

b) 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;

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area;

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area;

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

h) 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 following table is a summary of the thresholds of significance, potential impacts and proposed mitigation measures to address the impacts:

TABLE 3.3.1

Summary of Thresholds of Significance, Impacts, and Mitigation Measures

Threshold of Significance	Impact	Mitigation Measure
1. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school	No Impact	None Required.
2. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment	No Impact	None Required.
3. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	No Impact	None Required.
4. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	No Impact	None Required.
5. 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	No Impact	None Required.
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	Less Than Significant Impact	None Required.
7. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	Less Than Significant Impact with the Incorporation of Mitigation Measures	Mitigation 3.3.1: Prior to the issuance of a demolition or building permit, the applicant shall prepare and implement a plan to identify, remediate, transport, and eliminate any and all lead-based paints and asbestos referenced in the Phase I Environmental Site Assessment. Said remediation plan shall comply with all applicable local, State, and Federal regulations regarding the remediation and disposition of these materials. The City shall not issue a building permit for these buildings until the remediation plan has been complied with fully and these materials no longer pose a hazard to persons living and/or working in the buildings.
8. 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	Less Than Significant Impact with the Incorporation of Mitigation Measures	Mitigation 3.3.1 Mitigation 3.3.2: Prior to the issuance of a building permit, the applicant shall submit plans for review by the Building Department and the Fire Marshal. Said

		plans shall demonstrate compliance with the Uniform Codes as adopted by the City of Ontario, including but not limited to the 2001 California Building Code and the 2001 California Fire Code. Configurations, materials and construction methods shall be prepared to the satisfaction of the Building Official and the Fire Marshal. Mitigation 3.3.3: Prior to the issuance of a building permit, the applicant shall provide a safety and evacuation plan for each building. Said plans shall include provisions for emergency supplies and equipment, such as first aid materials, fire detection equipment (i.e., smoke detectors, strobe lights, alarms, etc.), fire and smoke suppression equipment (i.e., sprinkler systems, halon systems, emergency ventilation systems, etc.), and emergency egress provisions. Said plans shall be subject to the review and approval of the Building Official and the Fire Marshal.

3.3.5. IMPACTS

No Impacts

Based on the thresholds of significance, the project would have no impacts on the environment based on the following headings:

1. Proximity To Educational Facilities

   The project site is not located within one-quarter mile of an existing or proposed school. Therefore, any impacts associated with hazardous substances would not be significant, and no mitigation measures would be required.

   In addition, the project site contains no known hazardous materials, and does not include the development of hazardous materials users or storage. Therefore, the project has no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

2. Known Hazardous Material Sites

   The City's General Plan does not identify any hazardous waste sites in the project vicinity. Phase One, Inc., conducted a Phase I Environmental Assessment of the project site and surrounding vicinity. As noted previously, they contacted a variety of public and private agencies to ascertain whether hazardous materials existed on or around the project site. From the research, it was determined that hazardous materials are not present on the project site. In

researching a database of a 1-mile radius around the project site (see Environmental Site Assessment in Appendix B), however, three sites were identified as being hazardous waste generators or having hazardous materials present. These include: Ontario Blueprint (200 South Laurel, within 1/8 mile), General Electric (234 East Main Street, within ¼ mile to the southeast), and Becerril Tire Shop (301 West California Street, within ½ mile to the south). None of these sites are expected to adversely impact the project site. Therefore, no impact would occur, and no mitigation measures would be required.

3. Proximity to Public and Public Use Air Travel Facilities

As discussed, the project site is located approximately 1.3 miles from the Ontario International Airport (ONT). However, as designated by the City's General Plan, the project site is located outside the runway approach zone and the approach safety zone. Therefore, it is anticipated that there would be no airport-related impacts, and no mitigation measures would be required.

4. Proximity to Private Air Travel Facilities

As discussed, the project site is located approximately 1.3 miles from the Ontario International Airport (ONT). However, as designated by the City's General Plan, the project site is located outside the runway approach zone and the approach safety zone. Furthermore, the project site is not located within the vicinity of a private airstrip. Therefore, it is anticipated that there would be no airport-related impacts, and no mitigation measures would be required.

5. Wildland Fire Hazards

As previously discussed, the proposed project consists of the renovation of four properties located in the southwest district of downtown Ontario. These properties would be fully restored and renovated into Work/Live Lofts supporting a mix of uses, including lofts, creative arts studios, galleries, and commercial uses. The properties consist of four buildings surrounded to the north, west and east by developed parcels, and to the south by the Union Pacific Railroad right-of-way and additional developed parcels. As such, the project has no potential to expose persons to hazards associated with wildland fires, and no mitigation measures are necessary.

Less Than Significant Impact

Based on the thresholds of significance, the project would have Less Than Significant impacts on the environment based on the following heading:

Impact 3.3.1: Emergency Evacuation Plans

The City's General Plan establishes several emergency evacuation routes serving all parts of the City of Ontario. In particular, Holt Boulevard, Euclid Avenue, and Mountain Avenue are evacuation routes that are in proximity to the

project site. Typically, evacuation activities from the project site(s) would most likely occur on Euclid Avenue and Holt Boulevard. However, both of these roadways are operating far below their respective capacities, and operations of the completed project would add minimal traffic to the City's circulation system. Furthermore, the individual project sites are enough removed from the aforementioned evacuation routes that construction activities would not impact them. Therefore, the intended use and construction of the project would not obstruct traffic flows along any evacuation route at any time. Similarly, the proposed project would not directly or indirectly affect the access to any mass care facility. Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and would have no significant impacts in this regard.

Less Than Significant Impacts with the Incorporation of Mitigation Measures

Based on the thresholds of significance, the project would have Less Than Significant Impacts on the environment with the Incorporation of Mitigation Measures, based on the following headings:

Impact 3.3.2: Potential Presence of Lead-Based Paint and Asbestos Containing Materials, which Could Lead to the Transport, Disposal, or Upset of Hazardous Materials

The proposed project consists of the renovation of four buildings located in the southwest district of downtown Ontario. These buildings would be fully restored and renovated into work-live rental units supporting a mix of uses, including lofts, creative arts studios, galleries, and commercial uses. The properties consist of four buildings that are largely vacant. As discussed in the Phase I ESA prepared for the project (Appendix D), the four buildings were identified as having the potential to contain lead-based paint, lead piping, and asbestos-containing materials. Building records for the subject buildings are incomplete, but all of the buildings were constructed prior to 1979. Thus, there is a strong likelihood that lead-based paints and lead piping were utilized within the buildings. Furthermore, a site inspection revealed materials that could contain asbestos, many of which were in a damaged condition.

Development of the proposed Work/Live Lofts would require significant interior and some exterior modifications to all of the buildings. These modifications could include the construction of new interior walls, new ceilings and insulation, new HVAC equipment, and new flooring. The renovation of the buildings to accommodate these improvements would necessitate the removal or demolition of some existing interior improvements, including materials that may contain asbestos or lead-based paints. Removal of these improvements could involve transport and disposal of these hazardous materials. Furthermore, asbestos-containing materials also pose a health threat to construction workers. Broken and handled asbestos can release hazardous particles into the air. These particles can be carcinogenic when inhaled into human lungs. Development of the buildings could expose construction

workers to the hazards of asbestos-containing materials. Implementation of Mitigation Measure 3.3-1 would reduce these impacts to a less than significant level.

The proposed project could have significant impacts from the transport, disposal, or upset conditions involving lead-based paint and asbestos-contianing materials. The incorporation of Mitigation Measure 3.3.1 would reduce this potential project impact to a less than significant level.

Impact 3.3.3: Placement of Persons in Proximity to Liquid-Fuel Pipelines, Which Could Expose Persons to Potential Upset and Accident Conditions

As noted previously, Policy 6.3 of the City's General Plan states that all new development of habitable structures establish a minimum building setback of fifty (50) feet from existing pipelines or new, established pipeline routes. The Paul R. Williams building and the Montalvan building are located approximately 401 and 272 feet, respectively, from right-of-way and the two gasoline pipelines that run east/west, within the Southern Pacific Line of the Union Pacific Railroad right-of-way. Therefore, the proposed renovation of these buildings into Work/Live Lofts would not place people or structures within the 50-foot setback. The Tobias building and the Tobias Annex building, however, are located approximately 43 feet from the right-of-way and the two gasoline pipelines that run east/west, within the Southern Pacific line of the Union Pacific Railroad right-of-way. A breached line could potentially pose a threat to the residences closest to the railroad right-of-way.

Kinder-Morgan Energy, the operator of the pipelines, was contacted to provide information regarding the pipelines, their hazards and safety records, and other operational information. Kinder-Morgan was able to provide information on pertinent State and Federal regulations regarding the operational and safety characteristics of liquid fuel pipelines. Some of the State safety regulations include the following sections of the Government Code:

> **51015. (a)** Every pipeline operator shall provide to the fire department having fire suppression responsibilities a map or suitable diagram showing the location of the pipeline, a description of all products transported within the pipeline, and a contingency plan for pipeline emergencies
>
> **51015.2. (a)** The Legislature recognizes that hazardous liquid pipelines are often located alongside and in the immediate proximity of rail lines. In the event of a derailment, these pipelines may be damaged in such a fashion that their integrity is lost, making a rupture or leak more likely.
>
> **(b)** In an effort to better protect public safety, the State Fire Marshal shall adopt regulations governing the construction, testing, operations, periodic inspection, and emergency operations of intrastate hazardous liquid pipelines located within 500 feet of any rail line. These regulations shall, at a minimum, include provisions dealing with the following:

(1) Minimum depth of cover for newly constructed or reconstructed pipelines.
(2) Minimum hydrostatic testing requirements for newly constructed pipelines.
(3) Minimum requirements for testing existing pipelines, which may have been affected by a derailment.
(4) Minimum requirements for periodic inspections.
(5) Minimum requirements for installation and operation of safety or check valves.
(6) Procedures for developing, testing, approving, and implementing coordinated emergency contingency plans prepared by pipeline and rail operators. These procedures shall also provide for consultation with local affected agencies, and require pipeline and rail operations to develop and implement emergency training for their employees approved by the State Fire Marshal.

Some of the Federal Regulations applicable to the operation and maintenance of the SFPP pipelines in the Union Pacific Railroad right-of-way include the following excerpts from the Code of Federal Regulations:

Sec. 195.248 Cover over buried pipeline.

(a) Unless specifically exempted in this subpart, all pipe must be buried so that it is below the level of cultivation. Except as provided in paragraph (b) of this section, the pipe must be installed so that the cover between the top of the pipe and the ground level, road bed, river bottom, or sea bottom, as applicable, complies with the following table:

TABLE 3.3.2: Federal Standards for Cover of Pipeline

Location	Cover inches (millimeters)	
	For Normal Excavation	For Rock excavation
Industrial, commercial, and residential areas	36 (914)	30 (762)
Crossings of inland bodies of water with a width of at least 100 ft (30 mm) from high water mark to high water mark	48 (1219)	18 (457)
Drainage ditches at public roads and railroads	36 (914)	36 (914)

Sec. 195.402 Procedural manual for operations, maintenance, and emergencies.

(a) General. Each operator shall prepare and follow for each pipeline system a manual of written procedures for conducting normal operations and maintenance activities and handling abnormal operations and emergencies. This manual shall be reviewed at intervals not exceeding 15 months, but at

least once each calendar year, and appropriate changes made, as necessary, to ensure that the manual is effective. This manual shall be prepared before initial operations of a pipeline system commence, and appropriate parts shall be kept at locations where operations and maintenance activities are conducted.

Additionally, City staff in the Planning and Fire Departments were contacted regarding the pipeline setback issue and associated fire hazards. The Planning staff confirmed that the setback requirement only applies to new construction. Deputy Chief Floyd Clark of the Ontario Fire Department stated that the City of Ontario has adopted the 2001 California Fire Code as the City's Fire Code, and that there are provisions in the Fire Code that would be applied to the project during the plancheck process that would mitigate the hazards posed to persons. Fire Department staff also stated that these standards would satisfy the requirements of 49 CFR 195.402 regarding "…safety requirements and procedures regarding conditions hazardous to life and property, in the use or occupancy of a building or premises."

Since the project involves the placement of limited residential uses within proximity to a pressurized fuel pipeline, the project's potential 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 is a potentially significant impact before mitigation. Compliance by the pipeline operator(s) with the applicable State and Federal safety regulations and the incorporation of Mitigation Measures 3.3-2 and 3.3-3 would reduce these impacts to a less than significant level.

3.3.6. CUMULATIVE IMPACTS

The conversion of the project site from industrial and commercial land uses to mixed-use commercial and residential uses would not result in any cumulative impacts to hazards and hazardous materials. The proposed development would not be considered a hazardous waste generator, nor would it involve the transport, storage and/or disposal of hazardous materials. The project has the potential to expose persons to hazardous materials during the construction phase, and the project could expose persons to significant impacts from upset and/or accidental conditions relating to the presence of the liquid fuel pipelines adjacent to portions of the project site. However, those impacts would be specific to the project site and not contribute to any cumulative impacts from hazards and hazardous materials.

3.3.7. MITIGATION MEASURES

Mitigation Measure 3.3-1 – Prior to the issuance of a demolition or building permit, the applicant shall prepare and implement a plan to identify, remediate, transport, and eliminate any and all lead-based paints and asbestos referenced in the Phase I Environmental Site Assessment. Said remediation plan shall comply with all applicable local, State, and Federal regulations regarding the remediation and disposition of these materials. The City shall not issue a building permit for these buildings until the

remediation plan has been complied with fully and these materials no longer pose a hazard to persons living and/or working in the buildings.

Mitigation Measure 3.3-2 – Prior to the issuance of a building permit, the applicant shall submit plans for review by the Building Department and the Fire Marshal. Said plans shall demonstrate compliance with the Uniform Codes as adopted by the City of Ontario, including but not limited to the 2001 California Building Code and the 2001 California Fire Code. Configurations, materials and construction methods shall be prepared to the satisfaction of the Building Official and the Fire Marshal.

Mitigation Measure 3.3-3 – Prior to the issuance of a building permit, the applicant shall provide a safety and evacuation plan for each building. Said plans shall include provisions for emergency supplies and equipment, such as first aid materials, fire detection equipment (i.e., smoke detectors, strobe lights, alarms, etc.), fire and smoke suppression equipment (i.e., sprinkler systems, halon systems, emergency ventilation systems, etc.), and emergency egress provisions. Said plans shall be subject to the review and approval of the Building Official and the Fire Marshal.

3.3.8. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Remediation of contaminated substances in accordance with the mitigation measures would reduce the potential to create a hazardous situation to a less than significant level.

This Page Intentionally Blank

3.4. LAND USE

3.4.1 INTRODUCTION

The purpose of this section is to provide information about the characteristics of the project site and the adjacent areas. In the Initial Study prepared for this project (contained in Appendix A), the determination was made that this project would result in potentially significant impact on Land Use and Planning. Specifically, the Initial Study indicated that the proposed project would conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the General Plan, Specific Plan, Local Coastal Program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

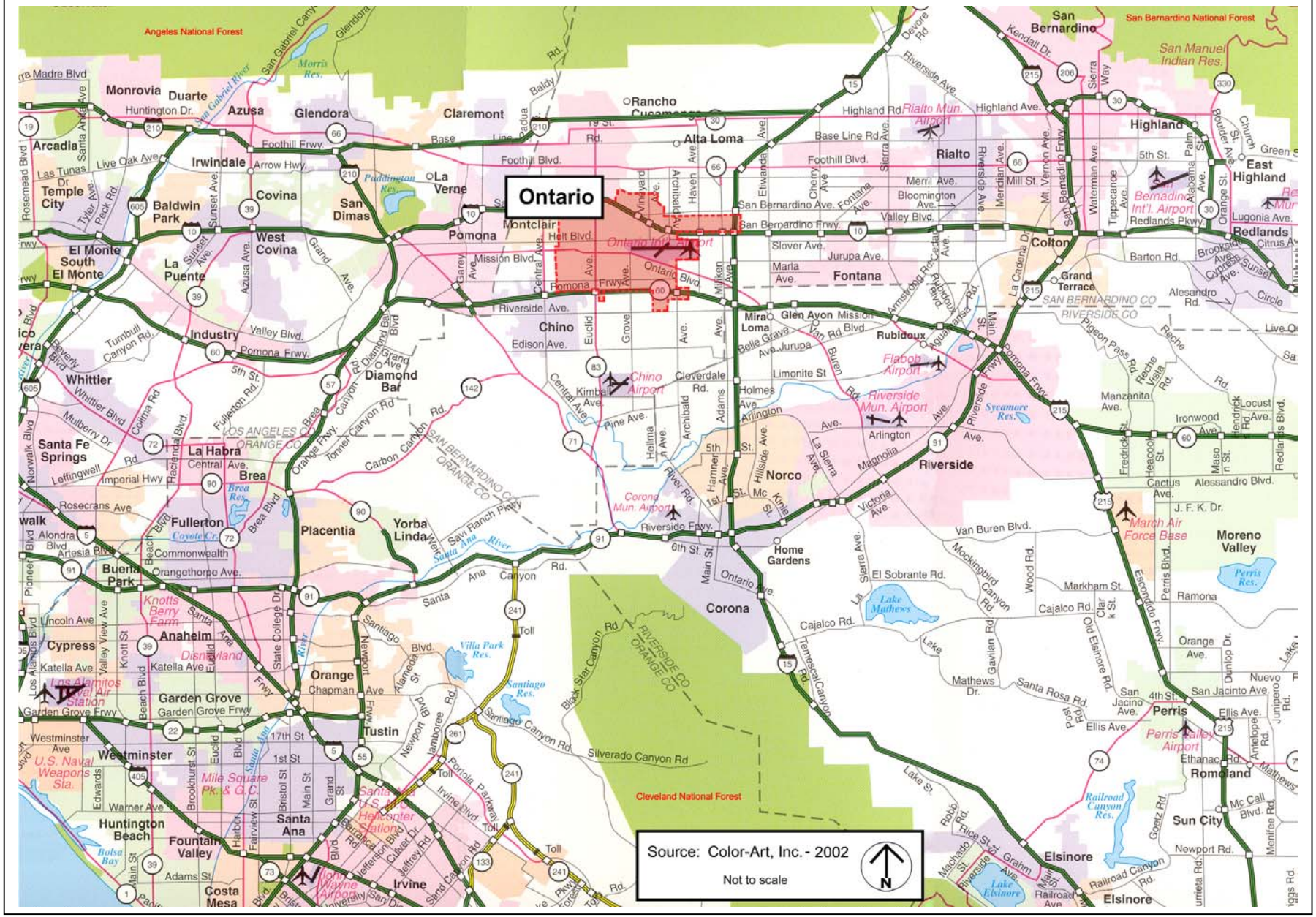
3.4.2 EXISTING CONDITIONS

The City of Ontario is located in the southwestern portion of San Bernardino County approximately 40 miles from downtown Los Angeles, 20 miles from downtown San Bernardino and 30 miles from Orange County. The City of Ontario is a city in transition from its days as an agricultural community. Although the period of rapid construction of new housing in the City has been completed, the period of the city's emergence as a commercial/industrial center oriented to Ontario Airport is just beginning. In the years to come, Ontario is expected to mature into an urban center with a full range of land uses and job opportunities. The City of Ontario encompasses over 23,000 acres (nearly 37 square miles) and is one of the leading cities in the rapidly growing Inland Empire. Ontario International Airport, the predominant land use in the City, is the driving force behind much of the region's economic growth. Figure 3.4.1 shows the City of Ontario in its regional context.

The project site is located in downtown Ontario, an urbanized area of the City with a majority of commercial and industrial land uses. The Ontario Airport is located approximately 1.3 miles to the east of the project site. The Pomona Freeway (I-60) is located approximately 2.5 miles to the south of the project site and the San Bernardino Freeway (I-10) is located approximately 1.5 miles to the north of the project site.

The project site is an area generally bounded by Euclid Avenue to the east, Transit Street to the north, the Union Pacific Railroad and Main Street to the south, and Palm Avenue to the west. The project site consists of four unoccupied buildings, namely: 1) the Paul R. Williams Building on a 8,960 square foot lot; 2) two separate parcels comprising the Tobias Building and the Tobias Annex, which is the current location of the Chaffey College Center for Economic Development building, on a combined 30,000 square foot lot; and 3) the Montalvan Building on a 15,225 square foot lot. The Paul R. Williams Building is designated a Local Historic Landmark by the City of Ontario. Surrounding land uses adjacent to the project area include a mix of commercial and industrial uses as well as a few residential uses. A satellite campus of Chaffey College is located at the corner of Emporia Street and Laurel Avenue within the project area.

FIGURE 3.4.1: Regional Setting



The City of Ontario Redevelopment Agency owns the Paul R. Williams Building located at 125 West Transit Street, the Chaffey College Center for economic Development Building located at 301 Emporia Street, and the Montalvan Building located at corner of Palm Street and Emporia Street. Arteco Partners currently owns the Tobias Building located at 211 Emporia Street. Figures 3.4.2 and 3.4.3 are maps of the project area. Figure 3.4.2 depicts an aerial view with the project sites identified, while Figure 3.4.3 shows a land use plan of the area. The buildings in the project area are in different stages of disrepair, with the Paul R. Williams Building showing the most amount of interior damage.

3.4.3 PROPOSED PROJECT

The proposed project would fully restore and renovate the existing four buildings into work/live units providing loft space for rent and/or in conjunction with creative arts studios, galleries and commercial uses.

Paul R. Williams (Old Post Office) Building

This 1927 9,000 square foot building, listed by the City as a historic building, is proposed to be restored and renovated for conversion into eight-unit work/live units. The units are proposed to be about 1,100 square feet in area and will include an open, mixed-use floor plan to accommodate future use by commercial or retail businesses (Figure 3.4.4). The exterior historic elements of the building would be restored and preserved, especially the façade facing Transit Street. The murals and exposed ceiling beams in the lobby would also be preserved. The remaining historic elements would be preserved and incorporated into a community arts gallery funded and supported by the developer/owner.

Tobias Lofts and the Tobias Annex

Thirty-one units with one parking space per tenant would be developed in the Tobias building as phase one of a two-phased process. The second phase would include the development of the Tobias Annex and would include five rental units (Figure 3.4.5). At full build-out, approximately 38 parking spaces will be preserved on site for loft tenants and businesses. The lofts would be approximately 1,100 square feet in area with mezzanine lofts in most work-live units.

Montalvan Lofts Building

This single-story, 7,070 square foot building formerly occupied by a specialty food business would be enlarged and converted into 14, approximately 1,000 square foot work-live units. The developer proposes to include a mixed-use floor plan to allow for flexible commercial and residential use.

FIGURE 3.4.2: Project Site Aerial Map

key
1. Paul R. Williams Building
2. Montalvan Building
3. Montalvan Parking Lot
4. Tobias Building
5. Tobias Annex Building
6. Tobias Parking Lot 1
7. Tobias Parking Lot 2

Source: City of Ontario

N
NOT TO SCALE

FIGURE 3.4.3: Project Site Location Map

3.4.4 REGULATORY FRAMEWORK

City of Ontario General Plan

The purpose of the General Plan is to guide Ontario citizens and their government in carrying the visions of the founders of this "very fine place" into the future. The General Plan serves as the land use constitution of the City of Ontario and represents a blueprint for long range physical planning of the City. The General Plan contains explicit community goals and policies designed to shape the development of Ontario, as well as to protect its environmental, social, cultural and economic resources.

Community Development Element

The Community Development Element sets forth a pattern for the orderly development and redevelopment of land within the City. It also describes the expected level of population growth resulting from construction of the kinds of housing units included in the plan, as well as the kinds of new commercial and industrial development that are responsive to the City's economic objectives.

Zoning Code

The City of Ontario zoning code identifies the project area as commercial and industrial. The Paul R. Williams Building and the Montalvan Building are zoned C-2 (Central Business Commercial) and are designated as Town Center Study Area in the City of Ontario's General Plan. The Tobias Building and annex is zoned M-1 (Limited Industrial) as is designated as Town Center Study Area in the City of Ontario's General Plan. (Figure 3.4.5).

The project site is located within the downtown historic retail district and is subject to the Downtown Ontario Design Guidelines and the requirements of the Ontario Redevelopment Agency.

3.4.5 THRESHOLDS OF SIGNIFICANCE

The California Environmental Quality Act (CEQA) Guidelines, Appendix G indicates a project may be deemed to have a significant effect on the environment if it will:

a) Physically divide an established community;

b) 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; or

c) Conflict with any applicable habitat conservation plan or natural community conservation plan.

The following table is a summary of the thresholds of significance, potential impacts and proposed mitigation measures to address the impacts:

TABLE 3.4.1

Summary of Thresholds of Significance, Impacts, and Mitigation Measures

Threshold of Significance	Impact	Mitigation Measure
1. Physically divide an established community	No impact	None Required.
2. 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.	Potentially Significant Impact	**Mitigation Measure 3.4.1:** Prior to issuance of building permits for the use of the Tobias Building and Annex as work/live project site, the applicant shall apply for, and the City shall process the following: a. A zone change to amend the land use designation of the Tobias Building and Annex from M-1 to C-2 b. A Zone Text Amendment for the C-2 zone to allow work/live projects as conditional uses.
3. Conflict with any applicable habitat conservation plan or natural community conservation plan.	No Impact	None Required.

3.4.6 IMPACTS

No impact

Physically divide an established Community

Implementation of the project would not disrupt the physical arrangement of the community including land uses and circulation patterns within or adjacent to the project site. The project site is not physically removed from the rest of the City Ontario nor would the proposed project result in such division. The project involves the renovation of the Paul R. Williams Building along Transit Street, the Tobias Building and Annex along Emporia Street, and the Montalvan Building along Emporia Street.

Conflict with any applicable habitat conservation plan or natural community conservation plan

According to the City of Ontario General Plan and Zoning Map, the proposed project is not located in an area designated for habitat conservation or natural community conservation. The project site is currently developed with buildings and asphalt parking surfaces and is not considered suitable for habitat conservation or natural community conservation.

Potentially Significant Impact

Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, Specific Plan, Local Coastal Program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect

The City of Ontario zoning code identifies the project area as commercial and industrial. The Paul R. Williams Building and the Montalvan Building are zoned C-2 (Central Business Commercial) and are designated as Town Center Study Area in the City of Ontario's General Plan. The C-2 zoning designation supports the commercial component of the proposed project and residential uses are permitted in the C-2 zone subject to approval of a Conditional Use Permit (Article 16, Section 9-1.1515 of the City of Ontario Development Code). The Tobias Building and Annex are zoned M-1 (Limited Industrial) and are designated as part of the Town Center Study Area in the City of Ontario's General Plan. Some of the permitted land uses in the M-1 district include light assembly, Business Park, storage warehouse and similar uses. The proposed project is currently not consistent with the land uses permitted in the M-1 zone.

To facilitate the proposed project, the zoning designation for the Tobias Building and Annex and the Montalvan Building will be changed to C-2, consistent with the zoning classification for the Paul R. Williams Building. Additionally, although the C-2 zoning designation allows residential uses, the proposed work/live project is currently not permitted in the C-2 zone. To facilitate the proposed project, the following actions would be taken by the City of Ontario:

1. Change the zoning classification for the Tobias Building and Annex from M-1 to C-2.

2. Amend the C-2 zoning Development Code to allow work/live projects as conditional uses.

3. Identify uniform parking standards for work/live projects in the City of Ontario.

The proposed zone change and Code Amendment to the language of the C-2 zoning is potentially significant especially since the City of Ontario is still in the process of identifying suitable parking regulations for this proposed use. However, the City's General Plan anticipates these types of uses and several goals and policies in the City of Ontario General Plan Community Development Element support the proposed project.

FIGURE 3.4.4: Project Site Zoning

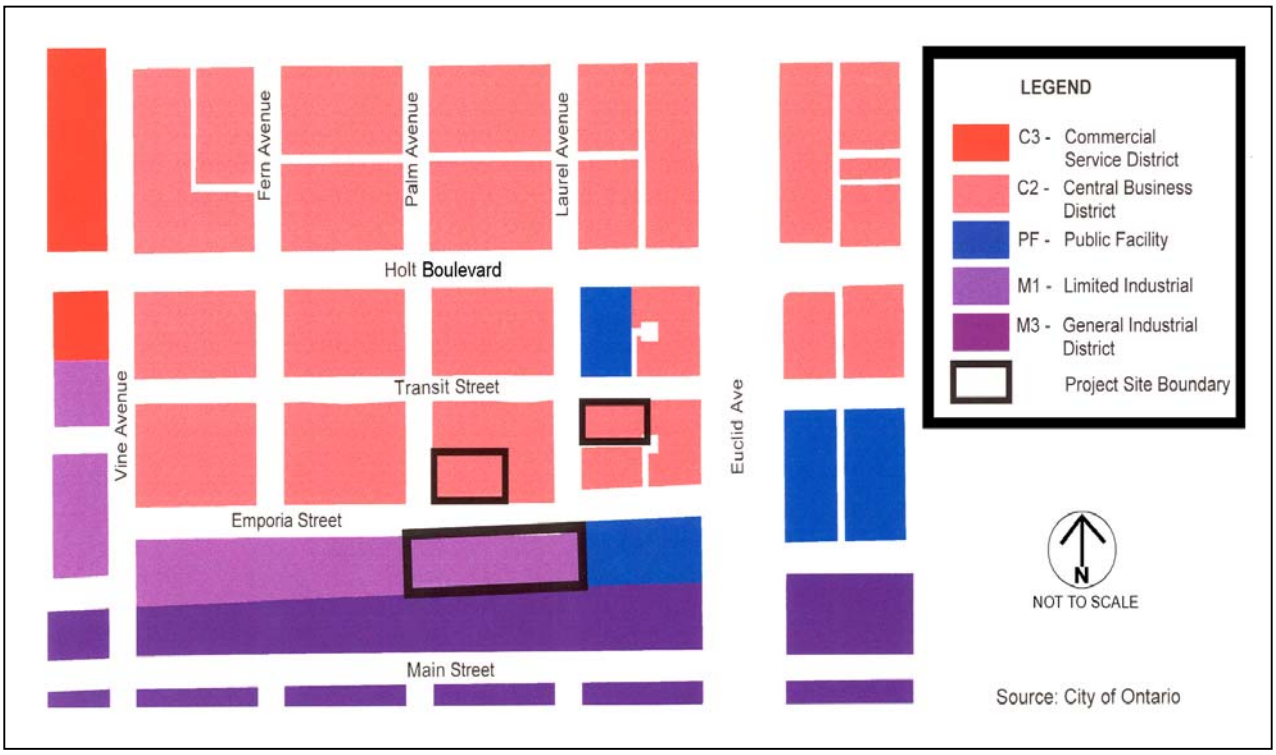


FIGURE 3.4.5: Project Site General Plan Map

Photograph 3.4.1
Exterior of the Paul R. Williams Building
119 West Transit Street (APN: 1049-058-01-0000)

Photograph 3.4.2
Exterior of the Montalvan Building
228 West Emporia Street (APN: 1049-056-06-0000)

Photograph 3.4.3
Exterior of the Tobias Building
211 West Emporia Street (APN: 1049-059-21-0000)

Photograph 3.4.4
Exterior of the Tobias Annex Building
301 West Emporia Street (APN: 1049-059-08-0000)

Land Use Goals and Implementation Policies

The goals and policies contained in the Community Development Element provide the framework for future land use and decision–making in Ontario and represent an outgrowth of the factors identified during the preparation of the General Plan, as well as the concerns of the citizens of Ontario. They reflect the direction and image the City seeks for the future.

Goal 5.0 of the Community Development Element is to maintain and enhance the role of Downtown Ontario as an urban focal point for both commercial and civic activities.

Policy 5.4 Supports and encourages development of mixed-use projects, which combine residential uses with one or more commercial uses in a planned environment.

The project is also consistent with the established goals of Downtown Ontario, specifically the following:

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

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

Southern Pacific Railroad Line

The Tobias Building and Annex is adjacent to an existing Southern Pacific line of the Union Pacific Railroad, which is located south of the project site. The Environmental Impact Report will analyze impacts of the railroad line (Noise – Section 3.5) on the proposed residential uses, and recommend adequate mitigation measures to address the impact.

Major Pipeline Corridors

The Santa Fe Pacific Pipeline Partners L.P. operates and maintains two gasoline pipelines that run east west, within the Southern Pacific line of the Union Pacific Railroad right-of-way. The City's General Plan indicates that a 20-inch line originating in Carson carries gasoline, diesel fuel and aviation fuel; this line terminates in Phoenix. The line also supplies most of the aviation gasoline fuel for Ontario International Airport. A 16-inch line originating in Norwalk parallels the 20-inch line and carries jet fuel to a storage complex in Rialto. The pipelines enter the City of Ontario at Benson Avenue on the west and parallel the northern side of the Southern Pacific line of the Union Pacific Railroad right-of-way to Ontario International Airport. At the airport, the lines parallel the southern side of the right-of-way; east of the airport, the lines parallel the Union Pacific Railroad right-of-way. The lines are buried a minimum of 42-inches below grade, with the exception of the traffic underpass at Grove Avenue. At this location, the pipes are encased in concrete and attached to the side of the bridge. Operating pressure of the pipes range from 300-400-psi. The Hazards and Hazardous Materials Section of the EIR (Section 3.3) will further analyze the impacts of the pipelines on the proposed residential uses, since the residential use is the new entity in the proposed project area.

3.4.7 CUMULATIVE IMPACTS

Although the project could result in inconsistencies with adopted plans and polices, the proposed zone change to rezone the Tobias Building and Annex from the current M-1 zoning classification to C-2, and the proposed zoning text amendment to allow work/live projects in the C-2 zone with approval of a Conditional Use Permit, provide required mitigation. Also, the mitigation measures identified in Section 3.5 – Noise, and Section 3.3 – Hazards and Hazardous Materials, would result in compatibility between the proposed use and the impacts identified in the sections of the EIR dealing with those impacts.

3.4.8 MITIGATION MEASURES

Mitigation Measure 3.4.1: Prior to issuance of building permits for the use of the Tobias Building and Annex as work/live project site, the applicant shall apply for, and the City shall process the following:

a. A zone change to amend the land use designation of the Tobias Building and Annex from M-1 to C-2.

b. A Development Code Amendment for the C-2 zone to allow work/live projects as conditional uses.

3.4.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

These impacts would be less than significant with implementation of the mitigation measures.

3.5. NOISE AND VIBRATIONS

3.5.1. INTRODUCTION

This section of the EIR examines the project's potential to expose additional persons to noise and vibrations. Information in this section is based on the Tessier Work-Live Project Acoustical Analysis prepared by Wieland Associates, Inc. in June 2003. This technical report is attached as Appendix E.

3.5.2. EXISTING CONDITIONS

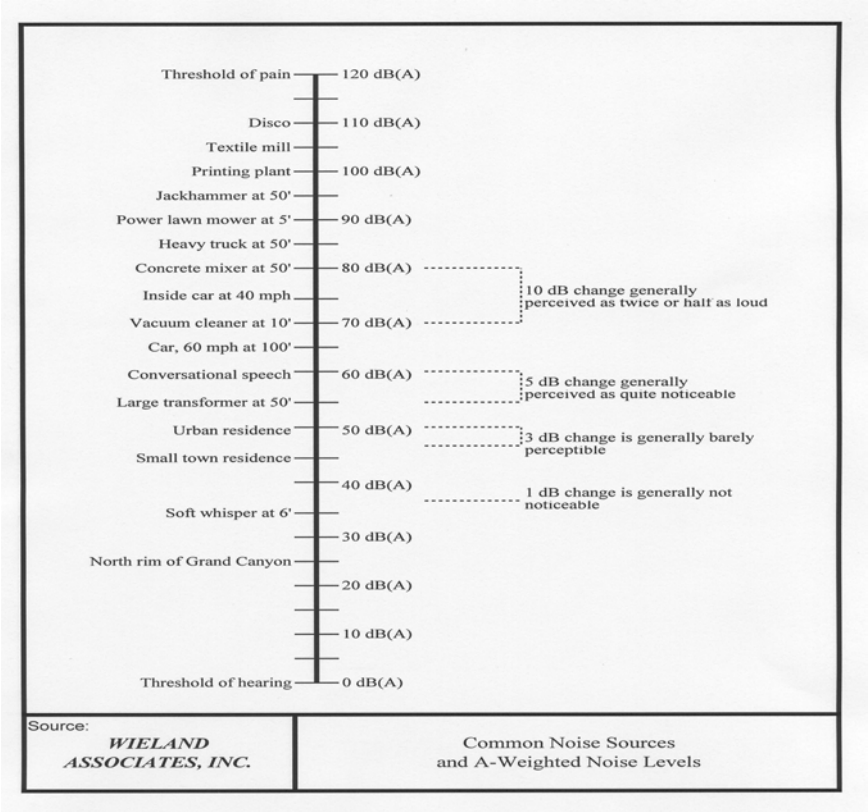
The project site is located the City of Ontario, in the southwest district of downtown Ontario bordered by Holt Boulevard to the north, Euclid Avenue to the east, the Union Pacific right-of-way to the south and South Vine Street to the west. The site and surroundings are highly urbanized, consisting of a variety of buildings in varying states of disrepair. Surrounding land uses adjacent to the project area include a mix of commercial and industrial uses as well as a few residential uses. The Ontario Airport is located approximately 1.3 miles to the east of the project site. The Pomona Freeway (I-60) is located approximately 2.5 miles to the south of the project site and the San Bernardino Freeway (I-10) is located approximately 1.5 miles to the north of the project site. Just south of the project site, and directly adjacent to the Tobias Building and Annex is the Southern Pacific Line of the Union Pacific Railroad right-of-way. This railway is actively used for both freight and passenger service, and is a physical barrier between the project site and the industrial area with scattered residential sites to the south.

3.5.3. REGULATORY FRAMEWORK AND CRITERIA

Noise Descriptors

Sound pressure levels are described in logarithmic units of ratios of actual sound pressures to a reference pressure squared. These units are called decibels, abbreviated dB. However, sound pressure level alone is not a reliable indicator of loudness. The frequency or pitch of a sound also has a substantial effect on how humans will respond, and the A-scale approximates the frequency response of the average young ear when listening to most ordinary everyday sounds. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. A range of noise levels associated with common indoor and outdoor activities is shown in Figure 3.5.1.

FIGURE 3.5.1 Common Noise Sources



The A-weighted sound level of traffic and other long-term noise-producing activities within and around a community varies considerably with time. Measurements of this varying noise level are accomplished by recording values of the A-weighted level during representative periods within a specified portion of the day. The values recorded for this study are as follows:

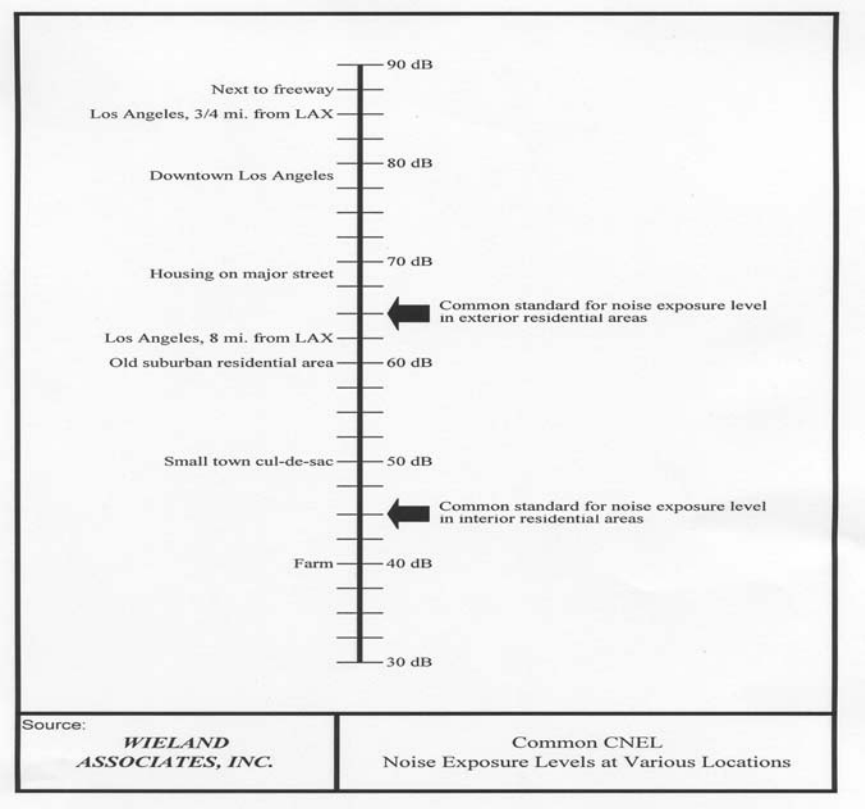
Leq: The energy equivalent (i.e., average) sound level,

Lmax: The maximum sound level, and

SEL: The sound exposure level. This is a measure of sound for a single event (such as a train pass) that takes into account not only the sound level generated by the event but its duration.

It is recognized that a given level of noise may be more or less tolerable depending on the duration of exposure experienced by an individual. There are numerous measures of noise exposure that consider not only the A-level variation of noise but also the duration of the disturbance. The State Department of Aeronautics and the California Commission on Housing and Community Development have adopted the community noise equivalent level (CNEL). This measure weights the average noise levels for the evening hours (7:00 p.m. to 10:00 p.m.), increasing them by 5 dB, and weights the late evening and morning hour noise levels (10:00 p.m. to 7:00 a.m.) by 10 dB. The daytime noise levels are combined with these weighted levels and are averaged to obtain a CNEL value. Figure 3.5.2 indicates the outdoor CNEL at typical locations.

FIGURE 3.5.2 Common CNEL Exposures



Noise Criteria

For this study, established noise criteria from the U.S. Environmental Protection Agency (EPA), the State of California Office of Planning and Research (OPR) and Noise Insulation Standards, and the City of Ontario General Plan and Municipal Code were utilized in evaluating noise effects of and on the proposed project.

The EPA offers guidelines for community noise exposure in the publication "Information on the Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety." Based on this information, the EPA and other Federal agencies have adopted suggested land use compatibility guidelines that indicate that residential noise exposures of 55 to 65 dB Ldn (day-night average sound level) are acceptable. (Day-night average sound level is a measure of noise exposure that is essentially the same as CNEL) The EPA notes, however, that these levels are not regulatory goals, but are levels defined by a negotiated scientific consensus without concern for economic and technological feasibility or the needs and desires of any particular community.

The State Office of Planning and Research (OPR) Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The OPR Guidelines

contain a land use compatibility table that describes the compatibility of different land uses with a range of environmental noise levels in terms of CNEL. For the land uses associated with the project, the compatibility table is summarized as follows in Table 3.5.1:

TABLE 3.5.1 CNEL Compatibility

Compatibility	*CNEL*	
	Multifamily Residential	**Commercial**
Normally acceptable[1]	Up to 65 dB	Up to 70 dB
Conditionally acceptable[2]	60 to 70 dB	67.5 to 77.5 dB
Normally unacceptable[3]	70 to 75 dB	Over 75 dB
Clearly unacceptable[4]	Over 75 dB	N/A

[1] Normally Acceptable: Standard building construction is adequate.

[2] Conditionally acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

[3] Normally Unacceptable: New construction or development should be discouraged. If undertaken, a detailed analysis of noise reduction requirements must be made and included in the design.

[4] Clearly Unacceptable: New construction or development should not be undertaken.

The State of California Noise Insulation Standards (Title 24 of the California Code of Regulations) state that the "interior community noise equivalent level (CNEL) attributable to exterior sources shall not exceed an annual CNEL of 45 dB in any habitable room," and that multifamily residential buildings or structures to be located near an existing or adopted major thoroughfare, railroad, rapid transit line, or industrial noise source within exterior CNEL contours of 60 dB or greater shall require an acoustical analysis showing that the building has been designed to limit intruding noise to a CNEL of 45 dB.

The City of Ontario's General Plan states that for multifamily residential projects, the CNEL should not exceed 65 dB at exterior living areas, or 45 dB at interior living areas. At commercial retail spaces, the interior CNEL should not exceed 55 dB. Chapter 15 of Title 8 of the Ontario Municipal Code also identifies sound insulation requirements for all residential buildings within the 60 dB CNEL contour of Ontario International Airport. It is noted that Chapter 15 does not provide sound insulation requirements for residential buildings in areas where the CNEL exceeds 75 dB since the City's General Plan identifies such a high noise exposure as being unacceptable for residential development.

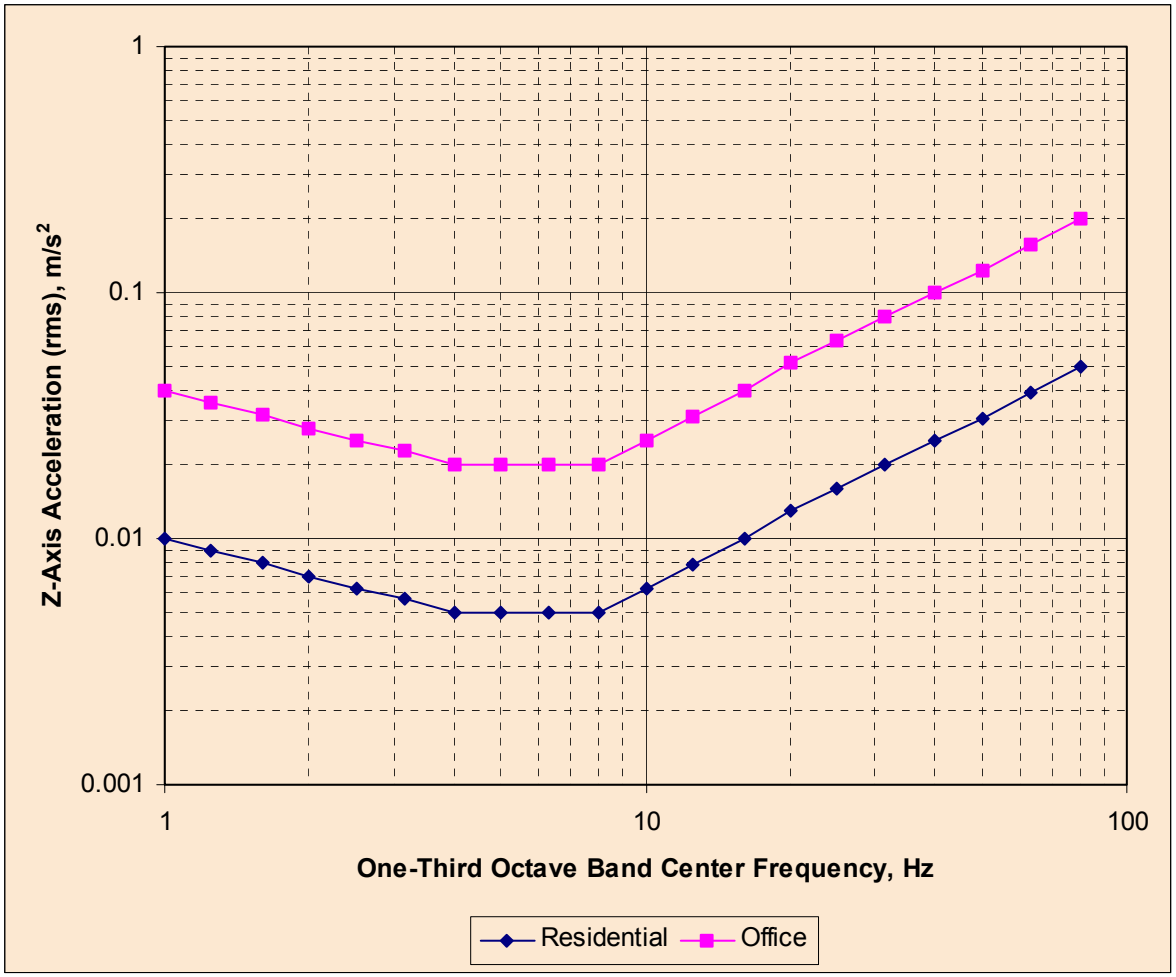
Vibration Criteria

The Acoustical Analysis prepared for the report in June 2003 identified vibration criteria from both the Federal Transit Administration (FTA) and the American National Standards Institute (ANSI). For residential development, the FTA has designated 72 VdB (vibration velocity level as measured in decibels re. 1 microinch/second) as the

maximum ground-borne vibration impact level for “frequent events”. “Frequent events” is defined as more than 70 events per day. For “infrequent events” (less than 70 per day), the maximum acceptable ground-borne vibration impact level is 80 VdB. For non-residential buildings, the criteria are 75 VdB for frequent events and 83 VdB for infrequent events. It should be noted that all of these criteria are based primarily on experience with passenger train operations. Freight trains tend to be much longer and slower than passenger trains, which increases the duration of each event. Also, freight trains are significantly heavier than passenger trains, which increases the vibrational force induced in the ground during the event.

ANSI Standard S3.29-1983, “Guide to the Evaluation of Human Exposure to Vibration in Buildings,” provides ground acceleration base-response curves for use in identifying tolerable vibration levels. These curves, illustrated in Figure 3.5.3 are adjusted up or down to account for the number of vibration events that occur in a day as well as the duration of each event. Referring to Figure 3.5.3, it is noted that the criteria for acceptable vibration levels is dependent on frequency.

FIGURE 3.5.3
ANSI Vibration Exposure



Both noise and vibration measurements were obtained at the project site to characterize aircraft and train single event levels. Each is discussed in the following sections.

Noise Levels

Measurements were obtained over multiple days to identify the single event noise levels experienced at each of the four buildings during an aircraft overflight or a train passby, as well as to identify the noise reduction provided by the existing building facades. Each measurement was obtained at a microphone height of 5' above the ground, and the instrumentation was calibrated prior to obtaining the measurement.

The results of the measurements, provided in Appendix E, are summarized as follows:

TABLE 3.5.2 Noise Measurements (Existing Conditions)

Noise Measurement	Building			
	Paul R. Williams	**Tobias Lofts**	**Tobias Annex**	**Montalvan Lofts**
Avg. exterior SEL	68.9 dB(A)	104.9 dB(A)	89.2 dB(A)	95.6 dB(A)
Avg. noise reduction of façade	18.5 dB	21.4 dB	25.1 dB	18.0 dB
Avg. of upper 30% of interior max. levels	63.8 dB(A)	61.9/81.3 dB*	56.4 dB(A)	79.2 dB(A)

*1st floor/2nd floor

Referring to the data provided in the above table, there is an obvious discrepancy in the average exterior SEL measured at the two Tobias buildings. Since these are located at approximately the same distance from the railroad tracks, one would expect to measure the same SEL at both locations. The discrepancy is due to the highly variable noise levels generated during individual train passes. These variations are the result of differing train lengths, types of freight carried, types of rail cars used to form the train, number of locomotives, where the engineer begins blowing the train whistle, and for how long the whistle is blown. To resolve the discrepancy for this study, the exterior SEL logarithmic values measured at the two Tobias buildings have been averaged together to form an average SEL logarithmic value of 102.7 dB(A) for both.

In determining future noise impact levels, CNEL estimates for the year 2025 were generated based on anticipated future airport and rail operations (Appendix E). The composite (combined rail and air) exterior noise levels were established, and with the measured building façade noise reduction for each building calculated, interior CNEL estimates were generated. These figures are contained in Table 3.5.3

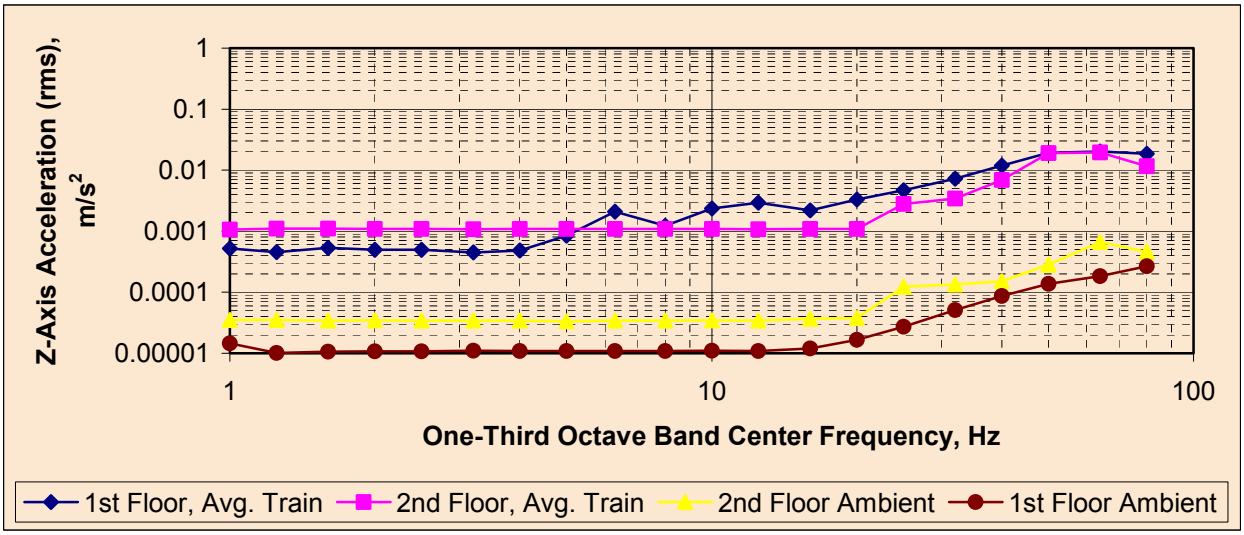
TABLE 3.5.3 Future CNEL Estimates (Year 2025)

Building	Exterior CNEL	Measured Noise Reduction	Estimated Interior CNEL
Paul R. Williams	61 dB	18.5 dB	42.5 dB
Tobias Lofts	82 dB	21.5 dB	60.5 dB
Tobias Annex	82 dB	25.0 dB	57.0 dB
Montalvan Lofts	75 dB	18.0 dB	57.0 dB

Vibration Levels

In order to identify the vibration levels generated by a train pass, measurements were obtained at two locations within the Tobias Lofts Building – at the first floor and at the second floor. Since this is the closest building to the railroad tracks, it represents a "worst case" condition for the project. The results of our measurements are presented graphically in Figure 3.5.4.

FIGURE 3.5.4
Vibration Curves at Tobias Lofts



3.5.4. THRESHOLDS OF SIGNIFICANCE

The California Environmental Quality Act (CEQA) Guidelines, Appendix G indicates the following thresholds for which a project may be deemed to have a significant effect on the environment:

a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the

project would expose people residing or working in the project area to excessive noise levels;

b) For a project within the vicinity of a private airstrip, the project would expose people residing or working in the project area to excessive noise levels;

c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;

d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;

e) Result in the 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 other agencies; or

f) Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

The following table is a summary of the thresholds of significance, potential impacts and proposed mitigation measures to address the impacts:

TABLE 3.5.4

Summary of Thresholds of Significance, Impacts, and Mitigation Measures

Threshold of Significance	Impact	Mitigation Measure
1. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would expose people residing or working in the project area to excessive noise levels	No Impact	None Required.
2. For a project within the vicinity of a private airstrip, the project would expose people residing or working in the project area to excessive noise levels	No Impact	None Required.
3. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project	Less Than Significant	None Required.
4. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project	Less Than Significant Impact with Mitigation	Mitigation 3.5.1: All project construction activities shall only occur on Monday through Saturdays from 7:00 a.m. to 7:00 p.m. No construction shall occur on Sunday or federal holidays. Mitigation 3.5.2: All construction equipment shall be in proper operating condition and fitted with standard factory noise attenuation features. All equipment should be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

5. Result in the 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 other agencies	Less than Significant Impact With Mitigation and Potentially Significant Impact	Mitigation 3.5.1: All project construction activities shall only occur on Monday through Saturdays from 7:00 a.m. to 7:00 p.m. No construction shall occur on Sunday or federal holidays. Mitigation 3.5.2: All construction equipment shall be in proper operating condition and fitted with standard factory noise attenuation features. All equipment should be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. Mitigation 3.5.3 through 3.5.20: Various construction-related noise reduction and mitigation measures.
6. Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels	Potentially Significant Impact	Mitigation 3.5.32*: Construct a trench between the rail line and the building. Such a trench would have to be on the order of 15' deep and 3' wide, and would have to extend for some distance beyond the building in both the east and west directions. Mitigation 3.5.33*: Construct a "floating" space inside the building. This involves constructing new floors, walls and ceilings in the existing building that are isolated from the building with resilient mounts (e.g., spring isolators).

* Mitigation Measures would make the proposed project infeasible.

3.5.5. IMPACTS

No Impacts

Based on the thresholds of significance, the project would have no impacts on the environment based on the following headings:

1. Exposure to excessive noise levels related to public and public use airports

The proposed project is located approximately 1.3 miles from the Ontario International Airport (ONT). Based on the City of Ontario's Future Noise Contour Map, the project site would not be located within future noise contours even if ONT increases aircraft activity. No impact would occur and no mitigation measures would be required.

2. Exposure to excessive noise levels related to private airstrips

The proposed project is not located in the vicinity of any private airstrips. No impact would occur and no mitigation measures would be required.

Less Than Significant Impact

Based on the thresholds of significance, the project would have Less Than Significant impacts on the environment based on the following heading:

Impact 3.5.1: A substantial permanent increase in ambient noise levels

The primary source of noise that would be generated by the project is related to vehicle trips traveling to and from the project site. Due to the small volume of traffic associated with the operation of all of the components of the project, project related traffic noise is not expected to result in any substantial permanent increase in ambient noise levels in the project vicinity. Consequently, implementation of the proposed project would not expose any nearby residents or students to a substantial permanent increase in ambient noise levels. No significant impacts would occur and no mitigation measures would be required.

Less Than Significant Impact with Mitigation

Based on the thresholds of significance, the project would have Less Than Significant impacts on the environment based on the following headings:

Impact 3.5.2: A substantial temporary or periodic increase in ambient noise levels

The proposed project may result in audible short-term and intermittent increases in noise levels during the construction period. The City recognizes that noise produced from construction activities is necessary for development. In light of this, the City has restricted construction activities to the least noise sensitive portions of the day.

To minimize the amount generated by the proposed project, Mitigation Measures 3.5.1 - 3.5.4 are to be implemented. The impacts would then be mitigated to a Less Than Significant level.

Impact 3.5.3: Exposure to or generation of noise in excess of local or other applicable standards

Components of the proposed project would involve renovation of existing structures. The majority of renovation activities would occur in the interior of the structures which would help attenuate construction noise. Ambient noise levels may temporarily increase when the construction equipment is operating.

To minimize the amount generated by the proposed project, Mitigation Measures 3.5.1 - 3.5.4 are to be implemented. The impacts would then be mitigated to a Less Than Significant level.

Potentially Significant Impact

Based on the threshold of significance, the project would have Potentially Significant impacts on the environment based on the following headings:

Impact 3.5.4: Exposure to or generation of noise in excess of local or other applicable standards

As detailed in the Acoustical Analysis prepared for the proposed project (Appendix E) and summarized in Table 3.5.3, combined train and aircraft exterior noise levels at the Paul R. Williams Building are estimated to be 61 dB(A) CNEL in the year 2025. This exterior level of noise is within the City of Ontario Land Use Compatibility Guidelines for Noise Impacts (Ontario General Plan Figure HA-9). Combined interior noise levels in the year 2025 are estimated to be 42.5 dB(A) CNEL. These interior noise levels comply with the State of California Noise Insulation Standards (Title 24 of the California Code of Regulations). As stated in the City's General Plan, acoustical reports will be required for major new residential construction. Conventional construction with closed windows and fresh air supply systems or air conditioning will normally suffice.

As detailed in the Acoustical Analysis prepared for the proposed project (Appendix E), anticipated future (year 2025) combined train and aircraft exterior noise levels were estimated to be 82 dB(A) CNEL at the property line of the Tobias Lofts and Annex adjacent to the UPRR. Combined interior noise levels in the year 2025 for the two buildings are estimated at 60.5 dB(A) and 57 dB(A) CNEL, respectively, with the difference attributable to variations in construction type and materials. Mitigation Measures 3.5.6 through 3.5.20 are proposed to reduce the estimated interior noise levels of the Tobias and Tobias Annex Buildings. These measures would increase the noise reduction of the buildings' facades to approximately 30 dB. The resulting interior CNEL for in the Tobias and Tobias Annex Buildings would be 52 dB(A) in the year 2025. Even with the incorporation of the proposed mitigation measures, the level of exterior noise that would be experienced at the Tobias and Tobias Annex Buildings exceeds the City's compatibility criteria for residential uses, which lists a maximum exterior CNEL of 75 dB(A) for multi-family residential development. In addition, the proposed interior noise level of both the Tobias and Tobias Annex Buildings would not comply with the State of California Noise Insulation Standards (Title 24 of the California Code of Regulations), which state that the annual CNEL in any habitable room shall not exceed 45 dB(A). Consequently, development of habitable spaces in the Tobias and Tobias Annex Buildings would represent a significant noise impact due to placement of noise sensitive uses in areas of high noise exposure.

As detailed in the Acoustical Analysis for the proposed project, anticipated future combined train and aircraft exterior noise levels would reach 75 dB(A) CNEL at the Montalvan Building in the year 2025. This level of exterior noise falls within the "normally unacceptable" category for development of multi-family residential uses as shown in the City's Land Use Compatibility Guidelines. Per Ontario

General Plan Figure HA-9, “noise/avigation easements would be required, and a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design”, for any new residential construction. The Montalvan Building’s combined interior noise levels in the year 2025 are estimated at 57 dB(A) CNEL. Mitigation Measures 3.5.5 through 3.5.20 are proposed to reduce the estimated interior noise level of the Montalvan Building. These measures would increase the noise reduction of the building’s facade to approximately 21 dB. The resulting interior CNEL for in the Montalvan Building would be 54 dB(A) in the year 2025. However, even with the incorporation of the proposed mitigation measures, the interior noise level of the Montalvan Building would not comply with the State of California Noise Insulation Standards (Title 24 of the California Code of Regulations), which state that the annual CNEL in any habitable room shall not exceed 45 dB. Consequently, development of habitable spaces in the Montalvan Building would represent a significant noise impact due to placement of noise sensitive uses in areas of high noise exposure.

Impact 3.5.5: Exposure to or generation of excessive ground borne vibration levels

The Paul R. Williams Building and the Montalvan Building locations are of sufficient distance to not be significantly affected by major sources of vibration (trains). The Tobias and Tobias Annex Buildings are located adjacent to the Union Pacific Railroad; therefore, the residents in these buildings would be exposed to significant levels of vibration. Calculations of vibration are dependant on a wide variety of factors such as train speed, geology, whether the train has stiff suspensions, presence of wheel flats and other factors. Each train would produce different levels of vibration based under their suspension type and condition of their wheels. Because of these variations in the generation of vibration, a range of vibration levels are presented. As stated in FTA standards, vibration levels may range from 75 to 108 VdB for each individual train passing.

During 24-hour monitoring of the UPRR tracks in September of 2002, 42 train movements were observed on the northern line and 32 movements were observed on the southern line. Thus, under existing conditions, the FTA infrequent event criteria would be used because there would be less than 70 train passings in the course of the day near the Tobias and Tobias Annex Buildings. As such, the level of vibrations experienced at the Tobias and Tobias Annex Buildings would be below FTA vibration impact criteria under the low estimate of vibrations but would exceed under the moderate and high estimates of vibrations.

Train usage of the UPRR tracks is expected to increase in the future. However, track-use projections vary between sources. The Southern California Association of Governments (SCAG) prepared an "Inland Goods Movement Corridor Study: Rail Crossing Improvement Plan" in January 2001. This report predicts that 67 freight and 1 passenger train will travel on the northern track of the UPRR in the year 2020; and 38 freight and 29 passenger trains will travel on the southern UPRR track in the year 2020. The Los Angeles Economic Development Corporation prepared a "Los Angeles-Inland Empire Railroad Main Line Advanced Planning Study" in October of 2002. This study predicts that 97

freight and 1 passenger train will travel on the northern track of the UPRR in the year 2025; and 33 freight and 39 passenger trains will travel on the southern UPRR track in the year 2025. To identify the potential worst-case impacts of the proposed project, the noise impacts identified in the EIR are based on the predictions identified in the "Los Angeles-Inland Empire Railroad Main Line Advanced Planning Study" (October 2002). Based on this report, there will be about 170 train movements per day on the two rail lines in the near vicinity of the project site by the year 2025. Of these, 130 will be freight trains and 40 will be passenger trains. Union Pacific Railroad representatives have indicated that 75% of the freight trains will operate on the northern line (closest to the site), while the remaining freight trains and all of the passenger trains will operate on the southern line (farthest from the site). The freight trains have been evenly distributed throughout the day, and the distribution of the passenger trains has been based on the current distribution of MetroLink trains on the southern line. Based on FTA guidelines, because the quantity of trains would exceed 70 vibration events, the more stringent FTA criteria for frequent events were used for future conditions. Under the FTA frequent event criteria, the level of vibrations would exceed this vibration impact criteria under all estimates. Consequently, placement of project residences at the Tobias and Tobias Annex Buildings would cause annoyance to the occupants due to the exposure of residents to significant levels of vibration.

3.5.6. CUMULATIVE IMPACTS

The proposed work-live project would not result in any significant increase in the generation of excessive noise or vibration in the project area or its vicinity. Persons would be exposed to additional noise and vibration impacts and effects, but such impacts are not related to the operations of the project and therefore do not contribute to any such cumulative impacts.

3.5.7. MITIGATION MEASURES

The following sections identify the recommended mitigation measures for each of the four buildings associated with the Tessier Work/Live project.

Mitigation Measure 3.5.1: All project construction activities shall only occur on Monday through Saturdays from 7:00 a.m. to 7:00 p.m. No construction shall occur on Sunday or federal holidays.

Mitigation Measure 3.5.2: All construction equipment shall be in proper operating condition and fitted with standard factory noise attenuation features. All equipment should be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

Mitigation Measure 3.5.3: The project shall incorporate design measures that locate noise sources such as parking areas, loading zones, trash bins, and mechanical equipment as far away from the noise sensitive receptor locations as possible.

Mitigation Measure 3.5.4: Loft project mechanical equipment shall be acoustically engineered, incorporating quiet designs, mufflers, enclosures, parapets, etc., so that the noise generated by these operations shall not exceed the noise standard at receptor locations.

Mitigation Measure 3.5.5: The Tessier Work/Live Project property owner(s) shall grant noise/avigation easements to the owner/operator of the Ontario International Airport (Los Angeles World Airports), prior to the issuance of Certificates of Occupancy.

Mitigation Measure 3.5.6: For the Montalvan, Tobias, and Tobias Annex Buildings, exterior walls on the south, west and east elevations shall be constructed using one of the following wall types:

a. 7/8" stucco, 2x4 studs, R-11 insulation batts, 5/8" type "X" gypsum board.

b. 8" concrete block.

c. Or other construction with comparable acoustic ratings.

All walls shall be sealed airtight. There shall be no openings (e.g., vents or mail slots) on the south, west or east walls. Any openings for convenience shall be sealed airtight.

Mitigation Measure 3.5.7: All windows and exterior doors on buildings on the south side of Emporia Street on the west and east elevations shall be sound-rated assemblies that provide a minimum sound transmission class (STC) of 35.

Mitigation Measure 3.5.8: All windows and exterior doors on buildings on the south side of Emporia Street on the south perimeter elevations of the buildings shall be sound-rated assemblies that provide a minimum STC of 47.

Mitigation Measure 3.5.9: For buildings on the immediate north side of Emporia Street (e.g. Montalvan Building), all windows and exterior doors on the south, west and east perimeter elevations shall be sound-rated assemblies that provide a minimum sound transmission class (STC) of 28.

Mitigation Measure 3.5.10: For the Montalvan, Tobias, and Tobias Annex Buildings, forced air ventilation shall be provided that will provide no more than the minimum air circulation and fresh air supply requirements of the Building Code in each habitable room. Ventilation openings to the exterior shall not be oriented towards the railroad tracks.

Mitigation Measure 3.5.11: For the Montalvan, Tobias, and Tobias Annex Buildings, kitchen cooktop vent hoods shall be of the nonducted recirculating type with no ducted connection to the outdoors.

Mitigation Measure 3.5.12: For the Montalvan, Tobias, and Tobias Annex Buildings, roofs shall be constructed of minimum 1/2" thick solid sheathing. Minimum 5/8" thick type "X" gypsum board shall be attached to the underside of the roof joists. Minimum R-19 insulation batts shall be snugly fitted between the joists, or with an exterior only assembly that includes 1/2" thick solid sheathing and R-25 insulation.

Mitigation Measure 3.5.13: Skylights shall be dual-paned.

Mitigation Measure 3.5.14: Fireplaces shall not be permitted.

Mitigation Measure 3.5.15: For the Montalvan, Tobias, and Tobias Annex Buildings, gypsum board shall be installed on all interior walls dividing work-live units.

Mitigation Measure 3.5.16: For the Montalvan, Tobias, and Tobias Annex Buildings, party walls and floor/ceiling assemblies separating units shall be designed to provide a minimum sound transmission class (STC) 50.

Mitigation Measure 3.5.17: For the Montalvan, Tobias, and Tobias Annex Buildings, floor/ceiling separation assemblies between units shall be designed to provide a minimum impact insulation class (IIC) rating of 50. Floor coverings may be included in the assembly to obtain the required ratings. These coverings must be retained as a permanent part of the assembly and be replaced only by other floor coverings that provide the required impact sound insulation.

Mitigation Measure 3.5.18: For the Montalvan, Tobias, and Tobias Annex Buildings, entrance doors from interior corridors together with their perimeter seals shall have STC ratings of not less than 26. Such tested doors shall operate normally with commercially available seals. Solid core wood slab doors 1 3/8" thick minimum or 18-gauge insulated steel slab doors with compression seals all around, including the threshold, may be considered adequate without other substantiating information.

Mitigation Measure 3.5.19: For the Montalvan, Tobias, and Tobias Annex Buildings, penetrations or openings in separation assemblies for piping, electrical devices, recessed cabinets, bathtubs, soffits or heating, ventilation or exhaust ducts shall be sealed, lined, insulated or otherwise treated to maintain the required ratings.

Mitigation Measure 3.5.20: If any of these standards are not or cannot be met, then an acoustical analysis shall be conducted as part of the final design to ensure that the interior noise levels will comply with the City's standards.

3.5.8. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Unmitigated Impacts

If implemented, Mitigation Measures 3.5.21 – 3.5.31 would reduce the noise-related impacts associated with railroad and aircraft operations (Impact 3.5.4) to a less than significant level. However, incorporation of these Mitigation Measures would cause the project to not meet the established project objectives. Therefore, these Mitigation Measures are infeasible and will not be applied to this project.

As an example, some of the proposed interior noise reduction measures would have detracted from the open, industrial atmosphere of the building, which is a primary attraction of downtown loft-type projects. Another reason is the complexity of several of the Mitigation Measures, which prescribe construction assemblies and methods appropriate for new construction, but more difficult to apply to a rehabilitation or retrofit situation. Finally, several of the Mitigation Measures have financial burdens that are considered excessive based on the overall cost of the project.

Since Mitigation Measures 3.5.21 – 3.5.31 are infeasible, Impact 3.5.4 is a significant impact. Thus, approval of the project would require a Statement of Overriding Considerations for Impact 3.5.4.

Mitigation Measure 3.5.21: Exterior walls on the south, west and east elevations of the Montalvan and Tobias Buildings shall be constructed using one of the following wall types:

a. 7/8" stucco, 2x4 studs, R-11 insulation batts, 5/8" type "X" gypsum board.

b. 8" concrete block.

All walls should be sealed airtight. There should be no openings (e.g., vents or mail slots) on the south, west or east walls. Any openings for convenience outlets should be sealed airtight.

Mitigation Measure 3.5.22: All windows on the south, west and east elevations of the Tobias Buildings should be sound-rated assemblies that provide a minimum sound transmission class (STC) of 47. This is usually provided by a double window assembly that consists of two dual-glazed windows, or a dual-glazed window and a laminated window, separated by a 2" to 4" air space.

Mitigation Measure 3.5.23: Exterior doors on the south, west and east sides of the Tobias Buildings should be sound-rated assemblies that provide a minimum STC of 47.

Mitigation Measure 3.5.24: Forced air ventilation should be provided that will provide no more than the minimum air circulation and fresh air supply requirements of the Building Code in each habitable room. Ventilation openings to the exterior should not be oriented towards the railroad tracks, and should include at least 10' of lined fiberglass ducting and at least one 90º bend.

Mitigation Measure 3.5.25: Roofs should be constructed of minimum 5/8" thick solid sheathing. Minimum 5/8" thick type "X" gypsum board should be attached to the underside of the roof joists. Minimum R-19 insulation batts should be snugly fitted between the joists. Skylights should not be permitted.

Mitigation Measure 3.5.26: In order to minimize the buildup of noise due to reverberation, the residential portions of the buildings should have carpet and pad, and gypsum board on the walls and ceiling.

Mitigation Measure 3.5.27: An acoustical analysis should be conducted as part of the final design of the Montalvan and Tobias Buildings to ensure that the interior noise levels will comply with the City's standards.

Mitigation Measure 3.5.28: All windows on the south, west and east elevations of the Montalvan Building should be sound-rated assemblies that provide a minimum sound transmission class (STC) of 36. This is usually provided by a dual-glazed window assembly that includes laminated glass.

Mitigation Measure 3.5.29: Exterior doors on the south, west and east sides of the Montalvan Building should be sound-rated assemblies that provide a minimum STC of 36.

Mitigation Measure 3.5.30: Party wall and floor/ceiling separation assemblies shall be designed to provide a minimum sound transmission class (STC) of 50.

Mitigation Measure 3.5.31: Floor/ceiling separation assemblies shall be designed to provide a minimum impact insulation class (IIC) rating of 50. Floor coverings may be

included in the assembly to obtain the required ratings. These coverings must be retained as a permanent part of the assembly and be replaced only by other floor coverings that provide the required impact sound insulation.

Mitigation Measures 3.5.32 and 3.5.33 would reduce the vibration-related impacts associated with railroad operations (Impact 3.5.5) to a less than significant level. However, these Measures are infeasible due to technical complexity, practicality, and financial impact. As such, a Statement of Overriding Considerations would be required for Impact 3.5.5.

Mitigation Measure 3.5.32: Construct a trench between the rail line and the building(s). Such a trench would have to be approximately 15' deep and 3' wide, and would have to extend several yards beyond the building in both the east and west directions.

This is considered to be impractical for several reasons. The first consideration is because of safety factors, where somebody could accidentally fall into the trench. The second consideration is because of maintenance factors, where the trench would have to remain clear of debris. The third consideration is that the trench would have to be constructed in the railroad right-of-way. Due to spatial limitations, it may be so close to the tracks as to undermine their integrity. There are also two pressurized liquid fuel pipelines within the railroad right-of-way, and there is the possibility that such a trench could undermine the stability and integrity of these hazardous pipelines.

Mitigation Measure 3.5.33: Construct a "floating" space inside the building. This would involve the constructing of new floors, walls and ceilings in the existing building that are isolated from the building with resilient mounts such as hydraulic or spring-loaded isolators.

One consideration is complexity. There are safety factors with the proposed trench, where somebody could accidentally fall into the trench. Also, the trench would have to be constructed in the railroad right-of-way, where it could undermine the integrity and stability of both the tracks and the adjacent liquid fuel pipelines. Likewise, the building modifications suffer from complexity. The construction of such a "component" would require extremely complicated plans, materials and methods. This would not be in keeping with the nature of the project, which is rehabilitation- and redevelopment-oriented. Also to be considered is the usability of the buildings. To construct such a "component" would reduce the floor area of the buildings, and could render some of the proposed spaces impractical to be used for work/live loft spaces. Finally, the cost of such a measure would likely far exceed any revenue that might be generated by the project, thus limiting and possibly eliminating the consideration of any additional projects of this nature.

This Page Intentionally Blank

3.6. CIRCULATION AND PARKING

3.6.1. INTRODUCTION

The purpose of this section is to identify the potential circulation impacts associated with the proposed work/live project as well as identify the project's parking needs within a designated part of the City of Ontario's Downtown Area. The Initial Study has determined that the traffic impacts resulting from the project will not be significant. However, a parking analysis has been prepared to address the project's parking demand since the City does not have a parking standard for work-live developments. The Parking Analysis has analyzed the existing available parking (both on- and off-street parking) to determine if the available parking supply will accommodate the potential parking demand. In addition, a review of comparable work/live projects in other cities has been performed to determine parking generation and needs.

The information contained in this section is taken from the transportation/traffic portion of the Initial Study (dated November 2002) and the parking analysis (dated May 16, 2003), prepared by P&D Consultants for the Tessier Work/Live Project. The complete Initial Study and Parking Analysis are attached in Appendices A and F, respectively.

3.6.2. EXISTING CONDITIONS

Surrounding Streets

The existing local street network surrounding the project site includes Palm Avenue, Laurel Avenue, Transit Street, and Emporia Street as shown in Figure 3.6.1. The City of Ontario General Plan (1992) has functionally classified these roadways as local streets. Local streets are considered two-lane streets designed to provide vehicular access to local neighborhoods and individual properties. The typical capacity of a local street can assume a traffic handling capacity of 1,400 vehicles per hour per lane or a total capacity of 2,800 vehicles per hour.

Transit Street is an east-west street that provides access from Vine Avenue (from the west) to Euclid Avenue (to the east). The raised median on Euclid Avenue permits a right-only turn from eastbound Transit Street onto southbound Euclid Avenue onto westbound Transit Street. Laurel Avenue is a north-south street that provides access from Holt Boulevard (from the north) to Emporia Street (to the south). Emporia Street is an east-west street that ends in a cul-de-sac (just west of Euclid Avenue) and provides access to Vine Avenue (to the west). Palm Avenue is a north-south street that provides access to Holt Boulevard (to the north) and Emporia Street (to the south).

The two other streets within the project vicinity include Euclid Avenue (State Route 83) and Holt Boulevard. According to the Ontario General Plan, both of these streets are functionally classified as divided arterials. Divided arterials accommodate four to six lanes of traffic with a median that may be raised and/or landscaped or painted. These roadways are intended to carry high traffic volumes with limited driveway access.

FIGURE 3.6.1: Circulation System

Euclid Avenue is a six lane, divided (raised median) roadway that is oriented in a north-south direction and provides access to the San Bernardino Freeway (I-10) to the north of the project site and to the Pomona Freeway (State Route 60) to the south of the project site. Holt Boulevard is a four-lane roadway that traverses the City of Ontario in an east-west direction and provides access through the downtown area where the adjacent development is mostly commercial and retail. The daily vehicular capacity of Holt Boulevard is 33,000 vehicles per day and the daily capacity of Euclid Avenue is 49,000 vehicles per day. Daily traffic counts indicate that Holt Boulevard (just east of Vine Avenue) carries approximately 20,300 vehicles per day. Daily traffic counts on Euclid Avenue (near Holt Boulevard) indicate approximately 28,000 vehicles per day.

The parking lot for the Paul R. Williams Building site (Old Post Office and Civil Air Patrol Building) located at 125 West Transit Street would be accessed from Transit Street, Laurel Avenue and Emporia Street. The Transit Street access point is located to the east of the Paul R. Williams Building, via a two-way driveway that provides direct access to an existing parking lot. Laurel Avenue would provide additional access to the project site via an alley. The alley is located on the east side of Laurel Avenue and is just south of the project site. Additional access to the project site would be provided via a two-way driveway located on the north side of Emporia Street. This driveway provides access to the existing parking facility located just east of the project site.

The parking lot for the Montalvan Building site at 228 West Emporia Street would be accessed from the north side of Emporia Street located just east of Palm Avenue. The parking lot to the Tobias Building site located at 211 West Emporia would be accessed via Emporia Street.

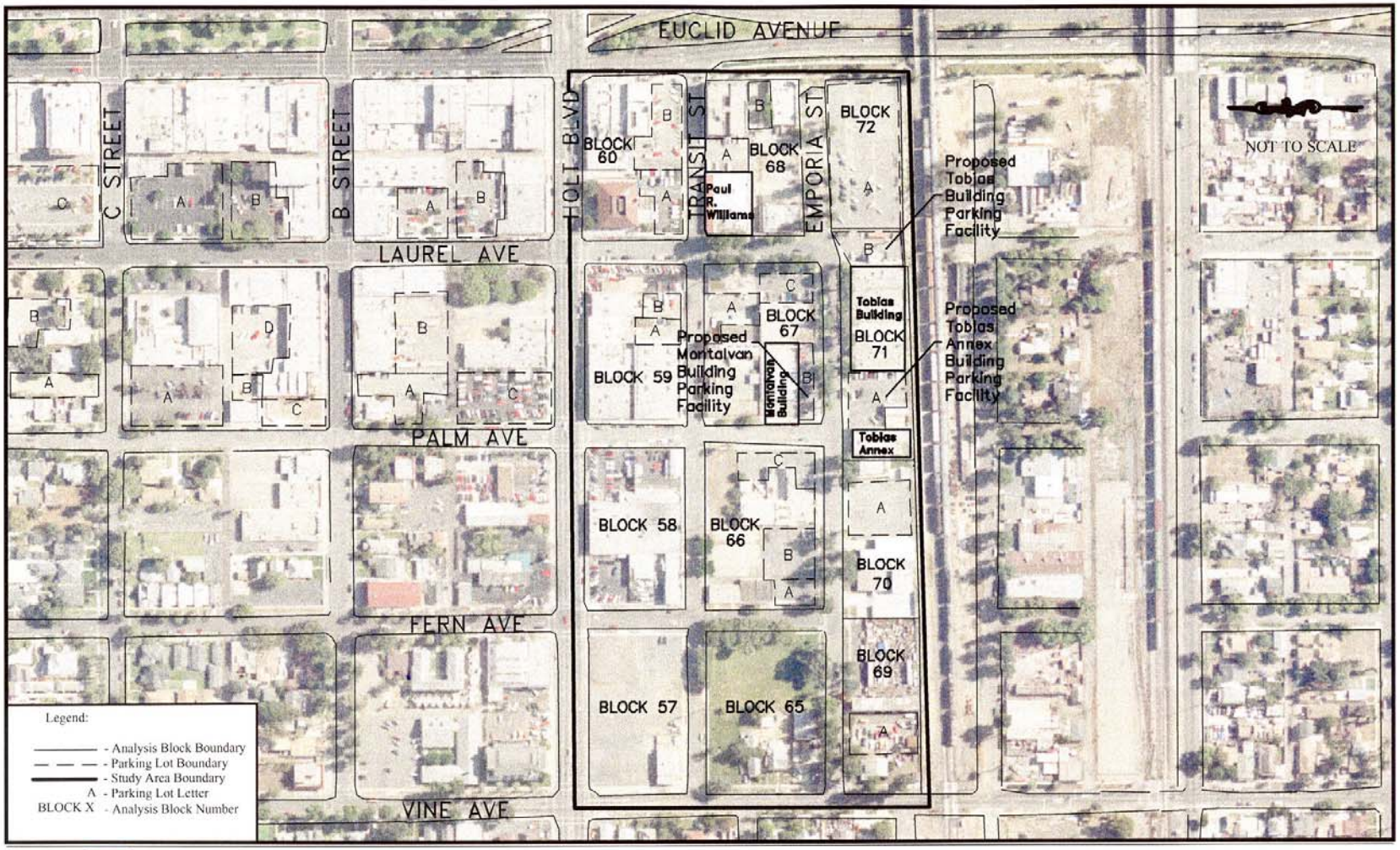
Parking Facilities

A parking analysis has been prepared to determine the adequacy of the existing on-street and off-street parking supply to meet existing parking demand within the project study area and the estimated parking requirements associated with the four proposed work-live buildings. The project study area was divided into 12 sub-areas separated primarily by public streets and in some cases different land uses. Figure 3.6.2 illustrates the location of the four proposed buildings, the study area boundaries, and the parking facilities that serve the project buildings within the study area.

An inventory of available on-street and off-street spaces was completed within the study area. The existing conditions relevant to parking operations included inventories of parking supply, parking utilization, and existing land uses. Within the study area, the number of existing off-street parking spaces was surveyed and documented for the 17-areawide parking lots. The off-street parking facilities were classified as private and public lots. The land uses adjacent to each of the private lots were documented and associated restrictions (two-hour, city use only, etc.) for public lots were noted as well.

Survey data obtained from the field was used to determine existing parking demand by time of day and location (on-street or off-street). From this information, parking accumulation was determined at different periods of the day for the various parking facilities located within the study area.

FIGURE 3.6.2: Parking Lot Location Map



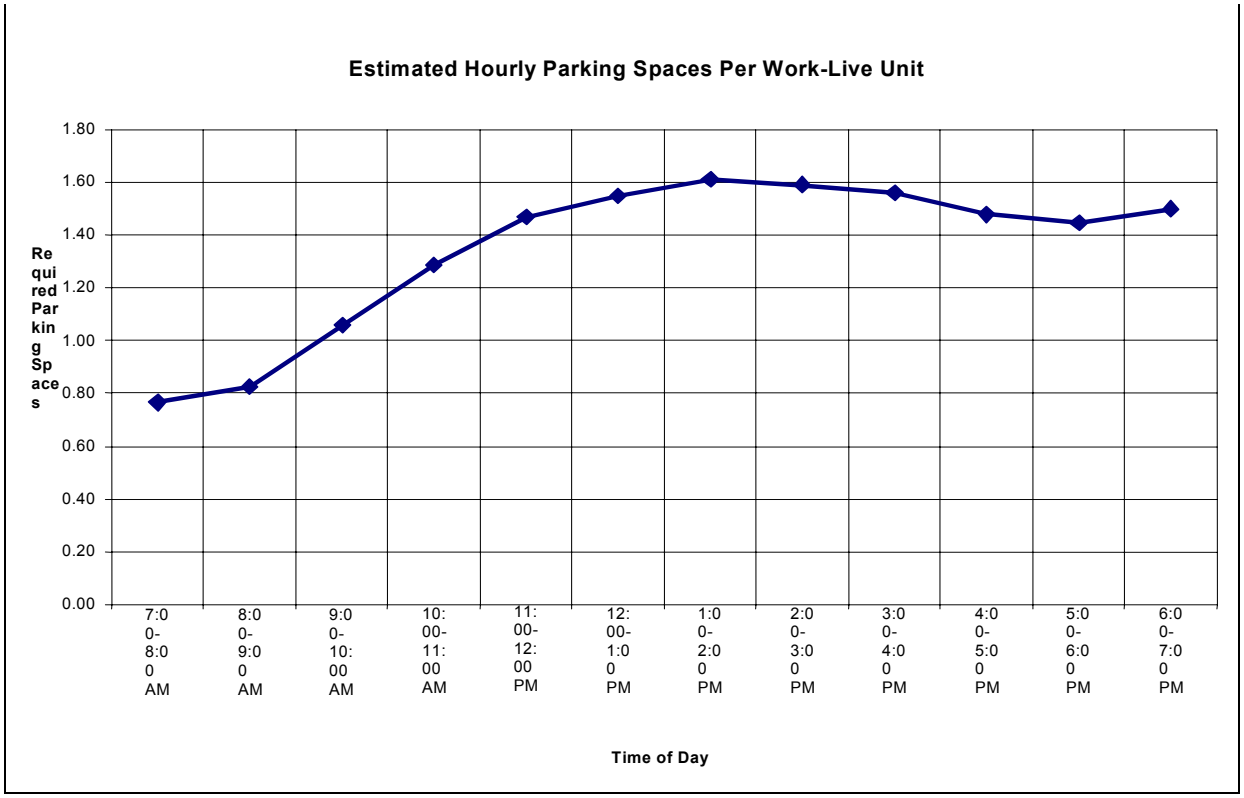
Source: P&D Consultants, Inc. 999 Town & Country Road, 4th Floor Orange, California 92868

Tessier Work/Live Parking Analysis

PARKING LOT LOCATION MAP

Parking information and data collected as a part of this study, the Ontario Development Code and the Urban Land Institute were later used to develop estimated hourly parking demands for the proposed work-live land use. Based upon application of a shared parking concept to estimate parking requirements, Figure 3.6.3 shows that the estimated maximum hourly parking requirement per work-live unit ranges from a low of 0.77 spaces per unit between the hours of 7:00 A.M. – 8:00 A.M. to a high of 1.61 spaces per unit between the hours of 1:00 P.M. – 2:00 P.M. The average number of required parking spaces is approximately 1.35 per work-live unit.

FIGURE 3.6.3: Parking Demand Analysis



Source: P & D Consultants, Tessier Work/Live Parking Analysis

An inventory of available on-street and off-street parking spaces indicates there are approximately 600 on-street and off-street parking spaces within the study area. Table 3.6.1 shows a summary of the parking supply by sub areas (analysis block) within the overall project study area. As mentioned previously, Figure 3.6.2 shows the identified off-street parking facilities within the study area.

TABLE 3.6.1

Summary of Parking Supply by Analysis Block

Analysis Block	Number of Parking Spaces (On-Street)	Number of Parking Spaces (Off-Street)	Total
57	10	0	10
58	7	0	7
59	30	10	40
60	35	47	82
65	35	0	35
66	30	56	86
67	32	29	61
68	24	24	48
69	13	20	33
70	8	38	46
71	10	38	48
72	0	100	100

A description of existing parking areas adjacent to each of the project buildings is provided below and shown in Figure 3.6.2.

The Paul R. Williams Building (Old Post Office and Civil Air Patrol Building)

As part of the proposed project, an adjacent public parking lot to the Paul R. Williams building will be used. This adjacent parking lot identified as Lot A is located on the south side of Transit Street, east of the proposed site at 125 West Transit (refer to Figure 3.6.4 for the identified parking areas within analysis block 68). Lot A has approximately 14 marked stalls (right angle configuration) and one handicap accessible stall. Lot B, the other off-street parking lot, which is not considered part of the project, accommodates another 9 spaces for a total of 24 off-street parking spaces within analysis block 68. An additional 24 on-street parking spaces is also available along the north, south, and west blockfaces for a total of 48 parking spaces (both on- and off-street) within block 68.

According to survey results, the parking facilities for the entire block are approximately half utilized during the peak periods.

Tobias Building and Tobias Annex

The only on-street parking available on this block is located along the north side accommodating approximately 10 spaces (refer to Figure 3.6.5 for the location of the identified parking facilities within block 71). The current parking facilities within this block include a gated facility of approximately 15 spaces that is located just east of 211

West Emporia Street (Lot B); Lot A, also located within a gated facility, consists of 23 stalls located between the buildings of 211 and 223 West Emporia Street. It is expected that the two gated facilities will be used exclusively by occupants/visitors of the work-live units based upon proposed project conditions. Altogether, the total number of on- and off-street parking would accommodate 48 parking spaces consisting of 10 on-street and 38 off-street parking spaces.

Observations of this block revealed that accesses to Lots A and B were closed, hence no parking demand were provided for these facilities. However, it was noted that a large public parking lot located directly east of the Tobias Building, with approximately 100 available spaces, provided mostly overflow parking for use by Chaffey College students as well as the 10 on-street spaces provided along the north side of this block.

Montalvan Building

On-street parking is permitted along all four blockfaces, which can accommodate up to 32 on-street spaces (refer to Figure 3.6.6 for the location of the identified parking facilities within block 67). The project parking area, identified as Lot B, provides approximately 14 parking stalls (right angle configuration). The remaining off-street parking areas, Lot A and Lot C, are used exclusively for the auto repair shop (six spaces) and Chaffey College (15 spaces), respectively.

During field observation, it was noted that Lot B was being utilized by patrons of the Chaffey College Ontario Center located immediately east of the Montalvan building site. The parking demand for Lot B is considered to be relatively high when as many as 16 parked cars were observed using this lot during the survey.

FIGURE 3.6.4: The Paul R. Williams Building (Old Post Office and Civil Air Patrol) Parking Facilities

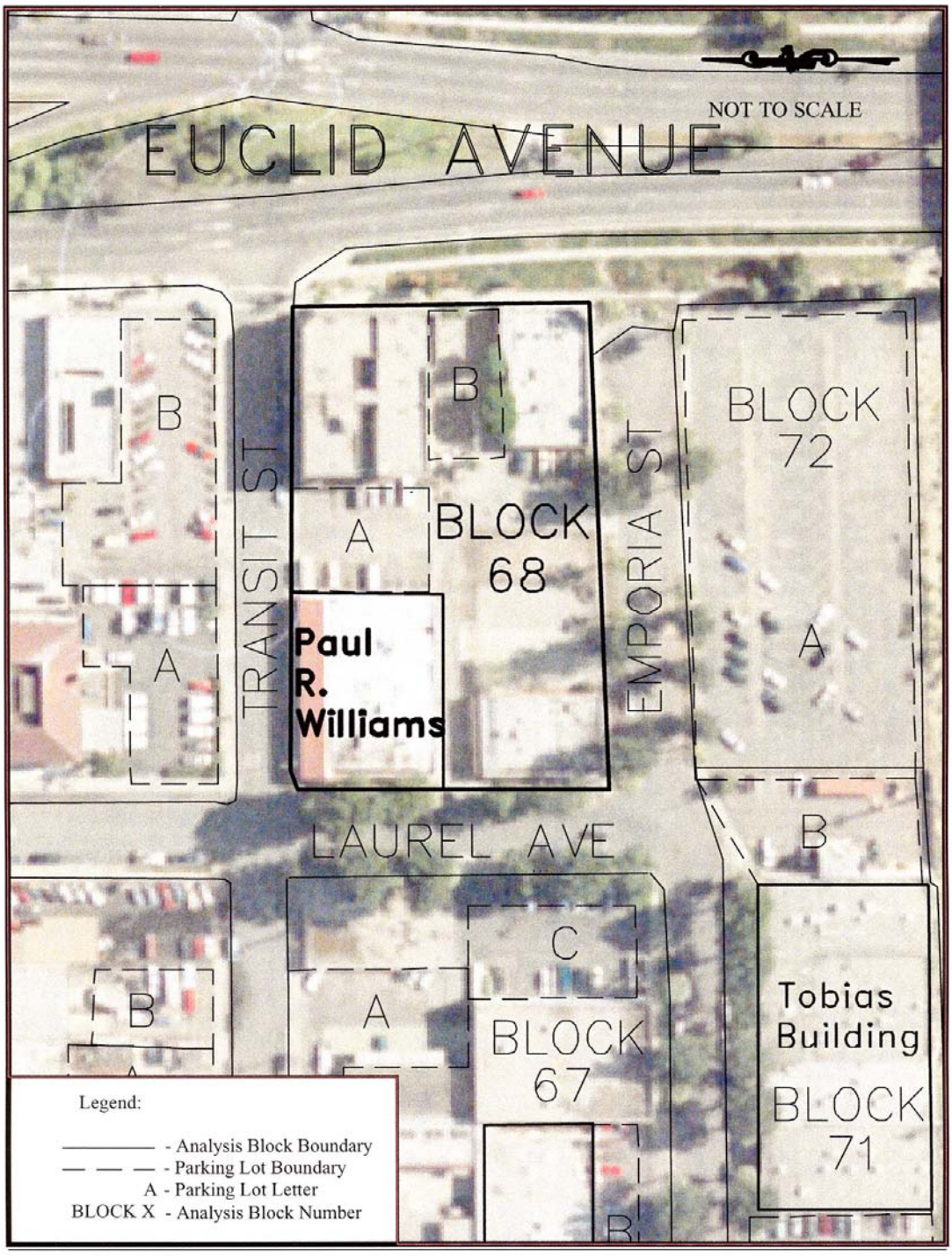
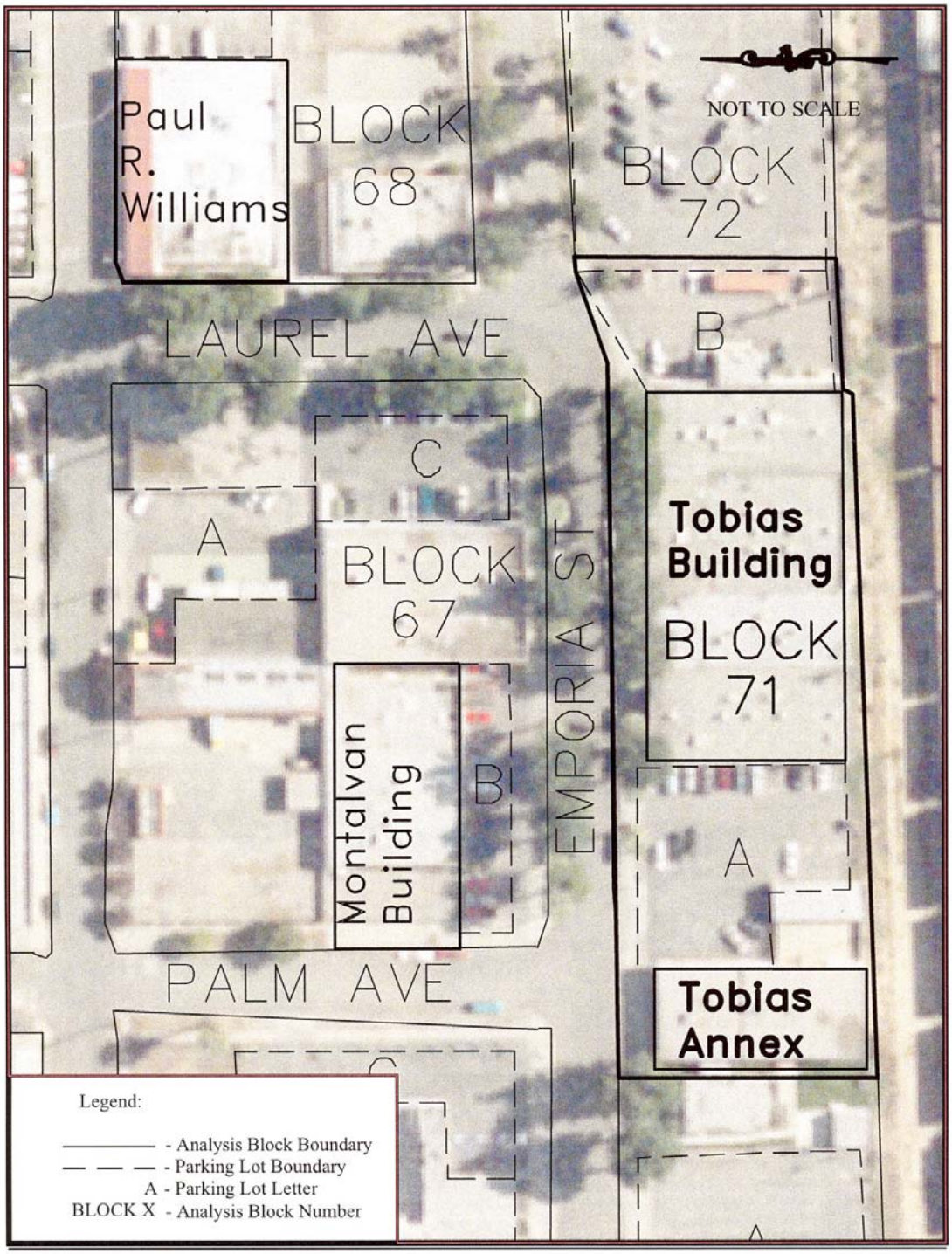


FIGURE 3.6.5: Tobias Buildings Parking Facilities

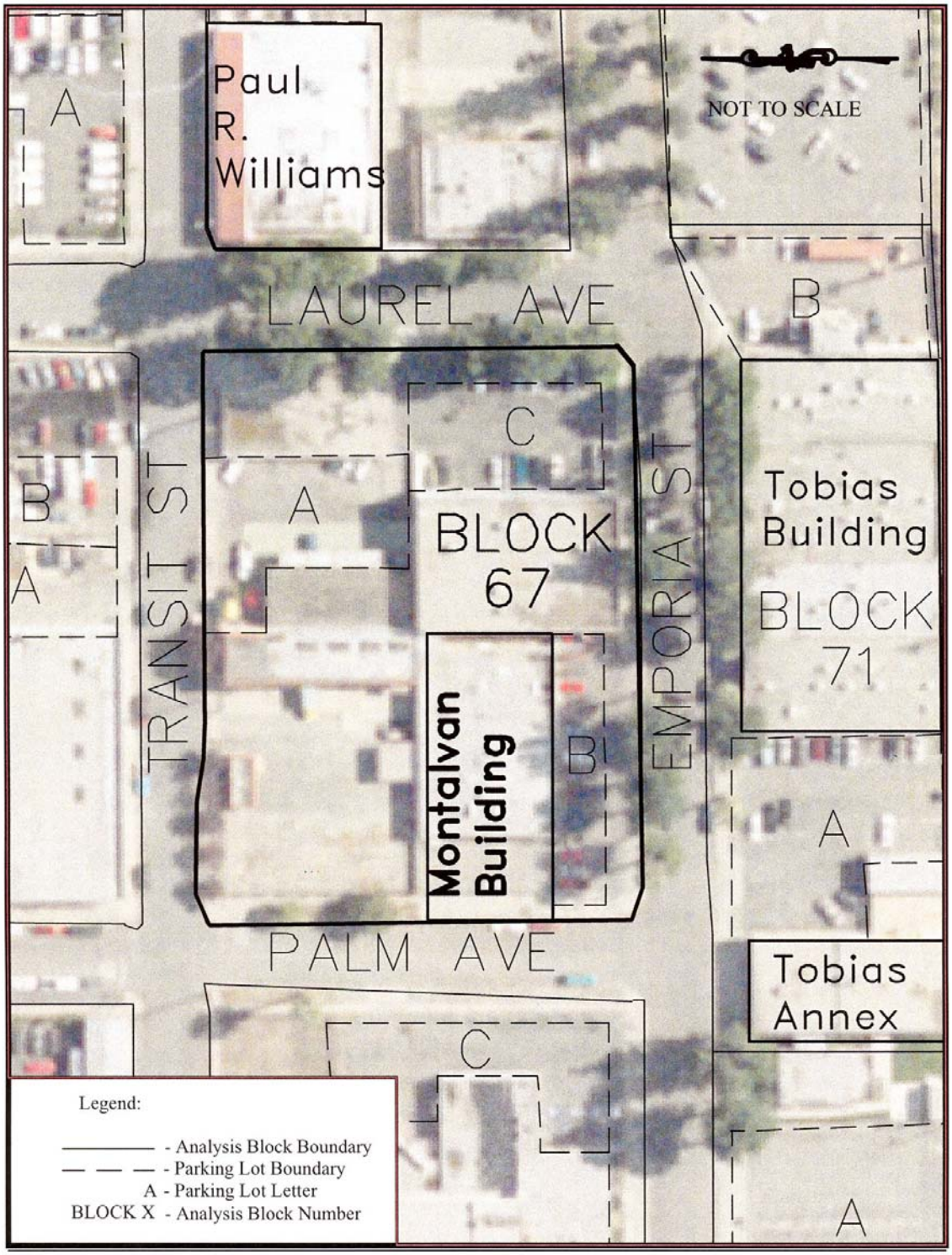


Source: P&D Consultants, Inc. 999 Town & Country Road, 4th Floor Orange, California 92868

Tessier Work/Live Parking Analysis

TOBIAS BUILDINGS PARKING FACILITIES

FIGURE 3.6.6: Montalvan Building Parking Facilities



3.6.3. REGULATORY FRAMEWORK

Adopted Level of Service Policy as defined in the City of Ontario's General Plan

To provide a safe and efficient movement of people and goods throughout the city, the City of Ontario's General Plan has adopted a policy to maintain a Level of Service D for its roadway segments and a Level of Service E for intersection on all streets whenever possible. Based upon a conservative analysis using the project trip generation rate of 1.00 trip per dwelling unit, the analysis indicates that the project would add approximately 58 two-way trips during the peak hour periods.

San Bernardino County Congestion Management Program

The San Bernardino County Congestion Management Program requires that any project contributing 1600-vehicle trips per day along a state highway or 250 two-way vehicle trips during the peak hour must prepare a traffic impact analysis to determine if there are any adverse impacts resulting from the proposed project. Since the project would only generate approximately 58 vehicle trips during the peak hour, there would be little to no direct or indirect impacts upon the local regional streets such as Euclid Avenue (State Highway 83).

Parking Requirements for Work/Live Units

The City of Ontario Development Code (December 2000) does not specifically address the number of parking spaces required for work-live loft projects. This project represents the first time the City is addressing parking generation rates for this land use. Therefore, the parking requirements adopted by other cities that have addressed the work-live land use were reviewed for a comparative analysis. As part of this study, the parking requirements for the following Cities (all of which are located in California) were considered: Pomona, Los Angeles, Long Beach, Santa Ana, Rohnert Park, and San Diego. This research was combined with existing City of Ontario parking standards to develop hourly parking generation rates for work-live units in the City of Ontario.

The proposed work-live units average approximately 1,000 square feet of floor area, which most closely resembles the size of a studio apartment unit in the City of Ontario. According to the City of Ontario Development Code, studio apartment units require 1.5 parking spaces per unit, of which one space shall be a garage or carport, plus visitor and recreational vehicle parking requirements. The Ontario Development Code requires guest parking at the rate of one space per four units (under fifty units in the complex). The Code does not require any recreational vehicle parking for complexes under 20 units, but does require one space for every twenty units up to 100 units. The Code does not require any loading requirements for the proposed land uses.

To assess the parking impacts associated with the project, the parking analysis estimated hourly parking requirements for the four proposed work-live buildings. These hourly parking estimates were then added to the existing parking demand to determine how the surrounding uses may be affected by the project parking impacts. All four of

the proposed buildings are unoccupied; therefore no reduction was made for the existing parking demand.

3.6.4. THRESHOLDS OF SIGNIFICANCE

The California Environmental Quality Act (CEQA) Guidelines, Appendix G indicates "a project may be deemed to have a significant effect on the environment if it will:

a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections;

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;

c) Results in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;

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

e) Result in inadequate emergency access;

f) Result in inadequate parking capacity; or

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

The following table is a summary of the thresholds of significance, potential impacts and proposed mitigation measures to address the impacts:

TABLE 3.6.2

Summary of Thresholds of Significance, Impacts, and Mitigation Measures

Threshold of Significance	Impact	Mitigation Measure
1. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections.	No Impact	No mitigation required.
2. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	No Impact	No mitigation required.
3. Results in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	No Impact	No mitigation required.
4. Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact	No mitigation required.

5. Result in inadequate emergency access?	No Impact	No mitigation required.
6. Result in inadequate parking capacity	Less than Significant Impact with the Incorporation of Mitigation	Mitigation Measure 3.6.1: The 15-space, off-street parking lot on the south side of the Montalvan Building shall be designated for work/live patrons only. Mitigation Measure 3.6.2: Due to a limited number of available off-street parking spaces that can be designated for use by the work/live units at the Montalvan building and the Tobias and Tobias Annex buildings sites, the existing large public parking lot (located on Block 72 on the southeast quadrant of Emporia Street and Laurel Avenue) shall be included as available parking for residents/visitors of the nearby Montalvan and Tobias work/live units. Based upon a similar parking ratio of 1.5 established for studio apartments within the City of Ontario, it is determined that 7 additional parking spaces will be needed for the Montalvan work/live units and 16 additional parking spaces for the Tobias buildings for a total of 23 spaces would be needed to supplement the existing parking supply at these building locations. Mitigation Measure 3.6.3: Before the City of Ontario approves any future development projects within the area bounded by Euclid Avenue to the east, Holt Boulevard to the north, Vine Avenue to the west, and the Union Pacific right-of-way to the south, a parking analysis shall be conducted to determine the impact of future developments on parking supply. If the impact is negative, adequate and measurable recommendations or remedies shall be implemented to reduce or eliminate the negative impact of the development on parking in the downtown area.
7. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)	No Impact	No mitigation required.

3.6.5. IMPACTS

No Impacts

Based on the thresholds of significance, the project would have no impacts on the environment based on the following headings:

1. Emergency Access

   The Initial Study prepared for the project indicated that emergency access to the project site would be provided via Laurel Avenue, Palm Avenue, Transit Street and Emporia Street. Based upon contact with the City of Ontario Fire Department, it was determined that these roadways would provide adequate access for emergency vehicles to all project building locations. Therefore, the proposed project would not restrict access for emergency vehicles and would not otherwise have any adverse impacts for an effective emergency response.

2. Parking Adequacy at the Paul R. Williams Building

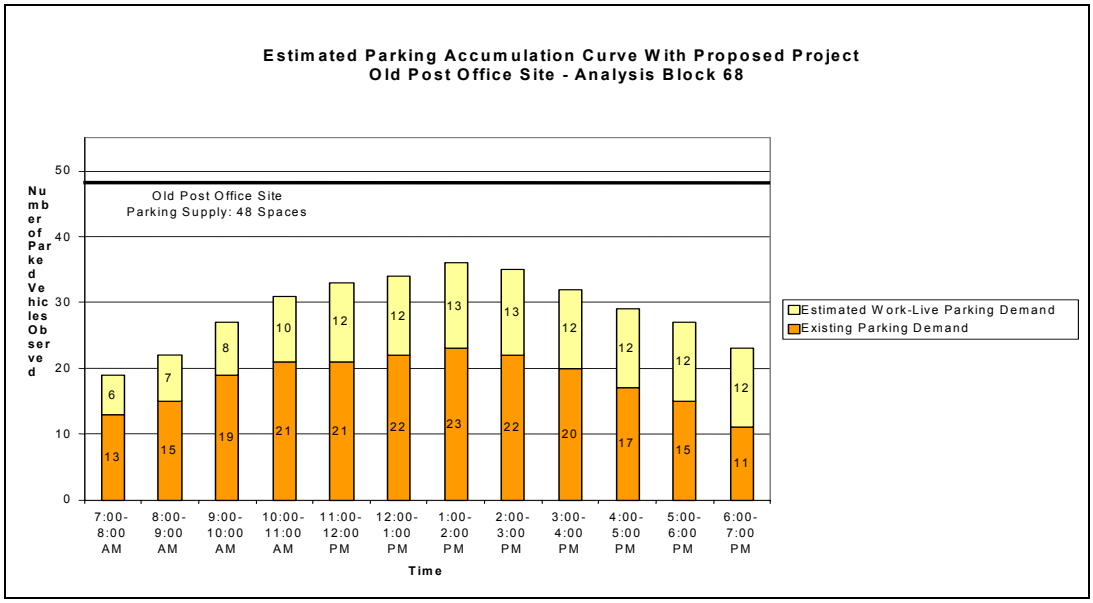
Table 3.6.3 lists the total estimated hourly parking requirements for the Paul R. Williams Building site. As the table shows, the parking requirements range from a low of 6 spaces to 13 spaces. These hourly demands were then added to the existing parking demand for the block and compared to the existing block parking supply.

TABLE 3.6.3
Estimated Required Hourly Parking Spaces -
Paul R. Williams Building Site

Proposed Number of Dwelling Units: 8			
Hour of Day	Required Parking Spaces	Hour of Day	Required Parking Spaces
7:00-8:00 A.M.	6	1:00-2:00 P.M.	13
8:00-9:00 A.M.	7	2:00-3:00 P.M.	13
9:00-10:00 A.M.	8	3:00-4:00 P.M.	12
10:00-11:00 A.M.	10	4:00-5:00 P.M.	12
11:00-12:00 P.M.	12	5:00-6:00 P.M.	12
12:00-1:00 P.M.	12	6:00-7:00 P.M.	12

Figure 3.6.7 shows the Paul R. Williams Building Site parking accumulation curve with the proposed project. As Figure 3.6.7 shows, the parking facilities in the immediate vicinity of the proposed project are nearing capacity between the hours of 12:00 P.M. and 2:00 P.M., but do not exceed the existing supply of 15 spaces provided in Lot A located adjacent to the building site. Based upon a total of 8 work/live units proposed for this building site, Lot A will sufficiently accommodate both visitors and residents at this site. Overall, a combination of both on and off-street parking spaces within the surrounding block of the Paul R. Williams building would accommodate a total of 48 spaces.

FIGURE 3.6.7: Estimated Parking Demand – Paul R. Williams Building



Less Than Significant Impacts with the Incorporation of Mitigation Measures

Based on the thresholds of significance, the project would have Less Than Significant Impacts on the environment with the Incorporation of Mitigation Measures, based on the following headings:

Impact 3.6.1: Montalvan Building

Table 3.6.4 lists the total estimated hourly parking requirements for the proposed Montalvan building. As the table shows, the parking requirements range from a low of 11 spaces to 23 spaces. The hourly demands were then added to the existing parking demand for the block and compared to the existing block parking study.

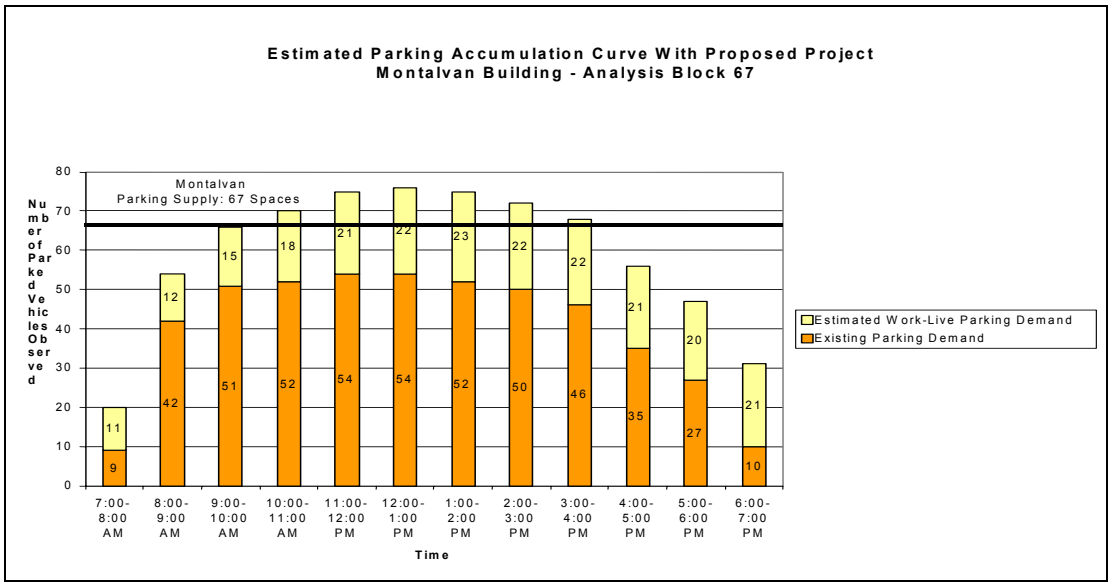
TABLE 3.6.4
Estimated Required Hourly Parking Spaces - Montalvan Building

Proposed Number of Dwelling Units: 14			
Hour of Day	Required Parking Spaces	Hour of Day	Required Parking Spaces
7:00-8:00 A.M.	11	1:00-2:00 P.M.	23
8:00-9:00 A.M.	12	2:00-3:00 P.M.	22
9:00-10:00 A.M.	15	3:00-4:00 P.M.	22
10:00-11:00 A.M.	18	4:00-5:00 P.M.	21
11:00-12:00 P.M.	21	5:00-6:00 P.M.	20
12:00-1:00 P.M.	22	6:00-7:00 P.M.	21

Figure 3.6.8 shows Montalvan Building parking accumulation curves with the proposed project. As the figure shows, the estimated parking demand with the proposed project exceeds the available supply in the immediate vicinity of the proposed Montalvan building between the hours of 10:00 A.M. and 3:00 P.M. The findings suggest that the designated off-street parking lot (Lot B) located just south of the proposed Montalvan building is presently being used by employees/visitors of Chaffey College.

Figure 3.6.8 illustrates the parking demand when the work-live units are fully occupied under project conditions. The findings indicate that 11 to 23 spaces will be needed to accommodate the 14 work/live units at the Montalvan site during the course of a typical weekday. Because only 14 spaces would be available in Lot B and reserved for the adjacent work/live units, the remaining 9 spaces would need to be accommodated by a combination of both on- and off-street parking facilities located nearby. Feasibly, it is reasoned that the displaced vehicles (from Lot B) will park along adjacent on-street spaces or in the large off-street public parking lot located just southeast from the Montalvan building location.

FIGURE 3.6.8: Estimated Parking Demand – Montalvan Building



Impact 3.6.2: Tobias Building and Tobias Annex

Table 3.6.5 lists the total estimated hourly parking requirements for the proposed Tobias and Tobias Annex buildings. As the table shows, the parking requirements range from a low of 28 spaces to a high of 58 spaces. These hourly demands were then added to the existing parking demand for the block and compared to the existing block parking supply.

TABLE 3.6.5
Estimated Required Hourly Parking Spaces -
Tobias and Tobias Annex

Proposed Number of Dwelling Units: 36			
Hour of Day	Required Parking Spaces	Hour of Day	Required Parking Spaces
7:00-8:00 A.M.	28	1:00-2:00 P.M.	58
8:00-9:00 A.M.	30	2:00-3:00 P.M.	57
9:00-10:00 A.M.	38	3:00-4:00 P.M.	56
10:00-11:00 A.M.	46	4:00-5:00 P.M.	53
11:00-12:00 P.M.	53	5:00-6:00 P.M.	52
12:00-1:00 P.M.	56	6:00-7:00 P.M.	54

Because the proposed Tobias and Tobias Annex buildings will share the same off-street parking facilities, the estimated demand and off-street parking supply was combined for these two buildings. Figure 3.6.9 shows the Tobias and Tobias Annex parking accumulation curve with the proposed project. The two gated off-street parking facilities (Lot A and B) located adjacent to the Tobias buildings will accommodate a total of 38 parking spaces, 23 spaces within Lot A and 15 spaces within Lot B.

Based upon 36 work/live units proposed between the two Tobias Buildings, a projected parking demand indicated that 28 to 58 spaces will be needed to accommodate this use during a typical weekday. As Figure 3.6.9 shows, the estimated parking demand exceeds the existing supply in the immediate vicinity of the proposed Tobias and Tobias Annex building for all hours except in the early morning hours between 7:00 A.M. and 9:00 A.M. The estimated parking shortfall for this block ranges from two parking spaces to 22 spaces. Similar to the Montalvan parking conditions, the excess parking demand during peak periods at the Tobias buildings would require additional parking accommodation to be provided nearby. Such spaces would also likely include a combination of both on-and off-street parking spaces to be available during these midday peak demand periods, which would include nearby on-street spaces and off-street parking to be provided within the large public parking lot located east of Lot B.

FIGURE 3.6.9: Estimated Parking Demand – Tobias Building

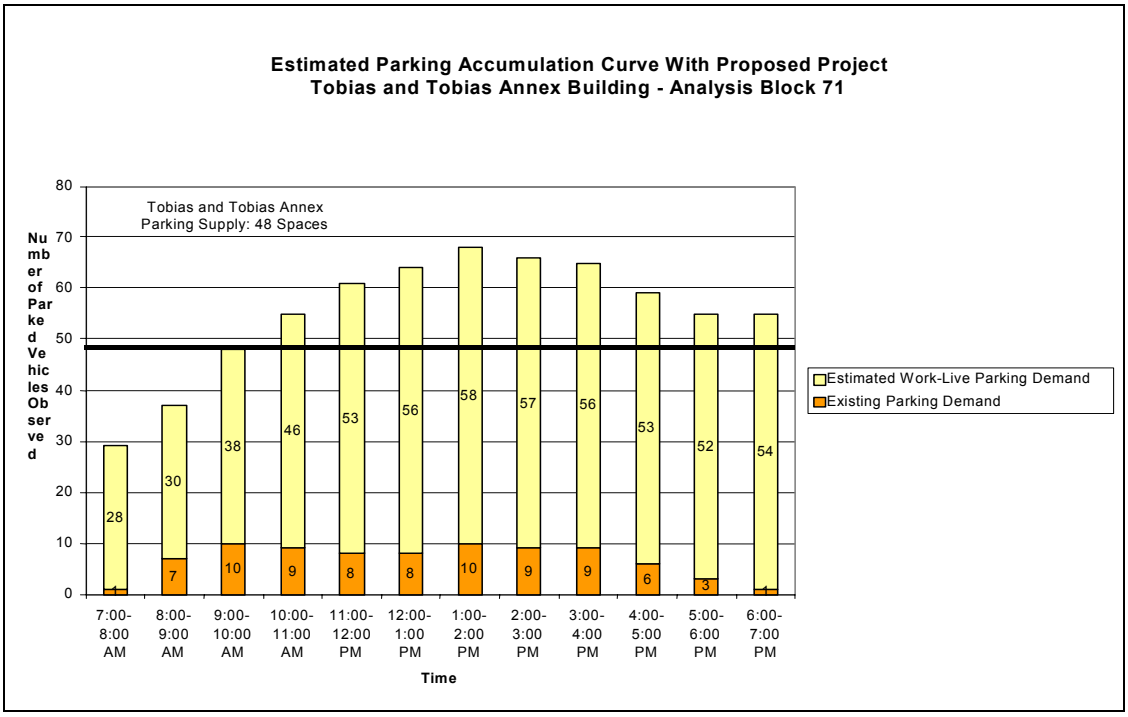
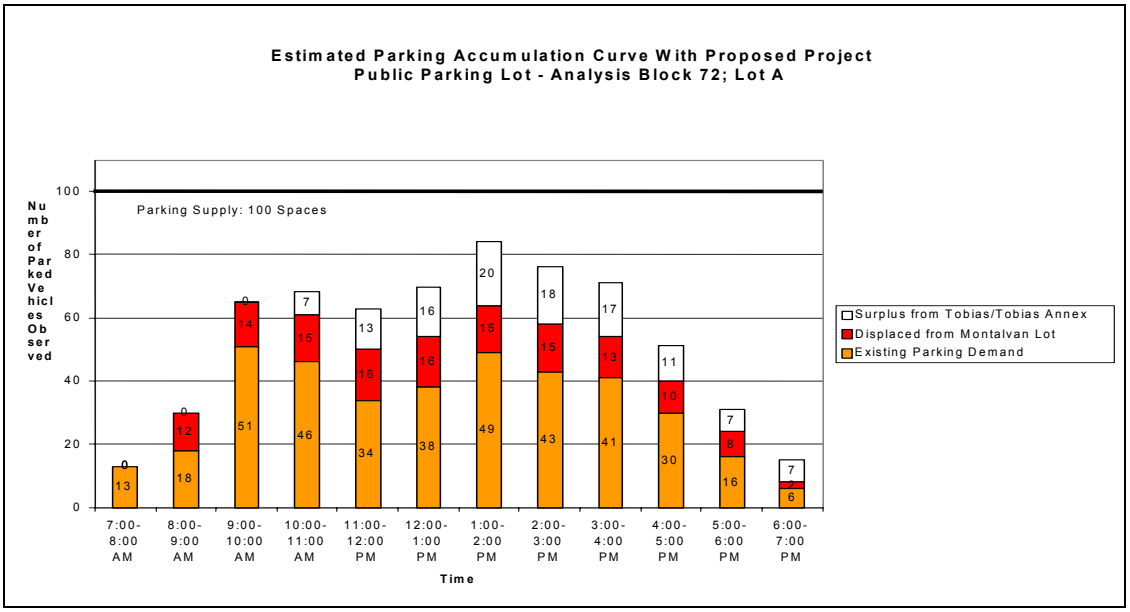


FIGURE 3.6.10: Estimated Parking Demand – Project with Public Parking Lot



3.6.6. CUMULATIVE IMPACTS

The proposed project would increase the parking demand for both on-street parking and parking in the public lot at the eastern terminus of Emporia Street. As a result, the proposed project would reduce the availability of cumulative public parking spaces in

the project vicinity. As discussed, the currently available public parking supply is sufficient to accommodate the proposed project.

Future development, however, may increase the demand for public parking in the project area. Table 2.4.1 of this EIR identifies the proposed and anticipated developments within the project vicinity. If implemented, one of these projects, the Raven Building, could increase the parking demand in the project area. The Raven Building development consists of converting a currently vacant, 12,905 ft^2 structure into 12 work/live units. This potential future development is located at the northeast corner of Palm Avenue and Transit Street on APN 1049-055-09-0000, approximately 155 feet north of the Montalvan Building.

The Tessier Work/Live Project's Parking Analysis (Appendix F) identifies the parking requirements for the potential Raven Building development. The Raven Building would have a peak parking demand of 19 spaces. The block the Raven Building is located on, Block 59, has 40 public parking spaces. Under existing peak conditions, 27 of these spaces are used. Consequently, the project's Parking Analysis states that development of the Raven Building would cause a parking deficiency on Block 59. The deficiency would occur from between the hours of 11:00 AM and 5:00 PM and would be as many as six spaces. Furthermore, because downtown Ontario public parking is unrestricted, it is reasonably foreseeable that future overflow parking from Block 59 would compete with the patrons of the Tessier Work/Live Project for public parking.

As discussed, implementing the Tessier Work/Live Project would reduce the availability of public parking in the project vicinity. Therefore, parking demand for future projects, like the Raven Building, may not be accommodated with the existing public parking supply. Thus, the proposed project in combination with foreseeable future projects could have a significant cumulative impact to parking if future development occurs without consideration for the public parking supply. Mitigation Measures 3.6.1 – 3.6.3 would reduce the proposed project's cumulative impact on parking to a less than significant level.

3.6.7. MITIGATION MEASURES

Mitigation Measure 3.6.1: The 15-space, off-street parking lot on the south side of the Montalvan Building shall be designated for work/live patrons only.

Mitigation Measure 3.6.2: Due to a limited number of available off-street parking spaces that can be designated for use by the work/live units at the Montalvan building and the Tobias and Tobias Annex buildings sites, the existing large public parking lot (located on Block 72 on the southeast quadrant of Emporia Street and Laurel Avenue) shall be included as available parking for residents/visitors of the nearby Montalvan and Tobias work/live units. Based upon a similar parking ratio of 1.5 established for studio apartments within the City of Ontario, it is determined that 7 additional parking spaces will be needed for the Montalvan work/live units and 16 additional parking spaces for the Tobias buildings for a total of 23 spaces would be needed to supplement the existing parking supply at these building locations.

Mitigation Measure 3.6.3: Before the City of Ontario approves any future development projects within the area bounded by Euclid Avenue to the east, Holt Boulevard to the north, Vine Avenue to the west, and the Union Pacific right-of-way to the south, a parking analysis shall be conducted to determine the impact of future developments on parking supply. If the impact is negative, adequate and measurable recommendations or remedies shall be implemented to reduce or eliminate the negative impact of the development on parking in the downtown area.

3.6.8. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Potential project impacts to circulation and parking would be less than significant with implementation of Mitigation Measures 3.6.1 – 3.6.3.

This Page Intentionally Blank

3.7. HYDROLOGY AND WATER QUALITY

3.7.1. INTRODUCTION

The purpose of this section is to provide information on hydrology and water quality issues as they relate to the project site and the adjacent areas. The Initial Study prepared for this project (contained in Appendix A), determined that project implementation would result in a minimal increase in storm water runoff and could contribute to additional sources of pollution to the existing drainage system.

3.7.2. EXISTING CONDITIONS

The City of Ontario is located south of the San Bernardino National Forest lands and as a result is subject to flooding from runoff during and shortly after heavy rains. San Antonio Dam, located just 4.5 miles north of the City limits, was built to contain runoff, as were check dams along Day Creek, Etiwanda Creek, Deer Creek, and Cucamonga Creek. San Antonio Dam is an earthfill dam, 3,850 feet long and 160 feet high, with a planned capacity is 9,285-acre feet. This dam provides flood control for the City and is rarely if ever filled to capacity.

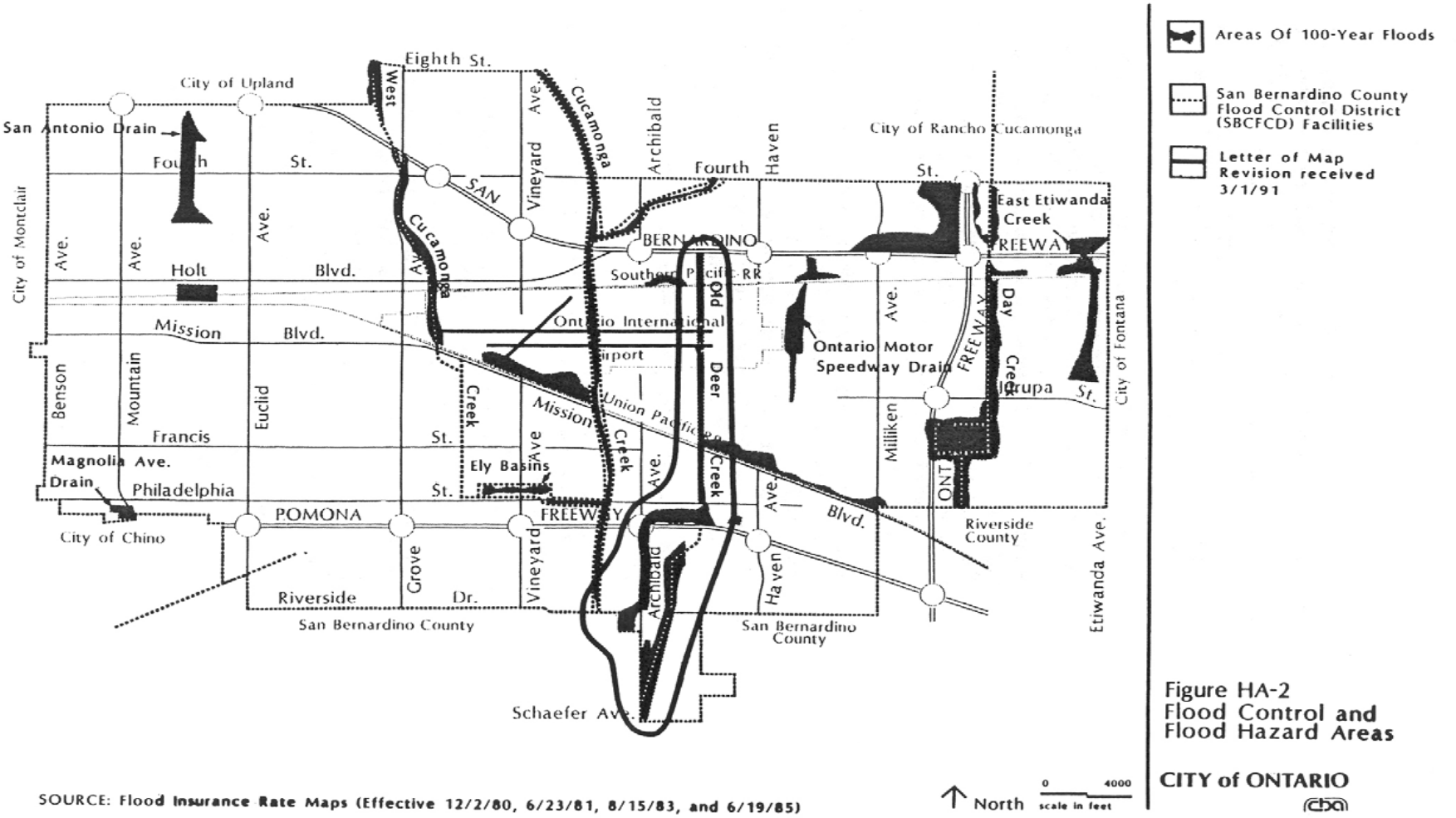
In the past, and as late as 1969, the City of Ontario was subjected to heavy winter and spring rains and resultant severe flooding. Several fatalities occurred and a local disaster was declared in the West End. Since that time, a series of flood control projects have been completed and the City is petitioning the Federal Emergency Management Agency (FEMA) to redraw local flood plain boundaries. (Figure 3.7.1 identifies the Flood Control and Flood Hazard Areas of the City.)

Ontario's location, the existence of several major watercourses that traverse the City, the general topography, and the lack of upstream control contribute to its flooding problems. Principal flood problems result from flows of Cucamonga Creek and its tributaries, which originate in the mountains to the north of the City. As these flows exit the Canyons at the foot of the San Gabriel Mountains, they flow across the sloping alluvial plain upon which Ontario is situated. If not contained, these flows result in extensive high-velocity sheet flooding throughout the City.

The project site is located in downtown Ontario, an urbanized area of the City with a majority of commercial and industrial land uses and impervious surfaces. Surrounding land uses adjacent to the project area include a mix of commercial and industrial uses as well as a few residential uses. A satellite campus of Chaffey College is located at the corner of Emporia Street and Laurel Avenue within the project area.

Runoff from this area is experienced after rains due to the high percentage of impervious surfaces and from urban uses.

FIGURE 3.7.1: Flood Control and Flood Hazard Areas



SOURCE: Flood Insurance Rate Maps (Effective 12/2/80, 6/23/81, 8/15/83, and 6/19/85)

3.7.3. PROPOSED PROJECT

The project consists of renovation and restoration of and addition to four (five including the Raven Building identified under cumulative impacts) buildings into work/live units providing loft space for rent and/or in conjunction with creative arts studios, galleries, and commercial uses. The proposed project would not significantly increase the rate and amount of surface runoff because there would be no change in the amount of impervious ground surfaces at the site. Potential discharges during construction activities and operation of the work-live lofts would be relatively insignificant due to dust control practices typically used during construction/renovation of projects and the fact that most of the construction would be within the interior of the buildings. Although there is a potential for the project to result in erosion of soils during construction activities, erosion and any resulting effects to surface water quality would be reduced by implementation of erosion control measures imposed via city building permit regulations.

The proposed project is not expected to violate any water quality standards or waste discharge requirements because it will utilize water from an existing supply main. No wells would be drilled or operated as a result of the project. Additionally the project would not have the potential to directly change the rate or flow of groundwater because it would not interfere with any known aquifers. The project site is developed with existing buildings and would not result in changes to existing drainage patterns of the site or direction of water movements due to the lack of change in topography. The project site is also not in a stream or river course and hence would not result in any increase in erosion or siltation on or offsite. Additionally, the project site is not in the vicinity of any natural watercourses or bodies of water. Consequently, no changes in drainage patterns and course of surface runoff are expected.

3.7.4. REGULATORY FRAMEWORK

City of Ontario Hazard Element of the General Plan

Goal 2.0 of the Hazards Element of the Ontario General Plan identifies flood-related hazards and risks and establishes policies to reduce them. Policies 2.1 through 2.5 of the Hazards Element address attenuation of Goal 2.0:

Policy 2.1: Continue to participate in the National Flood Insurance Program.

Policy 2.2: Coordinate flood control efforts with jurisdictions to the north and south, and encourage drainage improvements there, which reduce sheet flow in Ontario.

Policy 2.3: Continue to request modification of Flood Insurance Rate Maps to reflect completed flood control improvements.

Policy 2.4: Participate in local and sub-regional flood control improvement projects.

Policy 2.5: Require local drainage-related improvements as part of new development approvals.

These policies help guide the City's decision-making process and ensure that projects developed in the City are in compliance with all Federal, State, and local regulations and guidelines.

3.7.5. THRESHOLDS OF SIGNIFICANCE

The California Environmental Quality Act (CEQA) Guidelines, Appendix G indicates a project may be deemed to have a significant effect on the environment if it will:

a) Violate any water quality standards or waste discharge requirements;

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);

c) 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;

d) Substantially alter the existing drainage pattern of the site or area, including 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;

e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff;

f) Otherwise substantially degrade water quality;

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;

h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows;

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or

j) Inundation by seiche, tsunami, or mudflow.

The following table is a summary of the thresholds of significance, potential impacts and proposed mitigation measures to address the impacts:

TABLE 3.7.1

Summary of Thresholds of Significance, Impacts, and Mitigation Measures

Threshold of Significance	Impact	Mitigation Measure
1.Violate any water quality standards or waste discharge requirements?	No impact	None Required.
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	No Impact	None Required.
3. 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?	No Impact	None Required.
4. Substantially alter the existing drainage pattern of the site or area, including 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?	No Impact	None Required.
5.Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	Less Than Significant Impact with Mitigation	Mitigation 3.7.1: The building plans and specifications shall include Best Management Practices to minimize water quality impacts during renovation of the buildings and after the work-live lofts have been built. Mitigation 3.7.2: The project shall be renovated and operated in a manner consistent with Order No. 96-054 of National Pollutant Discharge Elimination System (NPDES). Permit CAS614001.
6.Otherwise substantially degrade water quality?	No Impact	None Required.
7. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	No Impact	None Required.
8. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	No Impact	None Required.
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	No Impact	None Required.
10. Inundation by seiche, tsunami, or mudflow?	No Impact	None Required.

3.7.6. IMPACTS

No Impacts

Based on the threshold of significance, the project would have no impacts on the environment based on the following headings:

1. Violate any water quality standards or waste discharge requirements?

   The proposed project consists of renovation of the 8,960 square foot Paul R. Williams Building, the 24,000 square feet Tobias Loft and the Chaffey College Center for Economic Development buildings, and the 7,070 square foot Montalvan Building. Discharges during construction activities and operation of the work-live lofts would be relatively insignificant due to dust control practices typically used during the construction/renovation project. Although the proposed project has the potential to result in erosion of soils during construction activities, erosion and any resulting effects to surface water quality would be reduced by implementation of erosion control measures imposed via City building permit regulations. The proposed project is not expected to violate any water quality standards or waste discharge requirements and no mitigation measures would be required.

2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

   The proposed project would use water from an existing supply main. No wells would be drilled or operated. The proposed project would not have the potential to directly change the rate or flow of groundwater because it would not interfere with any known aquifers. Therefore, no significant impacts to groundwater supplies or recharge would occur and no mitigation measures would be required.

3. 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?

   The project site is developed with existing buildings. The proposed project would not result in changes to existing drainage patterns of the site or direction of water movements due to the lack of change in topography with the proposed project. The proposed project site is also not in a stream or river course and hence would not result in any increase in erosion or siltation on or offsite. Therefore, no significant impacts would be expected to occur and no mitigation measures would be required.

4. Substantially alter the existing drainage pattern of the site or area, including 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 project site is not in the vicinity of any natural watercourses or bodies of water. Consequently, no changes in drainage pattern and course of surface runoff are expected. A significant increase in the rate and amount of surface runoff is not expected to occur since there is no change in the amount of impervious ground surface at the site. Therefore, no significant impacts would occur and no mitigation measures would be required.

5. Otherwise substantially degrade water quality?

   Compliance with NPDES standards would ensure that the proposed project would not result in any adverse effects that could substantially degrade water quality. No significant impact would occur and no mitigation measures would be required.

6. 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?

   The Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) indicates that the project site is located within Flood Zone X. Zone X includes areas, which are located outside of the 500-year floodplains. Since the project site is not located within a flood hazard area as designated in the City's General Plan, renovation of the Paul R. Williams Building and other buildings would not significantly increase the exposure of people or structures to flood hazards. No significant impact would occur and no mitigation measures would be required.

7. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

   The project site is not located within a designated flood hazard area. The renovation of the existing building into work-live lofts would not place structures within a 100-year flood hazard area and therefore would not impede or redirect flood flows. No significant impact would occur and no mitigation measures would be required.

8. 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?

   The project site is not located within a designated flood hazard area. In additon, the City's General Plan indicates that dam failure is not considered a significant

threat to the City of Ontario. No significant impact related to dam failure would occur and no mitigation measures would be required.

9. Inundation by seiche, tsunami, or mudflow?

The project site is not located near a large body of water that would be subject to seiches or tsunamis. In addition, since the project site is located within a highly urbanized area and characterized by flat topography, the project site and vicinity are not prone to mudflows. The proposed project would not result in any increased risk of inundation by mudflow. No significant impact would occur and no mitigation measures would be required.

Less Than Significant Impact with Mitigation

Based on the threshold of significance, the project would have Less Than Significant impacts on the environment based on the following headings:

Impact 3.7.1: Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

The proposed project may result in a minimal increase of storm water runoff and could contribute to additional sources of pollution to the existing drainage system. By following the conditions imposed in the National Pollutant Discharge Elimination System (NPDES) Permit issued by the California Regional Water Quality Control Broad, the proposed project is not expected to contribute to additional sources of pollution to the existing drainage system. Any adverse impacts related to storm water runoff would be reduced to less than significant with the incorporation of mitigation measures.

3.7.7. CUMULATIVE IMPACTS

The proposed work-live project would not result in any significant increase in the amount of water runoff or negatively impact water quality in the project area or its vicinity. With the exception of the proposed addition to the Montalvan Building, no other buildings included in the project area would be altered in such as way as to increase existing impervious surfaces, water runoff, or the potential for flooding.

3.7.8. MITIGATION MEASURES

Mitigation Measure 3.7.1: The building plans and specifications shall include Best Management Practices to minimize water quality impacts during renovation of the buildings and after the work-live lofts have been built.

Mitigation Measure 3.7.2: The project shall be renovated and operated in a manner consistent with Order No. 96-054 of National Pollutant Discharge Elimination System (NPDES). Permit CAS614001.

3.7.9. LEVEL OF SIGNIFICANCE AFTER MITIGATION

These impacts would be less than significant with implementation of the mitigation measures.

This Page Intentionally Blank

3.8. UTILITIES AND SERVICE SYSTEMS

3.8.1. INTRODUCTION

The purpose of this section is to provide baseline information on, and evaluation of, public services and utilities in the City of Ontario and how the proposed project would impact delivery or provision of those services. Information in this section is based on data provided in the General Plan.

3.8.2. EXISTING CONDITIONS

The project site is located in downtown Ontario, an urbanized area of the City with a majority of commercial and industrial land uses. Surrounding land uses adjacent to the project area include a mix of commercial and industrial uses as well as a few residential uses. A satellite campus of Chaffey College is located at the corner of Emporia Street and Laurel Avenue within the project area.

3.8.3. PROPOSED PROJECT

Implementation of the proposed project would result in an increase in demand for water services and result in a minimal increase in the need for wastewater treatment services over existing services provided. For example, an existing 6-inch water line located in Transit Street (beginning at Laurel Avenue and extending to Euclid Avenue) currently serves the Paul R. Williams Building. An existing 6-inch water line in Emporia Street (beginning at Palm Avenue and extending to Euclid Avenue) currently serves Tobias Lofts and the Center for Economic Development buildings and the Montalvan Building. As part of the proposed project, the water lines would be adequately sized and upgraded to meet Ontario Fire Department fire flow requirements.

Implementation of the proposed project would result in an increase in demand for water over the current usage since an increased amount of water would need to be provided for fire protection for the project site. This increase would not adversely affect water supplies or result in expansion of existing facilities since this water would only be used in the event of a building fire. The anticipated increase in demands on these services would not adversely affect regional water supplies or wastewater treatment services or facilities.

Construction activity would not require a significant amount of water for dust control activities and this demand would not be expected to have a significant impact on the local or regional water supplies.

The proposed project would not result in generation of significant amounts of solid waste. To serve new proposed residential uses, the project would connect to existing 8-inch wide sewer lines. Construction activities would consist of renovation activities and utility connections. Relatively minimal construction debris would be generated and it would be recycled or transported to the nearest landfill site for proper disposal. The amount of debris generated by the work-live rental units would not be expected to

significantly impact landfill capacities. The project would not result in the need for new solid waste facilities.

The project's impacts on energy services would also be minimal since those services currently exist within the project area. The Southern California Edison would still continue to provide electricity services to the area and the Southern California Gas Company will continue to provide natural gas services to the area.

The proposed project is within the build-out limits established in the General Plan for Police and Fire Services. Section 3.8.4 (Regulatory Framework) provides a more detailed analysis on the existing service levels in the City and the projected levels of service identified in the General Plan.

3.8.4. REGULATORY FRAMEWORK

Fire Service

The Ontario Fire Department, which serves a 50-square mile area and a population of 162,332 persons, provides fire services for the City of Ontario. The Fire Department has a total of 8 fire stations and 126 sworn staff members, including 3 Captains and 2 investigators, and 11 non-sworn staff. Each work shift consists of 40 suppression staff, 2 Chief Officers and 1 investigator.

In the year 2000, the department responded to 13,517 calls consisting of 7,530 EMS calls, 601 calls for non-structure fires, 128 structure fire calls, 101 calls for bomb investigation, and 16 calls for Hazardous materials investigation. The Department is equipped with a total of 12 engine pumpers, 3 ladder trucks and 1 heavy rescue squad apparatus to aid in responding to incidents.

Ontario Fire Department's average response time is 5 minutes per incident. For response to a residential fire, the department sends 2 fire engines and a ladder truck. For a commercial fire, the department responds with 3 engines and 1 ladder truck. The City of Ontario has 8 medic-engine companies; a medic-engine company accompanies a fire engine on calls.

The Ontario Fire Department receives first alarm automatic aid from the Chino Valley Fire Department (Fire Station 63 and 65), Montclair Fire Department (Fire Station 151 and 152), Upland Fire Department (Fire Station 161), Rancho Cucamonga Fire Department (Fire Station 172 and 174), San Bernardino County Fire Department – Central Valley Battalion (Fire Station 72 and 74) and the Ontario Airport Fire Department (Fire Station 150).

Most of the Cities fire stations are within 9 miles of the project site. The closest fire station to the project site is Fire Station 131 located at 425 E. "B" Street, which is approximately 0.5 miles from the Paul R. Williams Building. Fire Station 132, located at 544 West Francis Street is approximately 2.0 miles from the project site. The farthest Fire Station from the project site is Fire Station 137, located at 4925 East Vanderbilt, approximately 8.2 miles from the project site.

Based on the information provided, the proposed project would not impact fire response or suppression at the project site. In addition to the quick response time and the proximity of the project site to Fire Station 131, installation of fire sprinklers and or alarms within the individual buildings and other safety devices and measures required by the Uniform Building and Fire Codes, further provides adequate means of deterring or limiting the effects of a fire.

Police Service

The Ontario Police Department (OPD) provides police service to the City of Ontario. The OPD's main office is currently located at 200 N. Cherry Avenue. In December 2003, the OPD intends to move its main office to 2500 S. Archibald Avenue. The OPD also maintains a substation in Ontario Mills Mall.

Currently, there are 222 sworn and 110 civilian officers in the OPD. The OPD also possesses 60 black and white cars, 10 motorcycles, 8 bicycles, two (2) helicopters, a SWAT van, an armored vehicle, a COPS van, a communications van, and administration and detective vehicles.

The 200 N. Cherry Avenue station is located approximately 0.4 miles from the project site and the proposed station at 2500 S. Archibald Avenue would be located approximately 5.8 miles from the project site. The Ontario Mills Mall substation is located approximately 6 miles from the project site.

The OPD's calculated response times for priority one calls is approximately six (6) minutes; however, response time during normal circumstances is less than two (2) minutes. Priority one responses include robberies in progress, theft, murders, etc. Responses to domestic violence or disturbing the peace are not priority one calls and could take a longer response time depending on the disposition of the officers.

Based on the information provided, the police department does not anticipate the proposed project would negatively impact police response times or burden the department.

Solid Waster Disposal

Solid waste generated within the City of Ontario is transported to the Milliken Landfill, which is administered by the San Bernardino County Department of Solid Waste Management. Increased development in Ontario consistent with the General Plan will result in increased generation of solid waste, which is estimated to increase by about 162% to 609 tons per day at implementation of the General Plan. The bulk of the increase is attributable to new industrial development in eastern and southern Ontario.

Solid waste generated in the Downtown and East Holt Boulevard areas is expected to increase by just fewer than 72% to approximately 27 tons per day. New commercial development will be the primary source of the increase. At full development, commercial uses will contribute approximately 44% of the solid waste, as compared to 30% today.

The proposed work/live project will have a minimal impact on solid waste disposal since it is not a commercially intensive land use, and the residential land uses is consistent with the General Plan.

Waste Water

Sewage is collected by City-owned and maintained lines and treated by the Chino Basin Municipal Water District (CBMWD), which provides primary, secondary and tertiary sewage treatment. The CBMWD owns and maintains all interceptor systems and water reclamation plants. Service lines have been installed in all developed portions of Ontario.

The CBMWD operates two systems, one for reclaimable wastewater, and the other for non-reclaimable wastewater. The non-reclaimable wastewater line (NRWL) exports industrial and other non-reclaimable wastes from the basin. Reclaimable wastewater is piped to CBMWD Regional Plan #1, which is located between Vineyard and Archibald Avenues in the south central Ontario. Reclaimed water is used to irrigate the adjacent municipal golf course, and is also used to meet CBMWD obligations to deliver Santa Ana River Water to Orange County. The district is exploring other potential uses of reclaimed effluent.

In accordance with the City's current sewer master plan, Ontario has undertaken improvements to its wastewater collection system. These improvements included replacement and upgrading of lines serving existing development, with extensions to serve new construction undertaken at no cost to the City.

Estimated existing sewerage generation for the City as a whole and for Downtown and East Holt are expected to be approximately 19,000 thousand gallons per day City wide; flows for Downtown and East Holt are estimated at 740 thousand gallons per day, just under 5% of the City total.

At full development, the City would generate a 96% increase in sewerage compared to existing conditions. Much of this increase is attributable to commercial and industrial development in eastern and southern parts of the City within approved specific plan areas. Increased sewerage generation was taken into consideration when these specific plans were reviewed and approved.

General Plan goals and policies, which reduce water consumption, also reduce sewage generation. Goals and policies contained in the Infrastructure Element of the General Plan provide mitigation for sewer-related impacts. Based on the number of residential units proposed within the development, impacts on the sewage system are expected to be minimal, requiring no mitigation measures.

Water Supply

The Ontario Water Department provides water services to the City via water mains that have been constructed and installed to provide drinking water to all developed areas of the City. Most water is furnished by the Chino Basin Municipal Water District (CBMWD), the court-designated Water master for the Chino Basin. The legally

designated annual safe yield from the Chino groundwater basin is approximately 140,000 acre-feet, but fluctuates depending on groundwater inventory. Ontario's legal water entitlement is just a portion of the total supply, currently approximately 11,400 acre-feet per year. During the 1990s the City extracted approximately 9,100 acre-feet of water in excess of its entitlement. The City pays the Chino Basin Watermaster when it exceeds its entitlement in order to replenish the basin with imported water. The City's annual pumping capability, like the annual total safe yield, fluctuates with changes in available groundwater.

The City's allocation of the annual safe yield is not sufficient to completely supply Ontario's water demand. Currently, Ontario derives approximately 60% of its water supply from Chino basin groundwater. Water above and beyond the safe yield of the Chino basin is provided by the State Water Project (SWP).

Current Citywide average daily water usage is estimated at 40,101 thousand gallons per day (kgd), over 50% of which is used by industrial/open spaces uses. Projected water consumption for Downtown and East Holt Boulevard will increase by approximately 64 percent, with the bulk of this increase attributable to growth in commercial uses in the Airport Service Commercial areas of East Holt Boulevard. Water line replacement, upsizing and new installations are anticipated as part of the development program in these areas.

The proposed project will have a less than significant impact on water supply because it would utilize existing systems and does not involve the construction of new systems to convey water to the residents of the proposed lofts.

Energy Resources

Electrical Power

Southern California Edison Company (SCE) provides electrical power to the City of Ontario from numerous substations located throughout the City. Currently, Ontario uses approximately 6,031.3-megawatt hours (mwh) of electrical power per day. The Downtown and East Holt areas use approximately 247-megawatt hours per day, or roughly 7% of the overall electricity consumed by the City.

Under full implementation of the land use plans for the Downtown and East Holt areas, electrical usage will increase by 74% to 429 mwh per day. This increase is far less than what is expected in the City as a whole. Downtown and East Holt, which now consume 7% of the City total electrical demand, will decrease to 2% of the total Citywide demand at full implementation of the General Plan.

Southern California Edison indicated that the projected future electrical load requirements of the City are within the parameters of the projected load growth, which the company has planned for the City. Unless the demand for electrical generation capacity exceeds SCE's current estimates, and provided there are no unexpected outages to major sources of electrical supply, SCE expects to meet its electrical requirements for the next several years.

The proposed project is expected to have no impacts on electrical power resources.

Natural Gas

The Southern California Gas Company provides natural gas service to the City of Ontario via gas mains that are located throughout the urbanized areas of the City. No known significant problem areas presently exist and the supply of gas to the area is sufficient to meet the expected needs of the City. However, the availability of natural gas supplies can be affected by external political influences and may not always be accessible. Shortages of natural gas on the west coast have occurred in the past. In the event of a shortage, conservation measures will need to be enforced.

Ontario currently utilizes 13.4 million cubic feet (mcf) of natural gas daily. The Downtown and East Holt areas utilize 0.48 mcf per day, approximately 4% of the City's overall consumption. Natural gas consumption in the Downtown and East Holt areas is expected to increase from 0.48 to 0.83 mcf per day. This is an overall change of approximately 79%, proportionally less than the increase in the City as a whole. Retail and hotel growth in the East Holt Boulevard area is the largest single component of the increase in gas consumption.

Growth in the commercial and industrial sectors, in accordance with the General Plan land use policy, will result in increased demand for natural gas, and will require additional regional supplies compared to existing conditions. Since natural gas is a non-renewable, depletable resource, proposed land use policy will result in more rapid consumption of natural gas services.

The proposed work/live project is not expected to impacts on natural gas supply or delivery to the Downtown area.

3.8.5. THRESHOLDS OF SIGNIFICANCE

The California Environmental Quality Act (CEQA) Guidelines, Appendix G indicates a project may be deemed to have a significant effect on the environment if it will:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

b) 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?

c) 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?

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

e) Result in a determination by the wastewater treatment provider that 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?

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

g) Comply with federal, state, and local statutes and regulations related to solid waste?

The following table is a summary of the thresholds of significance, potential impacts and proposed mitigation measures to address the impacts:

TABLE 3.8.1

Summary of Thresholds of Significance, Impacts, and Mitigation Measures

Threshold of Significance	Impact	Mitigation Measure
1.Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Less Than Significant Impact	None Required
2.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?	Less Than Significant Impact	None Required
3.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?	No Impact	None Required
4.Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Less Than Significant Impact	None Required
5.Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No Impact	None Required
6.Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Less Than Significant Impact	None Required
7.Comply with federal, state, and local statutes and regulations related to solid waste?	No Impact	None Required

3.8.6. IMPACTS

No impacts

Based on the threshold of significance, the project would have no impacts on the environment based on the following headings:

1. 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?

   The project site comprises four properties for a combined approximate 42,900 square feet. The project site is relatively flat throughout. No significant changes in the drainage pattern and course of surface runoff would be introduced by the proposed project. The rate and amount of surface runoff is not expected to increase since there would be no significant increase in impervious ground surface at the site. Runoff generated at the project site would be insignificant and would not affect the ability of the storm drain system to serve the project site. No significant impacts would occur and no mitigation measures would be required.

2. Result in a determination by the wastewater treatment provider that 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?

   Conversion of the existing buildings into work-live lofts would result in 116 persons occupying the project site. This increase in sewage to the existing sewage system would be minimal. The existing system currently has the capacity to serve the proposed project. No significant impacts would occur and no mitigation measures would be required.

3. Comply with federal, state, and local statutes and regulations related to solid waste?

   Solid waste generated during construction and operation of the proposed project would comply with all federal, state and local statues and regulations to reduce and recycle solid waste. No significant impacts to solid waste disposal facilities would occur and no mitigation measures would be required.

Less Than Significant Impacts

Based on the threshold of significance, the project would have Less Than Significant Impacts on the environment based on the following headings:

Impact 3.8.1: Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The proposed project would connect to existing 8-inch sewer lines. Implementation of the proposed project would result in an increase in sewage generated by occupants on the project site. However, it is anticipated that the existing sewer system can accommodate the incremental amount of additional flows generated by the project. No significant impacts would occur and no mitigation measures would be required.

Impact 3.8.2: Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Construction activity would not require a significant amount of water for dust control activities and this demand would not be expected to have a significant impact on the local or regional water supplies. Implementation of the proposed project would result in an increase in demand for water over the current usage since an increased amount of water would need to be provided for fire protection for the project site. This increase would not adversely affect water supplies or result in expansion of existing facilities since this water would only be used in the event of a building fire. Implementation of the proposed project would not result in a significant impact and no mitigation measures would be required.

Impact 3.8.3: Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The proposed project would not result in generation of significant amounts of solid waste. Construction activities would consist of renovation activities and utility connections. Relatively minimal construction debris would be generated and it would be recycled or transported to the nearest landfill site for proper disposal. The operation of the proposed project would not produce a substantial amount of solid waste. The amount of debris generated by the work-live rental units would not be expected to significantly impact landfill capacities. The project would not result in the need for new solid waste facilities. No significant impacts to solid waste disposal facilities would occur and no mitigation measures would be required.

Impact 3.8.4: 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?

The proposed project may result in a minimal increase in storm water runoff and could contribute to additional sources of pollution to the existing drainage system.

By following the conditions imposed in the National Pollutant Discharge Elimination System (NPDES) Permit issued by the California Regional Water Quality Control Board, the proposed project is not expected to contribute to additional sources of pollution to the existing drainage system. Therefore, no improvements to the water or wastewater treatment systems would be required due to the proposed project.

3.8.7. CUMULATIVE IMPACTS

The proposed work-live project would not result in any significant increase in the amount of water runoff or negative impact water quality in the project area or its vicinity. With the exception of the proposed addition to the Montalvan Building, no other buildings included in the project area would be altered in such as way as to increase existing impervious surfaces, water runoff, or the potential for flooding.

3.8.8. MITIGATION MEASURES

No mitigation measures are required.

3.8.9. LEVEL OF SIGNIFICANCE AFTER MITIGATION

These impacts would be less than significant with implementation of the mitigation measures.

3.9. MANDATORY FINDINGS OF SIGNIFICANCE

3.9.1. INTRODUCTION

Section 15065 of the CEQA Guidelines states that: "A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where any of the following conditions occur:

a) The project has the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory.

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

c) The project has possible environmental effects which are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past project, the effects of other current projects, and the effects of probably future projects as defined in Section 15130 [State CEQA Guidelines].

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

The purpose of this section is to analyze the project to determine if it has (a) Mandatory Finding(s) of Significance. The Initial Study prepared for the project (contained in Appendix A of this EIR), determined that further investigation would be required to determine if the Tessier Work/Live Project could have Mandatory Findings of Significance from cumulative impacts and adverse environmental effects on human beings.

3.9.2. EXISTING CONDITIONS

The potential impacts of the Tessier Work/Live Project were identified in the Initial Study prepared for the project, which is included in this report as Appendix A. Based on this Initial Study, the Lead Agency determined that implementation of the proposed project would have no impact or potential for only less than significant impacts in the following environmental categories, and no further investigation is required:

- Agriculture Resources
- Air Quality
- Biological Resources
- Geology and Soils

- Mineral Resources
- Population and Housing
- Public Services
- Recreation

The project's Initial Study identified further investigation would be required to determine the project potential for and extent of impacts in the following resources:

- Aesthetics
- Cultural Resources
- Hazards & Hazardous Materials
- Land Use
- Noise and Vibrations
- Circulation and Parking
- Utilities and Service Systems
- Hydrology & Water Quality

Section 3.0 of the EIR discusses these environmental issues in detail. In specific relation to the Mandatory Findings of Significance, the potential for the project to impact examples of the major periods of California history or prehistory is discussed in Chapter 3.2 of the EIR, and the potential for direct or indirect impacts to humans are discussed in Chapters 3.3 and 3.7 of the EIR. In addition, each chapter in Section 3.0 includes a discussion of the project's potential to contribute to cumulative impacts. The project's cumulative impacts are also summarized in Chapter 4.0 of the EIR.

3.9.3. THRESHOLDS OF SIGNIFICANCE

The California Environmental Quality Act (CEQA) Guidelines, Appendix G indicates a project may be deemed to have a significant effect on the environment if it will:

a) Potentially substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory.

b) Potentially achieve short-term environmental goals to the disadvantage of long-term goals.

c) Individually have limited environmental effects but cumulatively considerable environmental effects. "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past project, the effects of other current projects, and the effects of probably future projects as defined in Section 15130 [State CEQA Guidelines].

d) Environmentally cause substantial adverse effects on human beings, either directly or indirectly.

TABLE 3.9.1

Summary of Thresholds of Significance, Impacts, and Mitigation Measures

Threshold of Significance	Impact	Mitigation Measure
1. Does the project has the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, case a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory.	Less Than Significant Impact with Mitigation	Mitigation Measures 3.2.1 – 3.2.3
2. The project has the potential to achieve short-term environmental goals to the disadvantage of long-term goals.	No Impact	None Required.
3. The project has possible environmental effect which are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past project, the effects of other current projects, and the effects of probably future projects ad defined in Section 15130 [State CEQA Guidelines].	Less Than Significant Impact with Mitigation	None Required.
4. The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.	Less Than Significant Impact with Mitigation	Mitigation Measures 3.3.1 – 3.3.3

3.9.4. IMPACTS

No Impacts

Based on the threshold of significance, the project would have no impacts on the environment based on the following headings:

1. <u>Potential to achieve short-term environmental goals to the disadvantage of long-term goals.</u>

   As discussed in the project's description, the Tessier Work/Live Project would not only achieve the project's goals, but would aid the City of Ontario in achieving many of the goals identified in the City's General Plan and Downtown Design Guidelines. These goals include the City's long-term goals for establishing an

environment in Downtown Ontario that will serve as center of community life, such as:

> 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-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.
>
> 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.

The Tessier Work/Live Project would aid the City of Ontario in reaching these goals. Therefore, the proposed project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term goals, and would have no associated impacts.

Less Than Significant Impact with Mitigation

Based on the threshold of significance, the project would have Less Than Significant impacts on the environment based on the following headings:

Impact 3.9.1: The potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, case a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory.

The proposed project involves the refurbishment and reuse of four existing buildings in Downtown Ontario. The project site is completely urbanized and vegetation on-site is limited to street trees and minimal non-native grasses penetrating through cracks in otherwise impervious surfaces. Development of the proposed project involves minimal exterior work, and does not involve removal of any street trees. Thus, the proposed project would not affect the biological value of the project site. Section 3.4 of the project's Initial Study states that the proposed project would have no impact on biological resources including

direct or indirect impacts to any species, communities, or populations of flora or fauna.

The proposed project, however, includes renovation of a historically significant structure – the Paul R. Williams Building. Modification of this structure in a manner that is insensitive to its historic value could impact an example of historic California architecture. Chapter 3.2 of the EIR evaluates the proposed alterations to the Paul R. Williams Building and incorporates Mitigation Measures 3.2.1 – 3.2.3, which protect and preserve the historical value of the structure. With the incorporation of these mitigation measures, the project would have no significant impacts to the historic value of the Paul R. Williams Building. Therefore, the proposed project would have a less than significant impact with the incorporation of mitigation measures from the potential to eliminate important examples of the major periods of California history or prehistory.

Impact 3.9.2: Potential for environmental effects that are individually limited but cumulatively considerable.

Each chapter in Section 3.0 and Chapter 5.2 of this EIR discuss the project's potential to contribute to cumulative impacts. These sections explain that the potential impacts of the proposed project are localized. In addition, many of the project's potential impacts, including those to land use and planning, are avoidable or reduced through the application of mitigation measures. The proposed project has the potential to contribute to cumulative lighting, parking need, storm water runoff, and demand for utilities and services. The mitigation measures identified in the corresponding sections of the EIR would reduce the potential for the project to contribute to cumulative lighting (Mitigation Measures 3.1.1 – 3.1.3), parking need (Mitigation Measure 3.6.3), and storm water runoff (Mitigation Measures 3.7.1 – 3.7.2). With these mitigation measures, the project's potential to contribute to cumulative impacts would be less than significant.

Impact 3.9.2: Potential for environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

The Tessier Work/Live Project's potential to have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly is discussed in Chapters 3.3 and 3.7 of the EIR. Chapter 3.3 explains that the proposed project could expose humans to the hazards of liquid-fuel pipelines, lead-based paint, and asbestos containing materials. However, Chapter 3.3 incorporates Mitigation Measures 3.3.1 – 3.3.3, which reduce the potential impacts of the liquid-fuel pipelines, lead-based paint, and asbestos containing materials to a less than significant level. Chapter 3.7 of the EIR identifies the project's potential impacts from hydrology and water quality. This chapter explains that the proposed project would not contaminate any supplies of drinking water and would not expose additional persons to the affects of flooding. Therefore, with the incorporation of Mitigation Measures 3.3.1 – 3.3.3, the proposed project would not have the potential for environmental effects that

would cause substantial adverse effects on human beings, either directly or indirectly

3.9.5. MITIGATION MEASURES

Mitigation Measures 3.2.1 – 3.2.3 and 3.3.1 – 3.3.3, which are previously incorporated into this EIR, would prevent the Tessier Work/Live Project from having a Mandatory Findings of Significance. No additional mitigation measures are required.

3.9.6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed project does not have a Mandatory Finding of Significance.

4.0. ALTERNATIVES

4.1. INTRODUCTION

Section 15126.6(a) of the CEQA Guidelines requires that an EIR describe a range of reasonable alternatives to the project, or to the location of the project site, that could feasibly attain the basic objectives of the project. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR should also evaluate the comparative merits of the alternatives. This Chapter sets forth alternatives to the proposed project and evaluates them, as required by CEQA.

Key provisions of the CEQA Guidelines relating to the alternatives analysis area summarized below:

- The discussion of alternatives should focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

- One of the alternatives analyzed must be the "no project" alternative. The "no project" alternative analysis shall discuss the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community service.

- The range of alternatives required in an EIR is governed by a "rule of reason," therefore, the EIR must evaluate only those alternatives necessary to permit a reasonable choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.

- The EIR should identify any alternatives that were considered by the Lead Agency, but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination.

- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.

- An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative.

Rationale for Selecting Potentially Feasible Alternatives

Since the CEQA Guidelines require that an EIR state why an alternative is being rejected, a preliminary rationale for rejecting an alternative is presented, where applicable, in this EIR. If an alternative would cause any significant effects in addition to those that would be caused by the project, the significant effects of the alternatives must be discussed, although in less detail than the significant effects of the project.

The alternatives may include no project, a different type of project, modification of the proposed project, or suitable alternative projects sites. However, the range of alternatives discussed in an EIR is governed by a "rule of reason" which the State CEQA Guidelines Section 15126.6(f) defines as setting forth:

> "...only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the Lead Agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making."

Among the factors that may be taken into account when addressing the feasibility of alternatives (as described in CEQA Section 15126.6(f)(1) are: environmental impacts, site suitability, economic viability, availability of infrastructure, General Plan consistency, regulatory limitations, jurisdictional boundaries, and whether the proponent could reasonably acquire, control, or otherwise have access to the alternative site. An EIR need not consider an alternative whose effects could not be reasonably identified, whose implementation is remote or speculative, and that would not achieve the basic project objectives.

For purpose of this analysis, the project alternatives are evaluated to determine the extent to which they attain the basic project objectives, while significantly lessening any significant effects of the project. The objectives of the City of Ontario (the Lead Agency) for the project are as follows:

- Create an Arts District in the downtown area of the City of Ontario.
- Provide rental spaces for art-related individuals and businesses that can serve the tenant's functional and/or residential needs.
- Refurbish and re-use vacant buildings in the downtown area of the City of Ontario that are owned by the developer or the City's Redevelopment Agency.
- Enhance and preserve historic structures.

Additionally, the project would satisfy several of the Goals and Policies of the Ontario General Plan, including but not limited to the following:

- Maintain and enhance the role of Downtown Ontario as an urban focal point for both commercial and civic activities.
- Support and encourage development of projects, which will increase both the daytime and nighttime population of downtown, including more offices, educational institutions, and apartments/ condominiums.
- Support and encourage development of mixed-use projects, which combine residential uses with one or more commercial uses in a planned environment.
- 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.
- Create an attractive downtown that will serve as a focus and lively center of community life.
- Provide for the expansion of educational and cultural facilities in the downtown, particularly the area south of West Holt Boulevard between Euclid Avenue and Vine Street.
- Encourage retail and entertainment uses that will draw people to the downtown in the evening and on weekends.

The EIR has found the following potential adverse effects of the proposed project are either less than significant, or capable of mitigation to a less-than-significant level:

- Aesthetics
- Cultural Resources
- Hazards and Hazardous Materials
- Land Use
- Circulation and Parking
- Hydrology and Water Quality
- Utilities and Service Systems
- Mandatory Findings

Impacts from noise and vibrations related to the Union Pacific Right-of-Way are considered significant and unavoidable and would require a statement of overriding considerations.

The City of Ontario evaluated numerous project alternatives to identify ways to mitigate and/or avoid the significant environmental impacts associated with the proposed project. Due to practical reasons, however, not every alternative was analyzed in thorough detail; many of these alternatives were deemed infeasible, and thus dismissed from consideration. One of these alternatives involved relocating or isolating the railroad tracks, but it was determined to be not practical from both a cost and a logistical perspective. An alternative location for the project site (i.e. different buildings within downtown Ontario) was also determined to be impractical, due to the fact that the subject buildings are currently owned by the developer and/or the City's Redevelopment

Agency, and thus do not have the fiscal burden of securing property for the project. Other alternatives were simply variations of other alternatives that were considered.

The Lead Agency's goal for selecting and evaluating alternatives is to identify alternatives that mitigate or avoid the significant environmental effects identified above resulting from the proposed project. The EIR analyzes the following alternatives: "No Project/No Development", "Maximum Build Out Under Current Zoning", "100 Percent Commercial Uses", and "100 Percent Residential Uses."

4.2. NO PROJECT/NO DEVELOPMENT ALTERNATIVE

Description

In addition to altermative development scenarios, Section 15126.6(e) of the CEQA Guidelines requires the analyses of a "no project" alternative. This "no project" analysis must discuss the existing condition of the project site, as well as what would be reasonably expected to occur in the foreseeable future if the project were not to be approved. The "no project" alternative represents the status quo, or maintaining the project site in its current state, which includes four (4) structures commonly known as the Paul R. Williams Building, the Montalvan Building, the Tobias Building, and the Tobias Annex; and three (3) parking lots commonly known as the Montalvan Parking Lot, the Tobias Parking Lot 1, and the Tobias Parking Lot 2. Current zoning for the Paul R. Williams Building, the Montalvan Building, and the Montalvan Parking Lot is C-2 Central Business District. This zoning designation accommodates a full-range of retail stores, offices and personal and business service establishments in the central business district of the community, serving City-wide and regional needs. Current zoning for the other parcels is M-1 Limited Industrial District. This zoning designation accommodates lighter assembly, business park, storage, warehouse and similar uses in terms of industrial activity, all of which may be located near residential areas without causing adverse impacts.

Currently, there is only minimal activity occurring at the four buildings that comprise the project site. The Tobias Building, the Tobias Annex Building and the Montalvan Building are vacant. The Paul R. Williams Building is currently being used by the City of Ontario Public Works Department as a supplemental storage facility for items like traffic signals, signage and other such devices and equipment. Otherwise, the Paul R. Willams Building is vacant.

The "No Project" alternative would maintain the largely abandoned nature of the project site. The need for enhancements to the parcels and the improvements thereon would be less pronounced, and the sites could become neglected and fall into a state of disrepair and dilapidation.

Attainment of Project Objectives

This alternative would not meet the basic project objectives outilined earlier in this Section of the report. By not developing the project site, the site would not contribute to

the creation of an Arts District, nor would it provide rental spaces for art-related individuals and businesses that can serve the tenant's functional and/or residential needs. The "No project" alternative would also fail to implement several goals and policies of the Ontario General Plan, including supporting and encouraging projects which will increase both the daytime and nighttime population of downtown, including more offices, educational institutions, and apartments/condominiums; and to support and encourage development of mixed-use projects, which combine residential uses with one or more commercial uses in a planned environment. Furthermore, the absence of activity and improvements on the project site would not only prevent the visual characteristics of the site from being enhanced, but would create a situation in which the project site could become neglected and fall into a state of disrepair and dilapidation. By not establishing residential uses on the project sites, impacts from noise and vibrations would be lower than those for the proposed project. However, noise and vibration impacts would still be significant at the Tobias and Tobias Annex Buildings.

4.3. ALTERNATIVES FOUND TO BE INFEASIBLE

Maximum Build Out At Existing Zoning

This alternative proposes to allow uses permitted by the current site zoning to establish within the subject parcels, utilizing to the greatest extent the existing improvements on site.

This alternative would result in service, office, or retail-oriented commercial uses in the Paul R. Williams and Montalvan buildings, which are zoned C-2 Central Commercial District. The Paul R. Williams building is a single-story, approximately 9,000 square foot building, suitable for a broad spectrum of commercial uses. Historical uses have included offices for the Civil Air Patrol and retail businesses. The Montalvan building is a single-story, 7,070 square foot building, which also lends flexibility for a variety of commercial uses. Historically, the Montalvan Building was a speciality food business that was constructed in 1947. The Ontario Redevelopment Agency purchased the building in 1995 and it is currently vacant.

The Tobias and Tobias Annex Buildings are currently zoned M-1 Limited Industrial, which would allow for a variety of office, business park, and light manufacturing businesses to locate in these portions of the project site. The Tobias Building is a two-story building, approximately 34,000 square feet in size. The building, which is currently vacant, was formerly used by the Microsoft Corporation for offices and distribution center. The size of the building offers flexibility for a number of uses, but may be too large for some users that would consider the site. The Tobias Annex Building is a single-story building, approximately 5,500 square feet in size. The Tobias Annex was purchased by the Ontario Redevelopment Agency in 1990. The Agency leased the builiding to Chaffey College who used it as offices for their Economic Development Agency. The building has been vacant since March 2003.

Aesthetics

The proposed project would increase the amount of nighttime illumination at the project site. The Maximum Build Out at Existing Zoning alternative would likely add a similar amount of illumination to the project area. Development of the project site for service, office, or retail-oriented commercial uses, or light manufacturing uses would likely involve the installation of lighted signs and walkways.

Development of this alternative would likely result in a greater impact to overall aesthetics than the proposed project. The buildings and improvements comprising the project site are in varying states of disrepair. Development of the proposed project would require significant modifications and improvements to the site to make it useable for the proposed uses, and aesthetic improvements to the site would be made at that time. However, utilization of the project site under the existing zoning designations and development standards may not require the same level of functional improvement to make the site useable as the proposed project. As such, the nexus for requiring aesthetic improvements would be reduced or eliminated.

Cultural Resources

The Maximum Build Out at Existing Zoning Alternative would likely have greater impacts to Cultural Resources than the proposed project. The Paul R. Williams Building would require interior renovation to accommodate service, office, or retail-oriented commercial uses. Many of the historically valuable elements of the Paul R. Williams Building are the interior details, including the hand painted murals and rafted ceiling. Interior renovations required for this alternative could compromise the integrity of these cultural resources; and since reuse of the structure within existing zoning would not require discretionary action of the City of Ontario, the City would not have an opportunity to intervene.

Hazards and Hazardous Materials

The Maximum Build Out at Existing Zoning alternative's impacts from Hazards and Hazardous Materials would be similar to those of the proposed project. The primary hazard of the proposed project is the potential placement of residents within fifty (50) feet of the adjacent liquid fuel pipelines in the Tobias and Tobias Annex Buildings. Build out of the project sites under existing zoning would eliminate residential uses on the project site. However, the Maximum Build Out at Existing Zoning alternative would place office, business park, and light manufacturing businesses in the Tobias and Tobias Annex Buildings. The employees and patrons of these businesses would be exposed to the potential hazards of the adjacent pipelines.

The proposed project could also have potentially significant impacts from the potential presence of lead-based paints, lead piping, and asbestos in the existing project structures. However, the required compliance with the mitigation measures included in this EIR would eliminate this potential hazard. As noted, development of the Maximum Build Out at Existing Zoning alternative may not require functional improvements to the site or discretionary actions of the City of Ontario to establish a business. As such,

remediation of lead-based paints, lead piping, and asbestos would likely not occur and the potentially hazardous situation would remain.

Land Use/Planning

Development of the proposed project requires a Development Code Amendment to allow for limited residential uses in the C-2 Central Business District and a zone change for the Tobias and Tobias Annex Buildings from M-1 Limited Industrial to C-2. Build out of the project site under the current zoning designations would not require any discretionary planning action of the City of Ontario. Therefore, the Maximum Build Out at Existing Zoning alternative would have less potential impacts to Land Use/Planning than the proposed project.

Noise and Vibrations

Under this alternative, impacts from Noise would generally be less than the proposed project. Exterior CNEL estimates for the Paul R. Williams and Montalvan Buildings fall into the "Normally Acceptable" category for commercial and industrial uses, as classified in the City of Ontario General Plan Land Use Compatibility Guidelines for Noise Impacts. As such, because the Maximum Build Out at Existing Zoning alternative would prohibit residential uses in these buildings, this alternative would have a lower impact than the proposed project. Additionally, exterior CNEL estimates for both Tobias Buildings remain classified as "Normally Unacceptable" for all commercial and industrial uses, except warehousing. As such, the Maximum Build Out alternative would still have noise-related impacts at the Tobias Buildings, but said impacts would be less than the proposed project.

Federal Transit Administration (FTA) standards for non-residential vibrations state that impacts are significant above 75 VdB for "frequent events" (see Appendix E). Therefore, while lessening impacts by preventing the establishment of residential uses at the Tobias and Tobias Annex Buildings, vibration impacts would remain significant under this alternative.

Circulation and Parking

Development of the proposed project would increase the parking demand in the project vicinity. However, the project area contains sufficient parking to accommodate the proposed project. The Maximum Build Out at Existing Zoning alternative would likely have greater parking impacts than the proposed project. Peak parking need for the Maximum Build Out at Existing Zoning alternative was estimated using parking generation rates from the Institute of Transportation Engineers "Parking Generation" handbook and assigning probable land uses to each structure.

The Paul R. Williams Building is in the C-2 zone of the City, which accommodates service, office, and retail-oriented commercial uses. For the purposes of analyzing the parking demand, it was assumed that build out at existing zoning would result in half of the structure being used for general office purposes and half for retail shopping

purposes. Using this assumption, the peak parking demand for the Paul R. Williams building would be 28 spaces. Users of the Paul R. Williams Building would share a total of 48 parking spaces with other nearby land uses. The peak parking demand for the surrounding land uses is 23 spaces, leaving 25 parking spaces available for users of the Paul R. Williams Building. Using these estimates, the peak parking demand of Maximum Build Out at Existing Zoning alternative would exceed available parking. In comparison, the proposed work-live use of the Paul R. Williams building would have a peak parking demand of only 13 parking spaces, which does not exceed available parking (Section 3.6 of this report). Therefore, the Maximum Build Out at Existing Zoning of the Paul R. Williams building would have greater parking impacts than the proposed project.

The Montalvan Building is also in the C-2 zone of the City. For the purposes of analyzing the parking demand, it was assumed that build out at existing zoning would also result in half of the structure being used for general office purposes and half for retail shopping purposes. Using this assumption, the peak parking demand for the Montalvan building would be 22 spaces. Users of the Montalvan building would share a total of 67 parking spaces with other nearby land uses. The peak parking demand for the surrounding land uses is 54 spaces, leaving 13 parking spaces available for users of the Montalvan building. Using these estimates, the peak parking demand of the Maximum Build Out at Existing Zoning of the Montalvan building would exceed available parking. However, the proposed expansion and work-live use of the Montalvan building would have a peak parking demand of 23 parking spaces, which also exceeds available parking (Section 3.6 of this report). Thus, the parking impacts at the Montalvan building would be nearly the same for the Maximum Build Out at Existing Zoning alternative as they would for proposed project.

The Tobias and Tobias Annex Buildings share available parking. Both structures are in the M-1 zone of the City, which accommodates office, business park, and light manufacturing businesses. For the purposes of analyzing the parking demand, it was assumed that build out at existing zoning would result light industrial uses of the Tobias building, and general office uses of the Tobias Annex building. Using these assumptions, the peak parking demand for the Tobias and Tobias Annex buildings would be 53 and 15 spaces, respectively. Users of the Tobias and Tobias Annex Buildings would share a total of 48 parking spaces with other nearby land uses. The peak parking demand for the surrounding land uses is 10 spaces, leaving 38 parking spaces available for users of the Tobias and Tobias Annex buildings. Using these estimates, the peak parking demand of Maximum Build Out at Existing Zoning of the Tobias and Tobias Annex buildings would exceed available parking. In comparison, the proposed work-live use of the Tobias and Tobias Annex buildings would have a peak parking demand of 58 parking spaces, which is less than the alternative's parking demand, but also exceeds available parking (Section 3.6 of this report). Therefore, the Maximum Build Out at Existing Zoning alternative would have greater impacts to parking of the at the Tobias and Tobias Annex buildings than the proposed project.

Hydrology and Water Quality

Development of the proposed project may result in a minimal increase of storm water runoff and could contribute to additional sources of pollution to the existing drainage system. This potential project impact would be affectively mitigated by following the Best Management Practices, which is a requirement of the National Pollutant Discharge Elimination System. The Maximum Build Out at Existing Zoning alternative and the proposed project would likely involve similar exterior modifications, and thus, would have similar potential to impact water quality.

Utilities and Service Systems

The proposed project would have less than significant impacts with the incorporation of mitigation from contributing additional sources of pollution to the existing drainage system. In addition, the proposed project would have less than significant impacts from incremental increases of sewage, water demand, and solid waste. As discussed under the heading "Hydrology and Water Quality," the Maximum Build Out at Existing Zoning alternative and the proposed project would likely involve similar exterior modifications, and thus, would have similar potential to impact water quality. In addition, the conversion of the structures into service, office, retail-oriented commercial, or light manufacturing uses would cause similar incremental increases of sewage, water demand, and solid waste. Therefore, the Maximum Build Out at Existing Zoning alternative and the proposed project would have similar utility and service system impacts.

Mandatory Findings of Significance

The proposed project would have less than significant impacts with the incorporation of mitigation from (1) potential for impact to an example of a period of California history (the Paul R. Williams Building); (2) contributing to cumulate lighting, parking need, storm water runoff, and utility and service system impacts; and (3) exposing persons to potential hazards (adjacent liquid-fuel pipelines). As discussed previously in this section, the Maximum Build Out at Existing Zoning alternative would have potentially greater cultural resource impacts to the Paul R. Williams Building than the proposed project; greater parking impacts; similar lighting, storm water runoff, and utility and service system impacts; and a similar potential for exposing persons to hazards. As a result, the Maximum Build Out at Existing Zoning alternative would have greater impacts to Mandatory Findings of Significance that the proposed project.

Attainment of Project Objectives

Implementation of this alternative would not meet the basic project objectives outlined in this report. By developing the site under existing zoning, the site would not contribute to the creation of an Arts District, nor would it provide rental spaces for art-related individuals and businesses that can serve the tenant's functional and/or residential needs. Furthermore, like the "no project" alternative, the Maximum Build Out At Existing

Zoning alternative would also fail to implement several goals and policies of the Ontario General Plan, including to support and encourage projects which will increase both the daytime and nighttime population of downtown, including more offices, educational institutions, and apartments/condominiums; and to support and encourage development of mixed-use projects, which combine residential uses with one or more commercial uses in a planned environment.

100 Percent Commercial Uses

This alternative proposes to allow commercial uses to establish within the entire project area, utilizing to the greatest extent the existing improvements on site. Only two of the four buildings that make up the project site are currently zoned for commercial uses. As such, implementation of this alternative would necessitate the rezoning of the Tobias Building, the Tobias Annex and the associated parking facilities from M-1 Limited Industrial to C-2 Central Business District. The greatest benefit from this alternative would be the rezoning of the Tobias buildings and parking facilities. This would result in adjoining parcels having consistent zoning, thus allowing for a larger-scale, more comprehensively-designed project.

Aesthetics

The proposed project would increase the amount of nighttime illumination at the project site. The 100 Percent Commercial Uses alternative would likely add a similar amount of illumination to the project area. Development of the project site for service, office, or retail-oriented commercial uses would likely involve the installation of lighted signs and walkways.

Development of this alternative could result in a greater impact to aesthetics than the proposed project. The buildings and improvements comprising the project site are in varying states of disrepair. Development of the proposed project would require significant modifications and improvements to the site to make it useable for the proposed uses, and aesthetic improvements to the site would be made at that time. While development of the project sites under this alternative would require additional zoning action to convert the Industrially zoned parcels to Commercial designations, it is likely that commercial uses could be established on the properties that were previously zoned M-1 (Limited Industrial) with minimal if any improvements over what a comparable industrial use may necessitate. Therefore, if the project site is allowed to be utilized for permitted uses under Commercial zoning designations and development standards, it may not require the same level of functional improvement to make the site useable as the proposed project. As such, the nexus for requiring aesthetic improvements would be reduced or eliminated.

Cultural Resources

The 100 Percent Commercial Uses alternative would likely have greater impacts to Cultural Resource than the proposed project. The Paul R. Williams building would require interior renovation to accommodate service, office, or retail-oriented commercial

uses. Many of the historically valuable elements of the Paul R. Williams building are the interior details, including the hand painted murals and rafted ceiling. Interior renovations required for this alternative could compromise the integrity of these cultural resources; and since reuse of the structure for commercial uses permitted in the C-2 zone would not require discretionary action of the City of Ontario, the City would not have an opportunity to intervene.

Hazards and Hazardous Materials

The 100 Percent Commercial Uses alternative's impacts from Hazards and Hazardous Materials would be similar to those of the proposed project. The primary hazard of the proposed project is the potential placement of residents within fifty (50) feet of the adjacent liquid fuel pipelines in the Tobias and Tobias Annex Buildings. Commercial use of the project sites would eliminate residential uses on the project site. However, the 100 Percent Commercial Uses alternative would place service, office, or retail-oriented businesses in the Tobias and Tobias Annex Buildings. The employees and patrons of these businesses would be exposed to the potential hazards of the adjacent pipelines.

The proposed project could also have potentially significant impacts from the potential presence of lead-based paints, lead piping, and asbestos in the existing project structures. However, the required compliance with the mitigation measures included in this EIR would eliminate this potential hazard. Development of the 100 Percent Commercial Uses alternative may not require discretionary actions of the City of Ontario to establish a business in the Paul R. Williams and Montalvan buildings. As such, remediation of lead-based paints, lead piping, and asbestos in these buildings would likely not occur and the potentially hazardous situation would remain.

Land Use/Planning

Development of the proposed project requires a Development Code Amendment to allow for limited residential uses in the C-2 Central Business District and a zone change for the Tobias and Tobias Annex Buildings from M-1 (Limited Industrial) to C-2. Impacts to Land Use/Planning would likely be similar to or less than the proposed project under this alternative. Establishment of 100 percent commercial uses over the project sites would require zoning action to rezone the Tobias and Tobias Annex buildings to a commercial zoning designation, thus necessitating zoning actions similar to that of the proposed project. Additionally, individual uses under this alternative may require separate entitlement processing (i.e. a Conditional Use Permit).

Noise and Vibrations

Under this alternative, impacts from Noise would generally be less than the proposed project. Exterior CNEL estimates for the Paul R. Williams and Montalvan Buildings fall into the "Normally Acceptable" category for commercial uses, as classified in the City of Ontario General Plan Land Use Compatibility Guidelines for Noise Impacts. As such, because the 100 Percent Commercial alternative would prohibit residential uses in

these buildings, this alternative would have less impact than the proposed project. Additionally, exterior CNEL estimates for both Tobias Buildings remain classified as "Normally Unacceptable" for all commercial uses. As such, the 100 Percent Commercial alternative would still have noise-related impacts at the Tobias Buildings, but said impacts would be less than the proposed project.

Federal Transit Administration (FTA) standards for non-residential vibrations state that impacts are significant above 75 VdB for "frequent events" (see Appendix E). Therefore, while lessening impacts by preventing the establishment of residential uses at the Tobias and Tobias Annex Buildings, vibration impacts would remain significant under this alternative.

Circulation and Parking

Development of the proposed project would increase the parking demand in the project vicinity. However, the project area contains sufficient parking to accommodate the proposed project. The 100 Percent Commercial Uses alternative would likely have greater parking impacts than the proposed project. Peak parking need for the 100 Percent Commercial Uses alternative was estimated using parking generation rates from the Institute of Transportation Engineers "Parking Generation" handbook and assigning probable land uses to each structure.

The Paul R. Williams Building is in the C-2 zone of the City, which accommodates service, office, and retail-oriented commercial uses. For the purposes of analyzing the parking demand, it was assumed that build out at existing zoning would result in half of the structure being used for general office purposes and half for retail shopping purposes. Using this assumption, the peak parking demand for the Paul R. Williams building would be 28 spaces. Users of the Paul R. Williams building would share a total of 48 parking spaces with other nearby land uses. The peak parking demand for the surrounding land uses is 23 spaces, leaving 25 parking spaces available for users of the Paul R. Williams building. Using these estimates, the peak parking demand of 100 Percent Commercial Uses alternative would exceed available parking. In comparison, the proposed work-live use of the Paul R. Williams building would have a peak parking demand of only 13 parking spaces, which does not exceed available parking (Section 3.6 of this report). Therefore, 100 Percent Commercial Uses of the Paul R. Williams building would have greater parking impacts than the proposed project.

The Montalvan Building is also in the C-2 zone of the City. For the purposes of analyzing the parking demand, it was assumed that build out at existing zoning would also result in half of the structure being used for general office purposes and half for retail shopping purposes. Using this assumption, the peak parking demand for the Montalvan building would be 22 spaces. Users of the Montalvan building would share a total of 67 parking spaces with other nearby land uses. The peak parking demand for the surrounding land uses is 54 spaces, leaving 13 parking spaces available for users of the Montalvan building. Using these estimates, the peak parking demand of the 100 Percent Commercial Use of the Montalvan building would exceed available parking. However, the proposed expansion and work-live use of the Montalvan building would

have a peak parking demand of 23 parking spaces, which also exceeds available parking (Section 3.6 of this report). Thus, the parking impacts at the Montalvan building would be nearly the same for the 100 Percent Commercial Uses alternative as they would for proposed project.

The Tobias and Tobias Annex buildings share available parking. If converted to commercial uses, the Tobias Building would likely accommodate two businesses, one that requires a lot of storage area, such as a furniture or carpet store, and one that requires only professional offices. Due to the size of the Tobias annex building it would likely accommodate office or a small retail store. For the purposes of analyzing the parking demand, it was assumed that 100 Percent Commercial Uses alternative would result in half of the Tobias Building being used for furniture or carpet sales and half for offices, and half of the Tobias Annex building being used for offices and half retail store uses. Using these assumptions, the peak parking demand for the Tobias and Tobias Annex buildings would be 68 and 17 spaces, respectively. Users of the Tobias and Tobias Annex buildings would share a total of 48 parking spaces with other nearby land uses. The peak parking demand for the surrounding land uses is 10 spaces, leaving 38 parking spaces available for users of the Tobias and Tobias Annex buildings. Using these estimates, the peak parking demand of 100 Percent Commercial Uses of the Tobias and Tobias Annex buildings would exceed available parking. In comparison, the proposed work-live use of the Tobias and Tobias Annex buildings would have a peak parking demand of 58 parking spaces, which is less than the alternative's parking demand, but also exceeds available parking (Section 3.6 of this report). Therefore, 100 Percent Commercial Uses of the Tobias and Tobias Annex buildings would have greater parking impacts than the proposed project.

Hydrology and Water Quality

Development of the proposed project may result in a minimal increase of storm water runoff and could contribute to additional sources of pollution to the existing drainage system. This potential project impact would be effectively mitigated by following the Best Management Practices, which is a requirement of the National Pollutant Discharge Elimination System. The 100 Percent Commercial Uses alternative and the proposed project would likely involve similar exterior modification, and thus, would have similar potential to impact water quality.

Utilities and Service Systems

The proposed project would have less than significant impacts with the incorporation of mitigation from contributing additional sources of pollution to the existing drainage system. In addition, the proposed project would have less than significant impacts from incremental increases of sewage, water demand, and solid waste. As discussed under the heading "Hydrology and Water Quality," the 100 Percent Commercial Uses alternative and the proposed project would likely involve similar exterior modifications, and thus, would have similar potential to impact water quality. In addition, the conversion of the structures into service, office, retail-oriented commercial, or light manufacturing uses would cause similar incremental increases of sewage, water

demand, and solid waste. Therefore, the 100 Percent Commercial Uses alternative and the proposed project would have similar utility and service system impacts.

Mandatory Findings of Significance

The proposed project would have less than significant impacts with the incorporation of mitigation from (1) potential for impact to an example of a period of California history (the Paul R. Williams Building); (2) contributing to cumulate lighting, parking need, storm water runoff, and utility and service system impacts; and (3) exposing persons to potential hazards (adjacent liquid-fuel pipelines). As discussed previously in this section, the 100 Percent Commercial Uses alternative would have potentially greater cultural resource impacts to the Paul R. Williams Building than the proposed project; greater parking impacts; similar light, runoff, and utilities and service systems impacts; and a similar potential for exposing persons to hazards. As a result, the 100 Percent Commercial Uses alternative would have greater impacts to Mandatory Findings of Significance that the proposed project.

Attainment of Project Objectives

While this project alternative would implement several goals and policies of the Ontario General Plan, including to support and encourage projects which will increase both the daytime and nighttime population of downtown, it would fail to support and encourage the development of apartments/condominiums, and the development of mixed-use projects, which combine residential uses with one or more commercial uses in a planned environment. Furthermore, implementation of this alternative would not meet the basic project objectives outlined in this report. By not developing a mixed-use residential/commercial project, the site would not contribute to the creation of an Arts District, nor would it provide rental spaces for art-related individuals and businesses that can serve the tenant's functional and/or residential needs.

100 Percent Residential Uses

This alternative proposes to allow residential uses to establish within the entire project area.

Implementation of this alternative would require separate action to bring residential uses into compliance with the underlying C-2 (Central Business) and M-1 (Limited Industrial) zoning designations on the subject parcels. Compliance with some residential development standards such as off-street parking requirements and Uniform Building Code habitable structure standards could pose additional challenges beyond those more easily addressed in a mixed-use project.

Aesthetics

Development of this alternative would likely result in a similar impact to Aesthetics as is anticipated for the proposed project. The buildings and improvements comprising the project site are in varying states of disrepair. Development of the proposed project

would require significant modifications and improvements to the site to make it useable for the proposed uses, and aesthetic improvements to the site would be made at that time. Development of the project site under the 100 Percent Residential Uses Alternative would require the construction of site improvements similar to those of the proposed project; thus a similar nexus for the construction of aesthetic improvements exists for this alternative.

Cultural Resources

Development of this alternative would likely result in a similar impact to Cultural Resources as is anticipated for the proposed project. As noted under Aesthetics, development of the proposed project would require significant modifications and improvements to the site to make them useable as work-live spaces. Development of the project sites under the 100 Percent Residential Uses Alternative would require the construction of site improvements similar to those of the proposed project. Thus, the likelihood that improvements to preserve Cultural Resources would be made at the time that general site improvements are constructed is similar to that of the proposed project. As such, significant cultural elements of the site may need to be modified to accommodate these functional improvements, and requirements would be established to maintain and preserve these same cultural elements.

Hazards and Hazardous Materials

Impacts from Hazards and Hazardous Materials would likely be similar under this alternative than they would be under the proposed project. The primary hazard of the proposed project is the placement of residential uses within fifty (50) feet of the adjacent liquid fuel pipelines. Build out of the project sites with 100 percent residential uses has the potential to expose the same number of residents to potential hazard. However, while Potentially Significant Impacts were also noted regarding the potential presence of lead-based paints, lead piping, and asbestos in the existing site improvements, the need for functional improvements to the sites to accommodate 100 percent residential uses would likely lead to appropriate efforts to remediate these materials, thus reducing the impacts in a similar fashion to the proposed project.

Land Use/Planning

Impacts to Land Use/Planning would likely be similar to the proposed project under this alternative. Development of the proposed project requires a Development Code Amendment to allow for limited residential uses in the C-2 Central Business District and a zone change for the Tobias and Tobias Annex Buildings from M-1 (Limited Industrial) to C-2. Establishment of 100 percent residential uses over the project sites would require zoning action to rezone all project site parcels to a residential zoning designation, thus necessitating an amount of planning actions similar to that of the proposed project.

Noise and Vibrations

Exterior CNEL estimates for the Paul R. Williams Building fall into the "Normally Acceptable" classification for residential uses, as classified in the City of Ontario General Plan Land Use Compatibility Guidelines for Noise Impacts. Thus, as with the proposed project, there would be no impacts from noise at this location. Exterior CNEL estimates for the Montalvan Building fall into the "Normally Unacceptable" category for residential uses. Significant building enhancements are required under the proposed project to meet residential standards for limited residential uses. To establish 100 percent residential uses would likely create more impacts and would likely require more extensive building modifications to mitigate those impacts. Finally, the estimated exterior CNEL measurements for the Tobias and Tobias Annex Buildings are classified as "Clearly Unacceptable" for residential uses. Under the proposed project, substantial building modifications would be required to establish limited residential uses at these buildings, and impacts would still be significant. The introduction of 100 percent residential uses would intensify the impacts and likely necessitate even more extensive building modifications to establish residential uses. As such, impacts would be similar to or greater than the proposed project.

Vibration impacts have been determined to be significant for limited residential uses located at the Tobias and Tobias Annex Buildings under the proposed project, but are unmitigable. Under the 100 Percent Residential alternative, these impacts would also be significant and would remain unmitigable. As such, impacts would be similar to or greater than the proposed project.

Circulation and Parking

Development of the proposed project would increase the parking demand in the project vicinity. However, the project area contains sufficient parking to accommodate the proposed project. The 100 Percent Residential Uses alternative would likely have less parking impacts than the proposed project. Peak parking need for the 100 Percent Residential Uses alternative was estimated using parking generation rates from the Institute of Transportation Engineers "Parking Generation" handbook and assigning probable residential land uses to each structure.

The proposed project would develop eight (8) work-live units and one (1) art gallery in the Paul R. Williams Building. For the purposes of analyzing the parking demand, it was assumed that the 100 Percent Residential Uses alternative would result in nine (9) one-bedroom apartments in the Paul R. Williams building, because the floor area for one-bedroom apartments is similar to the floor area for work-live units. Using this assumption, the peak parking demand for the Paul R. Williams building would be nine (9) spaces. Users of the Paul R. Williams building would share a total of 48 parking spaces with other nearby land uses. The peak parking demand for the surrounding land uses is 23 spaces, leaving 25 parking spaces available for users of the Paul R. Williams building. Using these estimates, the peak parking demand of 100 Percent Residential Uses alternative would be accommodated by existing available parking. In comparison,

the proposed work-live use of the Paul R. Williams building would have a peak parking demand of 13 parking spaces, which also does not exceed available parking (Section 3.6 of this report). Therefore, 100 Percent Residential Uses of the Paul R. Williams building would require less parking and would have less or similar impacts than the proposed project.

The proposed project would expand and develop 14 work-live units in the Montalvan Building. For the purposes of analyzing the parking demand, it was assumed that the 100 Percent Residential Uses alternative would also result 14 one-bedroom apartments in the Montalvan Building. Using this assumption, the peak parking demand for the Montalvan building would be 15 spaces. Users of the Montalvan building would share a total of 67 parking spaces with other nearby land uses. The peak parking demand for the surrounding land uses is 54 spaces, leaving 13 parking spaces available for users of the Montalvan building. Using these estimates, the peak parking demand of 100 percent residential uses of the Montalvan building would exceed available parking. In comparison, the proposed work-live use of the Montalvan building would have a peak parking demand of 23 parking spaces, which is greater than the alternative and also exceeds available parking (Section 3.6 of this report). Thus, the 100 Percent Residential Uses alternative would reduce the parking impacts at the Montalvan building, but may still exceed available parking supply.

The proposed project would expand and develop 31 work-live units in the Tobias Building and 5 work-live units in the Tobias Annex Building. These structures share available parking, and thus are analyzed jointly. For the purposes of analyzing the parking demand, it was assumed that the 100 Percent Residential Uses alternative would result in 31 one-bedroom apartments in the Tobias Building and 5 one-bedroom apartments in the Tobias Annex Building. Using these assumptions, the peak parking demand for the Tobias and Tobias Annex buildings would be 37 spaces. Users of the Tobias and Tobias Annex buildings would share a total of 48 parking spaces with other nearby land uses. The peak parking demand for the surrounding land uses is 10 spaces, leaving 38 parking spaces available for users of the Tobias and Tobias Annex buildings. Using these estimates, the peak parking demand of 100 percent residential use of the Tobias and Tobias Annex buildings would be accommodated by the existing parking supply. In comparison, the proposed work-live use of the Tobias and Tobias Annex buildings would have a peak parking demand of 58 parking spaces, which is greater than the alternative's parking demand, and exceeds available parking (Section 3.6 of this report). Therefore, the 100 Percent Residential Uses alternative would have less parking impacts than the proposed project at the Tobias and Tobias Annex buildings.

Hydrology and Water Quality

Development of the proposed project may result in a minimal increase of storm water runoff and could contribute to additional sources of pollution to the existing drainage system. This potential project impact would be affectively mitigated by following the Best Management Practices, which is a requirement of the National Pollutant Discharge Elimination System. The 100 Percent Residential Uses alternative and the proposed

project would likely involve similar exterior modification, and thus, would have similar potential to impact water quality.

Utilities and Service Systems

The proposed project would have less than significant impacts with the incorporation of mitigation from contributing additional sources of pollution to the existing drainage system. In addition, the proposed project would have less than significant impacts from incremental increases of sewage, water demand, and solid waste. As discussed under the heading "Hydrology and Water Quality," the 100 Percent Residential Uses alternative and the proposed project would likely involve similar exterior modifications, and thus, would have similar potential to impact water quality. In addition, the conversion of the structures into service, office, retail-oriented commercial, or light manufacturing uses would cause similar incremental increases of sewage, water demand, and solid waste. Therefore, the 100 Percent Residential Uses alternative and the proposed project would have similar utility and service system impacts.

Mandatory Findings of Significance

The proposed project would have less than significant impacts with the incorporation of mitigation from (1) potential for impact to an example of a period of California history (the Paul R. Williams Building); (2) contributing to cumulate lighting, parking need, storm water runoff, and utilities and service systems impacts; and (3) exposing persons to potential hazards (adjacent liquid-fuel pipelines). As discussed previously in this section, the 100 Percent Residential Uses alternative would have similar cultural resource impacts as the proposed project to the Paul R. Williams Building; similar light, runoff, and utility and service system impacts; a similar potential for exposing persons to hazards; and potentially less parking impacts. As a result, the 100 Percent Residential Uses alternative could have less impacts to Mandatory Findings of Significance that the proposed project.

Attainment of Project Objectives

This project alternative would implement several goals and policies of the Ontario General Plan, including many of the goals in the Housing Element. However, the 100 Percent Residential Uses alternative would fail to support and encourage projects which will increase the daytime population of downtown, including more offices and educational institutions; and to support and encourage development of mixed-use projects, which combine residential uses with one or more commercial uses in a planned environment. Furthermore, implementation of this alternative would not meet the basic project objectives outlined in this report. By not developing a mixed-use residential/commercial project, the site would not contribute to the creation of an Arts District, nor would it provide rental spaces for art-related individuals and businesses that can serve the tenants' functional needs.

4.4. SUMMARY OF PROJECT ALTERNATIVES

A summary of the identified feasible project alternatives, and a comparison of environmental impacts relative to the proposed project, is presented in Table 4.4 -1.

TABLE 4.4-1
Comparison of Environmental Impacts of Alternatives and Project

	Project	Alternative 1 "No Project"	Alternative 2 Max. Build Out at Existing Zoning	Alternative 3 100 % Commercial Uses	Alternative 4 100 % Residential Uses
Aesthetics	Less than Significant with Mitigation from light and glare impacts.	Less light and glare impacts than the proposed project. However, may result in greater impacts to aesthetic character than the proposed project.	Light and glare impacts are similar to the proposed project. However, aesthetic character impacts may be greater than the proposed project.	Aesthetic impacts, including light and glare are similar to the proposed project.	Aesthetic impacts, including light and glare are similar to the proposed project.
Cultural Resources	Impacts to a historic structure are Less than Significant with Mitigation. However, mitigation measures would result in beneficial impacts to the historic structure.	Cultural Resources impacts are potentially greater than the proposed project due to the potential for neglecting a historically significant structure.	Cultural Resources impacts are potentially greater than the proposed project.	Cultural Resources impacts are potentially greater than the proposed project .	Cultural Resource impacts are similar to the proposed project.
Hazards and Hazardous Materials	Impacts from exposing persons to adjacent liquid fuel pipelines and potential existence of lead-based paint and asbestos containing materials are Less than Significant with Mitigation.	Less impact from Hazards and Hazardous Materials than the proposed project.	Hazards and Hazardous Materials impacts are similar to and potentially greater than the proposed project.	Hazards and Hazardous Materials impacts are similar to and potentially greater than the proposed project.	Hazards and Hazardous Materials impacts are similar to the proposed project.
Land Use/ Planning	Would required a Development Code Amendment, Zone Changes, and Conditional Use Permits, which are Less than Significant Impacts with Mitigation.	Land Use and Planning impacts are less than the proposed project.	Land Use and Planning impacts are less than the proposed project.	Land Use and Planning impacts are similar, but potentially less than the proposed project.	Land Use and Planning impacts are similar to the proposed project.

	Project	Alternative 1 "No Project"	Alternative 2 Max. Build Out at Existing Zoning	Alternative 3 100 % Commercial Uses	Alternative 4 100 % Residential Uses
Noise and Vibrations	Significant vibration and interior noise level impacts.	Noise and Vibrations less than the proposed project.	Likely less than the proposed project.	Likely less than the proposed project.	Likely greater than the proposed project.
Circulation and Parking	Less than Significant Impacts with the Incorporation of Mitigation for parking.	Circulation and Parking impacts are less than the proposed project.	Circulation and Parking impacts are potentially greater than the proposed project.	Circulation and Parking impacts are potentially greater than the proposed project.	Circulation and Parking impacts are potentially less than the proposed project.
Hydrology and Water Quality	Impacts from the potential to contribute to runoff water pollution are Less than Significant Impacts with the Incorporation of Mitigation.	Hydrology and Water impacts are less than the proposed project.	Hydrology and Water Quality impacts are similar to the proposed project.	Hydrology and Water Quality impacts are similar to the proposed project.	Hydrology and Water Quality impacts are similar to the proposed project.
Utilities and Service Systems	Impacts from contributing to runoff pollution are Less than Significant Impact with the Incorporation of Mitigation; Impacts from incremental increases of sewage, water demand, and solid waste are and Less than Significant.	Utilities and Service Systems impacts are less than the proposed project.	Utilities and Service Systems impacts are similar to the proposed project.	Utilities and Service Systems impacts are similar to the proposed project.	Utilities and Service Systems impacts are similar to the proposed project.
Mandatory Findings of Significance	Less than Significant Impacts with the Incorporation of Mitigation.	Impacts from Mandatory Findings of Significance are potentially less than the proposed project.	Impacts from Mandatory Findings of Significance are potentially greater than the proposed project.	Impacts from Mandatory Findings of Significance are potentially greater than the proposed project.	Impacts from Mandatory Findings of Significance are potentially less than the proposed project.

4.5. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Four alternatives were studied in comparison to the proposed mixed-use project. They are the "No Project" Alternative, Maximum Buildout at Current Zoning, 100 Percent Commercial Uses, and 100 Percent Residential Uses. The No Project Alternative noted one area of impact analysis that was "potentially greater" than the impacts of the proposed project, and eight impact areas that were "likely less" than the impacts of the proposed project. Thus, the No Project Alternative is an environmentally superior alternative to the proposed project. The Maximum Buildout at Current Zoning Alternative noted three impact areas that were "potentially greater" than the proposed project, and two areas that were "likely less" than the proposed project. Thus, the Maximum Buildout at Current Zoning Alternative is an environmentally inferior alternative to the proposed project. The 100 Percent Commercial Alternative noted three areas of impact analysis that were "potentially greater" than the proposed project, and one areas that was "likely less" than the proposed project. As such, the 100 Percent Commercial Alternative is an environmentally inferior alternative to the proposed project. Finally, the 100 Percent Residential Alternative noted one impact areas that were "potentially greater" than the proposed project, and two areas that were "likely less" than the proposed project. Therefore, the 100 Percent Residential Alternative is an environmentally superior alternative to the proposed project.

In reviewing project alternatives, a primary criterion is achievement of project objectives. The No Project Alternative does not achieve any of the objectives of the project. The Maximum Buildout Alternative achieves several project goals but fails to achieve the primary goal, which is the creation of an Arts District. The 100 Percent Commercial and 100 Percent Residential Alternatives achieve similar results, achieving several objectives but failing to create an Arts District. As such, while it can be determined that the No Project Alternative is the environmentally superior alternative, by failing to achieve the primary project objective(s), it is not the preferred alternative. The proposed project remains the preferred alternative.

5.0. LONG-TERM IMPLICATION

5.1. GROWTH-INDUCING IMPACTS

Section 15126 of the California Environmental Quality Act (CEQA) Guidelines requires the Environmental Impact Report (EIR) to discuss the growth-inducing impacts of the proposed project. Growth-inducing impacts are the results of fostering economic or population growth. Residential development would directly induce growth by increasing available housing stock. Growth can also be indirectly induced by expanding infrastructure and/or utility systems beyond projected need, removing obstacles of development, and generating employment opportunities. The proposed project consists of renovating and converting four (4) buildings into work/live lofts. This project does not involve infrastructure improvements or expansion of utility systems, and would not remove any obstacles of development. However, the proposed project could result in the following types of growth-inducing impacts: 1) the creation of short-term employment opportunities associated with the construction of the project; 2) the increase in long-term employment opportunities associated with the proposed rental commercial space; and 3) the development of 58 habitable units in the City of Ontario.

Construction-Related Employment

The construction required for the proposed project would create temporary employment in the City of Ontario. The construction of the project would involve interior and exterior physical alterations of the involved buildings. The personnel needed to perform the proposed alterations are available through the existing local construction workforce. The employment opportunities generated by construction of the proposed project are not anticipated to foster population growth. Therefore, construction-related activities would have a negligible impact on population and housing resources.

Long-Term Employment Opportunities

The proposed project would generate 58 rental units that would be available as Work/Live space for artists and artist-related businesses. The units that are used for commercial purposes would generate employment opportunities. The Work/Live units would also provide vending opportunities for self-employed artisans and craftsmen. These employment opportunities would induce growth in the downtown area of the City of Ontario.

Growth in downtown Ontario is consistent with the goals, policies, and plans of The City of Ontario. Section 2.3 of the EIR identifies the project's conformity to the goals and policies of the City's General Plan. These include the project's consistency with goals and policies of the Community Development Element of the General Plan that promote downtown growth, such as:

GOAL 5.0: Maintain and enhance the role of Downtown Ontario as an urban focal point for both commercial and civic activities.

Policy 5.3: Support and encourage development of projects, which will increase both the daytime and nighttime population of the downtown, including more offices, educational institutions, and apartments/ condominiums.

The City's desire to promote growth in downtown Ontario is further illustrated in their adopted Downtown Ontario Economic Enhancement Strategy and Downtown Design Guidelines. The proposed project is consistent with the following growth-related goals of this document:

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

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.

Residential Growth

The proposed project would develop 58 work/live lofts in downtown Ontario. These lofts would add 58 habitable units to the City's housing stock. Residential occupancy of these work/live lofts would directly increase the population of the City of Ontario. This growth is consistent with the City's and region's anticipated growth. The Southern California Association of Governments (SCAG) prepared the Regional Housing Needs Assessment (RHNA) for the 2000-2005 planning period. This assessment evaluated the need for additional housing in the cities and counties of southern California. The RHNA stated the City of Ontario will need 2,401 housing units in the 2000-2005 planning period. The City reviewed the RHNA and prepared the City of Ontario General Plan 2000-2005 Housing Element (adopted by City Council Resolution 2001-113 in 2001). The proposed project's addition of 58 residential units represents only 2.4 percent of the 2,401 residential units needed in the City of Ontario. Growth of this size is well planned for by both the City of Ontario and the Southern California Association of Governments. Therefore, the residential growth of the proposed project is not a significant impact.

5.2. SUMMARY OF CUMULATIVE IMPACTS

CEQA Guidelines Section 15130(a) states that, "an EIR shall discuss cumulative impacts of a project when the project's incremental effects is cumulatively considerable, as defined in CEQA Guidelines Section 15065(c)." This discussion, as stated by the CEQA Guidelines Section 15130 (b), "should be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified and other projects contribute, rather than the attributes of other projects which do not contribute to the cumulative impact."

In accordance with CEQA Guidelines Section 15130(b)(1)(B), the cumulative impact analysis for the proposed project is derived from a list of pending, approved, and reasonably foreseeable projects within the City of Ontario, and other surrounding cities.

Chapter 3 of this EIR discuses the impacts the proposed project would have individually and cumulatively. The following is a summary of the cumulative impacts discussed in Chapter 3:

Aesthetics

It is likely that the project would create more light sources as part of the renovation of the buildings and other improvements such as the use of the parking lot adjacent to the Montalvan Building. Since the area is well lighted at present, the additional sources as a result of lighting from the project is not expected to create a significant source of glare for adjacent properties. The project buildings are not located directly adjacent to residential uses nor adversely impact public streets. As the lighting proposed by the project will be necessary to provide security as required by City Code, all lighting sources will be properly maintained onsite and shielded to minimize the effect of glare upon adjacent properties.

Cultural Resources

The project's only potential impact to cultural resources is the proposed alterations to the Paul R. Williams Building. This impact is localized and specific only to the project site. Incorporation of Mitigation Measures 3.2-1, 3.2-2, and 3.2-3 would ensure alterations to the Paul R. Williams Building are conducted in a manner that is sensitive to historic resources and in a manner consistent with the Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings. As a result, the proposed project would not contribute to any significant cumulative cultural resource impacts.

Hazards and Hazardous Materials

The conversion of the project site from industrial and commercial uses to mixed-use commercial and residential use would not result in any cumulative impacts to hazards and hazardous materials. The proposed development would not be considered a hazardous waste generator, nor would it involve the transport, storage, and/or disposal of hazardous materials. The project has the potential to expose persons to hazardous materials during the construction phase, and the project could expose persons to significant impacts from upset and/or accidental conditions relating to the presence of the liquid fuel pipelines adjacent to portions of the project site. However, those impacts would be specific to the project site and would not contribute to any cumulative impacts from hazards and hazardous materials.

Land Use

Although the project could result in inconsistencies with adopted plans and polices, the proposed zone change and development code amendments to change the Tobias Building and Annex from the current M-1 zoning classification to C-2, and to allow work/live projects in the C-2 zone with approval of a Conditional Use Permit, provide required mitigation. Also, the mitigation measures identified in Section 3.5 – Noise, and Section 3.3 – Hazards and Hazardous Materials, would result in compatibility between the proposed use and the impacts identified in the sections of the EIR dealing with those impacts.

Noise

As discussed in Section 3.5 of this EIR, the tenants of the proposed work/live lofts would be exposed to event-related noise and vibration sources. However, the proposed project itself would not be a permanent source of noise or vibration and, therefore, would not contribute to cumulative noise or vibration impacts.

Circulation and Parking

As discussed in Section 3.6 of the EIR, the proposed project would increase the parking demand for both on-street parking and parking in the public lot at the eastern terminus of Emporia Street. As a result, the proposed project would reduce the availability of cumulative public parking spaces in the project vicinity. As discussed, the currently available public parking supply is sufficient to accommodate the proposed project.

Future development, however, may increase the demand for public parking in the project area. Table 2.4.1 of this EIR identifies the proposed and anticipated developments within the project vicinity. If implemented, one of these projects, the Raven Building, could increase the parking demand in the project area. The Raven Building development consists of converting a currently vacant, 12,905 ft^2 structure into 12 work/live units. This potential future development is located at the northeast corner of Palm Avenue and Transit Street on APN 1049-055-09-0000, approximately 155 feet north of the Montalvan Building.

The Tessier Work/Live Project's Parking Analysis (Appendix F) identifies the parking requirements for the potential Raven Building development. The Raven Building would have a peak parking demand of 19 spaces. The block the Raven Building is located on, Block 59, has 40 public parking spaces. Under existing peak conditions, 27 of these spaces are used; consequently, the project's Parking Analysis states that development of the Raven Building would cause a parking deficiency on Block 59. The deficiency would occur from between the hours of 11:00 AM and 5:00 PM and would be as many as six spaces. And since downtown Ontario public parking is unrestricted, it is reasonably foreseeable that future overflow parking from Block 59 would compete with the patrons of the Tessier Work/Live Project for public parking.

As discussed, implementing the Tessier Work/Live Project would reduce the availability of public parking in the project vicinity. Therefore, parking demand for future projects, like the Raven Building, may not be accommodated with the existing public parking supply. Thus, the proposed project in combination with foreseeable future projects could have a significant cumulative impact on parking if future development occurs without consideration for the public parking supply. Mitigation Measure 3.6.3 would reduce the proposed project's cumulative impact on parking to a less than significant level.

Hydrology and Water Quality

The proposed work-live project would not result in any significant increase in the amount of water runoff or negatively impact water quality in the project area or its vicinity. With the exception of the proposed addition to the Montalvan Building, no buildings included in the project area would be altered in such a way as to increase existing impervious surfaces, water runoff, or the potential for flooding.

Utility and Service Systems

The proposed project could cause incremental increases in the need for utilities and services. However, these increases would be negligible and could be easily accommodated by the utility and service systems currently in place. Consequently, the project's potential to contribute to the cumulative impacts of utility and service systems is minimal and a less than significant impact.

In summary, the potential impacts of the proposed project are localized. In addition, many of the project's potential impacts, including those to land use and planning, are avoidable by mitigation. The proposed project has the potential to contribute to cumulative lighting, parking need, storm water runoff, and demand for utilities and services. The mitigation measures identified in the corresponding sections of this EIR would reduce the potential for the project to contribute to cumulative lighting (Mitigation Measures 3.1.1 – 3.1.3), parking need (Mitigation Measure 3.6.3), and storm water runoff (Mitigation Measures 3.7.1 – 3.7.2). With these mitigation measures, the potential to contribute to cumulate impacts would be a less than significant impact of the proposed project.

This Page Intentionally Blank

6.0. REPORTS AUTHORS AND CONSULTANTS; PEOPLE AND ORGANIZATIONS CONSULTED

City of Ontario Planning Department
City Hall, 303 East B Street, Ontario, CA 91764, (909) 395-2036
Role: Lead Agency, Project Oversight, EIR Processing
Scott Murphy, Principal Planner
Cathy Wahlstrom, Senior Planner

City of Ontario Redevelopment Agency
316 East E Street, Ontario, CA 91764, (909) 395-2005
Role: Responsible Agency, Project Oversight
Jim Strodtbeck, Redevelopment Director
Iris Patronite, Project Manager

Willdan
13191 Crossroads Parkway North, Suite 405, Industry, CA 91746, (562) 908-6200
Role: EIR Preparation, Utility and Service Investigations, Aesthetic Investigation, Cultural Resource Evaluation
Gabriel Elliott, Principal Planner
Robert Sun, Senior Planner
Bradley Evanson, Associate Planner
John Bellas, Associate Planner
Veronica Holliday, Planning Technician

LDM Associates
10722 Arrow Route, Suite 822, Rancho Cucamonga, CA 91730, (909) 476-6006
Role: Redevelopment Agency Consultant
David D. Meyer, AICP, President

P&D Consultants
999 Town & Country Road, 4th Floor, Orange, CA 92868, (714) 835-4447
Role: Initial Study, Parking Analysis
Mr. Lew Garber, Senior Vice President
Chris Pruitt, Assistant Transportation Engineer

Wieland Associates, Inc.
23276 South Pointe Drive, Suite 114, Laguna Hills, CA 92653, (949) 829-6670
Role: Acoustical Investigations
David Wieland, Principal Consultant
Roman Vinokur, Principal Consultant

Phase One, Inc.
2680 Walnut Avenue, Suite B, Tustin, CA 92780, (714) 669-8055
Role: Phase I Environmental Site Assessment
Diane Scioli-Ota, Operations Manager

City of Ontario Fire Department

425 East "B" Street, Ontario, CA 91764, (909) 395-2535
Role: Fire and Safety Information
Floyd Clark, Deputy Chief/Fire Marshal
Captain Joseph Hatfield

Kinder Morgan Energy Partners, L.P.

1100 Town & Country Road, Orange, CA 92868, (714) 560-4400
Role: Pipeline Information
D.R. Quinn

7.0. BIBLIOGRAPHY

Blumenson, J. 1981 Identifying American Architecture, A Pictorial Guide to Styles and Terms, 1600-1945.

California, State of. 2003. California Code of Regulations, Title 14 Chapter 3 "Guidelines for California Environmental Quality Act". (Short Title: State CEQA Guidelines [14 CCR 3, Section 15001])

California, State of. 2003. California Government Code, Chapter 5.5 "The Elder California Pipeline Safety Act of 1981" Sections: 51015(a), 51015.2(a) and (b).

California, State of. 2003. Public Resources Code Division 13 "Environmental Quality" Sections 21000-21178.

McAlester, V. et al. 2002. A Field Guide to American Houses.

Ontario, City of. Adopted 1992. Ontario General Plan

Ontario, City of. Municipal Code of the City of Ontario.

Ontario, City of. Adopted 1998. Downtown Ontario Design Guidelines.

Ontario, City of. Adopted 2001. City of Ontario 2000-2005 Housing Element.

Ontario City Library. 1957. Official Program Ontario Diamond Jubilee, Historical Review: Pictures and Events of Ontario and Surrounding Communities.

Title 49 Code of Federal Regulations (CFR)

Ontario Redevelopment Agency, City of. November 2002. Initial Study for the Ontario Work-Love Redevelopment Project.

P&D Consultants. April 2003. Parking Analysis.

Phase One, Inc. April 2003. Phase I Environmental Site Assessment.

Santa Fe Pipeline Partners, L.P. December 2001. As-Build Plan: Pipeline Alignment – 16" Pipeline.

Santa Fe Pipeline Partners, L.P. December 2001. As-Build Plan: Pipeline Alignment, L.S. 01 -- 16" Pipeline, Norwalk to Colton.

Santa Fe Pipeline Partners, L.P. December 2001. As-Build Plan: Pipeline Alignment, L.S. 108 -- 20" Pipeline, Norwalk to Colton.

United States Code of Federal Regulations. Title 49 CFR Part 195 "Transportation of Hazardous Liquids by Pipeline" Sections 195.248 and 195.402.

This Page Intentionally Blank

8.0. RESPONSES TO COMMENTS RECEIVED ON THE DRAFT EIR

8.1. INTRODUCTION

Sections 15089 and 15132 of the California Environmental Quality Act (CEQA) identify the requirements for the contents of a Final EIR. Section 15132 states that the Final EIR shall include "responses of the Lead Agency to significant environmental points raised in the review and consultation process." Section 15088 of the State CEQA Guidelines describes the requirements for responding to comments received on the Drat EIR, and for completion of a Final EIR. This Section of the EIR identifies the comments received on the Draft EIR and provides the City of Ontario's responses to those comments.

8.2. COORDINATION WITH THE STATE CLEARINGHOUSE

Sections 15085, 15086, and 15087 of the State CEQA Guidelines describe the requirements for circulation of the Draft EIR for public review. In accordance with these sections, the City of Ontario filed a Notice of Completion (NOC) with the Governor's Office of Planning and Research (OPR) and circulated the Draft EIR through the State Clearinghouse. The OPR responded to the NOC in their letter of 11 August 2003, which is shown as Figure 8.1. This letter stated that the State Clearinghouse assigned a review period for the Draft EIR, which started 25 June 2003 and ended 08 August 2003. This letter also stated that the State Clearinghouse distributed the Draft EIR to the following agencies and departments:

- Resources Agency
- Department of Conservation
- Department of Fish and Game, Region 6
- Office of Historic Preservation
- Department of Parks and Recreation
- Department of Water Resources
- Integrated Waste Management Board
- Department of Toxic Substances Control
- Regional Water Quality Control Board, Region 8
- California Highway Patrol
- Caltrans, Division of Aeronautics
- Native American Heritage Commission
- Department of Housing and Community Development
- Caltrans, District 8

However, no state agencies submitted comments to the State Clearinghouse or the City of Ontario during the review period. The State Clearinghouse's letter of 11 August 2003 (Figure 8.1) also acknowledges that the City of Ontario has complied with the State Clearinghouse review requirements for draft environmental documents.

FIGURE 8.1: Acknowledgement of Compliance with the State Clearinghouse

Gray Davis
Governor

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

Tal Finney
Interim Director

August 11, 2003

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

Subject: Tessier Work/Live Project
SCH#: 2002121078

Dear Cathy Wahlstrom:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on August 8, 2003, and no state agencies submitted comments by that date. 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 call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

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

FIGURE 8.1: Acknowledgement of Compliance with the State Clearinghouse (Cont.)

Document Details Report
State Clearinghouse Data Base

SCH#	2002121078
Project Title	Tessier Work/Live Project
Lead Agency	Ontario, City of
Type	**EIR** Draft EIR
Description	The Ontario Redevelopment Agency and Arteco Partners propose the renovation of four properties located in the southwest district of Downtown Ontario. These properties would be fully restored and renovated into work/live rental units supporting a mix of uses including lofts, creative arts studios, galleries and commercial uses. The immediate development project site consists of four buildings that are mostly vacant.

Lead Agency Contact

Name	Cathy Wahlstrom		
Agency	City of Ontario		
Phone	909.395.2282	***Fax***	
email			
Address	303 East D Street		
City	Ontario	***State*** CA ***Zip*** 91764	

Project Location

County	San Bernardino		
City	Ontario		
Region			
Cross Streets	Hold Boulevard and Euclid Avenue		
Parcel No.	1049-05-06, 1049-058-01, 1049-059-08/09/21		
Township	***Range***	***Section***	***Base***

Proximity to:

Highways	60
Airports	Ontario International Airport
Railways	Southern Pacific Railroad
Waterways	
Schools	Euclid Elementary School, Lincoln Elementary School
Land Use	Zoning: C-2 General Commercial and & M-1 Limited Industrial General Plan Use: Town Center Study Area

Project Issues	Aesthetic/Visual; Archaeologic-Historic; Noise; Public Services; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects
Reviewing Agencies	Resources Agency; Department of Conservation; Department of Fish and Game, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Integrated Waste Management Board; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 8; California Highway Patrol; Caltrans, Division of Aeronautics; Native American Heritage Commission; Department of Housing and Community Development; Caltrans, District 8

Date Received 06/25/2003 ***Start of Review*** 06/25/2003 ***End of Review*** 08/08/2003

Note: Blanks in data fields result from insufficient information provided by lead agency.

8.3. COMMENT LETTERS AND RESPONSES

The following agencies responded to the Draft EIR and NOC:

1. City of Ontario Fire Department, Floyd Clark, Deputy Chief/Fire Marshal, 7 July 2003

2. City of Ontario Engineering Department, Shiv K. Vyas, Supervising Civil Engineer, 25 July 2003

These comments and corresponding responses are shown on the following pages.

City of Ontario Fire Department, Floyd Clark, Deputy Chief/Fire Marshal, 7 July 2003

CITY OF ONTARIO
MEMORANDUM

TO: Cathy Wahlstrom, Senior Planner

FROM: Floyd Clark, Deputy Chief/Fire Marshal

DATE: July 7, 2003

SUBJECT: DRAFT EIR FOR TESSIER WORK/LIVE REDEVELOPMENT PROJECT

No apparent change is noted. Please advise the applicant to recontact the Fire Department if changes were not noted.

The draft ordinance shall be used as a guideline until the ordinance is adopted by the City.

This is a follow-up to the memo dated April 29, 2003, May 21, 2003, and June 19, 2003.

I. Water for fire fighting purposes.

A current field fire flow test was conducted in the project area to evaluate the available water supply for fire fighting purposes on May 5, 2003, (see attached flow test reports). It was found that the City has upgraded the water system in that area and adequate water is available for fire fighting purposes. No mitigation measure(s) will need to be taken because the supply can meet the current demand.

1

II. Type of construction not specifically stated.

A meeting was conducted with the applicant on May 8, 2003. The applicant provided additional information on the project to include a draft ordinance for possible adoption in the City of Ontario. Within that document, issues with respect to mixed use, construction type etc. is addressed. During the meeting, the applicant was given recommended changes that the Ontario Fire Department would like to see in the draft document prior to proposal. In addition to the draft ordinance, the California Health and Safety Code Section 17950-17959.5 was also reviewed for compliance with this type of project. It was found that the draft ordinance, with recommended changes, would address all of this department's concerns with one exception. That exception is: "Section 17958.4 (a) Any city, county or city and country, may, by ordinance, establish a date by which all residential real property with security window bars on bedroom windows shall meet current state and local requirements for safety release mechanisms on security window bars consistent with the applicable standards in the 1995 Edition of the California

2

Building Standards Code, and any changes made by the city, county, or city and county pursuant to Section 17958."

The applicant was advised that language would need to be added to the draft ordinance. Said language shall provide for at least one emergency exit in addition to the primary exit in the event of an emergency that would require no special knowledge to release where window bars are used.

2

III. Page 3.3-6 Section 195.402

All concerns have been addressed in the draft ordinance/covered in the State Health and Safety Code.

Draft EIR, Draft Ordinance, California Health & Safety Code Section 17950-17959.5 on file.

3

CITY OF ONTARIO
BUREAU OF FIRE PREVENTION
415 EAST B STREET, ONTARIO, CA 91764
PHONE: (909) 395-2029 FAX: (909) 395-2585

RECORD OF HYDRANT FLOW TEST

Date of Test: **May 5, 2003** **Time of Test:** **9:30 am**

Test Conducted By: **Pettigrew**

Remarks: *

Test Hydrant Information

Gauge Location: **NWC Palm @ Transit**

F. D. Map Page #: **7D** Water Atlas Page #: **K17** Atlas Valve #: **1**

Street Elevation: **995** Pressure Zone: **Eighth Street** Node #: **0910**

Project Information

Project Name:

Location: *

Information Requested By: * Project DAB #: * APN #: *

Reference Information

Flow Hydrant Location	Diameter	Coefficient	Pitot	Flow
NWC Emporia @ Laurel (K17,17)	**4"**	**.9**	**12 psi**	**1488 gpm**

Static Pressure: **90 psi** Residual Pressure: **84 psi** Observed Flow: **1488 gpm** Expected Flow @ 20 psi: **5607 gpm**

Reservoir Head Pressure: **93 psi** Potential High Water System Pressure: **103 psi**

Allowable Design Criteria

Static Pressure: **70 psi** Residual Pressure: **64 psi** Observed Flow: **1488 gpm** Expected Flow @ 20 psi: **4675 gpm**

Pressures must be corrected for elevation differences between flow location and desired site.

Notes

The allowable design criteria shown above represents projected future maximum day 1995 water system conditions at the location of the test as determined by the City of Ontario's hydraulic water system computer model. This allowable design criteria does not constitute a guarantee by the City of present or future conditions and availability, pursuant to City Resolution 85-85.

Actual water pressures will, in instances, exceed or fall below allowable design criteria due to seasonal and daily pressure variation within the City's water system. The designer is encouraged to provide an allowance in the fire protection system design to maintain adequate protection during such variations in system pressures.

The results are valid for a period of 12 months from the date of the test release unless extended in writing by the Ontario Fire Department.

Date of Flow Test Released:	**5/19/03**	F.D. Info By:	**L. Gearhart**	Engineering Dept Info By:	**wm 5/19/03**

CITY OF ONTARIO
BUREAU OF FIRE PREVENTION
415 EAST B STREET, ONTARIO, CA 91764
PHONE: (909) 395-2029 FAX: (909) 395-2585

RECORD OF HYDRANT FLOW TEST

Date of Test: **May 5, 2003** **Time of Test:** **9:30 am**

Test Conducted By: **Pettigrew**

Remarks: *

Test Hydrant Information

Gauge Location: **NWC Palm @ Transit**

F. D. Map Page #: **7D** Water Atlas Page #: **K17** Atlas Valve #: **1**

Street Elevation: **995** Pressure Zone: **Eighth Street** Node #: **0910**

Project Information

Project Name:

Location: *

Information Requested By: * Project DAB #: * APN #: *

Reference Information

Flow Hydrant Location	Diameter	Coefficient	Pitot	Flow
NWC Emporia @ Palm (K17,21)	**4"**	**.9**	**30 psi**	**2352 gpm**

Static Pressure: **90 psi** Residual Pressure: **84 psi** Observed Flow: **2352 gpm** Expected Flow @ 20 psi: **8863 gpm**

Reservoir Head Pressure: **93 psi** Potential High Water System Pressure: **103 psi**

Allowable Design Criteria

Static Pressure: **70 psi** Residual Pressure: **64 psi** Observed Flow: **2352 gpm** Expected Flow @ 20 psi: **7390 gpm**

Pressures must be corrected for elevation differences between flow location and desired site.

Notes

The allowable design criteria shown above represents projected future maximum day 1995 water system conditions at the location of the test as determined by the City of Ontario's hydraulic water system computer model. This allowable design criteria does not constitute a guarantee by the City of present or future conditions and availability, pursuant to City Resolution 85-85.

Actual water pressures will, in instances, exceed or fall below allowable design criteria due to seasonal and daily pressure variation within the City's water system. The designer is encouraged to provide an allowance in the fire protection system design to maintain adequate protection during such variations in system pressures.

The results are valid for a period of 12 months from the date of the test release unless extended in writing by the Ontario Fire Department.

Date of Flow Test Released:	**5/19/03**	F.D. Info By:	**L. Gearhart**	Engineering Dept Info By:	**wm 5/19/03**

CITY OF ONTARIO
BUREAU OF FIRE PREVENTION
415 EAST B STREET, ONTARIO, CA 91764
PHONE: (909) 395-2029 FAX: (909) 395-2585

RECORD OF HYDRANT FLOW TEST

Date of Test: **May 5, 2003** **Time of Test:** **9:30 am**

Test Conducted By: **Pettigrew**

Remarks: *

Test Hydrant Information

Gauge Location: **NWC Palm @ Transit**

F. D. Map Page #: **7D** Water Atlas Page #: **K17** Atlas Valve #: **1**

Street Elevation: **995** Pressure Zone: **Eighth Street** Node #: **0910**

Project Information

Project Name:

Location: *

Information Requested By: * Project DAB #: * APN #: *

Reference Information

Flow Hydrant Location	Diameter	Coefficient	Pitot	Flow
NEC Transit @ Laurel (K17,17)	**4"**	**.9**	**20 psi**	**1921 gpm**

Static Pressure: **90 psi** Residual Pressure: **84 psi** Observed Flow: **1921 gpm** Expected Flow @ 20 psi: **7232 gpm**

Reservoir Head Pressure: **93 psi** Potential High Water System Pressure: **103 psi**

Allowable Design Criteria

Static Pressure: **70 psi** Residual Pressure: **64 psi** Observed Flow: **1921 gpm** Expected Flow @ 20 psi: **6036 gpm**

Pressures must be corrected for elevation differences between flow location and desired site.

Notes

The allowable design criteria shown above represents projected future maximum day 1995 water system conditions at the location of the test as determined by the City of Ontario's hydraulic water system computer model. This allowable design criteria does not constitute a guarantee by the City of present or future conditions and availability, pursuant to City Resolution 85-85.

Actual water pressures will, in instances, exceed or fall below allowable design criteria due to seasonal and daily pressure variation within the City's water system. The designer is encouraged to provide an allowance in the fire protection system design to maintain adequate protection during such variations in system pressures.

The results are valid for a period of 12 months from the date of the test release unless extended in writing by the Ontario Fire Department.

Date of Flow Test Released:	**5/19/03**	F.D. Info By:	**L. Gearhart**	Engineering Dept Info By:	**wm 5/19/03**

Response to Comment OFD-1: Comment is noted. In response, the requirement of upgrades to waterlines is stricken from Mitigation Measure 3.8.1 of the Tessier Work/Live Project EIR. Changes are as follows:

1. Draft EIR, Page 3.8-9 – 3.8-10

~~**Less Than Significant Impact with Mitigation**~~
~~Based on the threshold of significance, the project would have Less Than Significant Impacts on the environment with implementation of mitigation measures based on the following headings:~~

Impact 3.8.4: 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?

The proposed project may result in a minimal increase in storm water runoff and could contribute to additional sources of pollution to the existing drainage system. By following the conditions imposed in the National Pollutant Discharge Elimination System (NPDES) Permit issued by the California Regional Water Quality Control Board, the proposed project is not expected to contribute to additional sources of pollution to the existing drainage system. ~~Any adverse impacts related to storm water runoff would be reduced to less than significant with the incorporation of mitigation measures.~~ Therefore, no improvements to the water or wastewater treatment systems would be required due to the proposed project.

2. Draft EIR, Page 3.8-10:

3.8.8. MITIGATION MEASURES

~~**Mitigation 3.8.1**: The Applicant shall provide for all necessary upgrades to the existing water lines that serve the project site to adequately serve the proposed project. In addition, the Applicant shall coordinate with the City's Building and Safety Department and the Fire Department to meet fire flow requirements.~~ No mitigation measures are required.

Mitigation Measure 3.8.1 is also appropriately stricken from Tables ES.1 and 3.8.1.

Response to Comment OFD-2: This comment requests language be added to a draft ordinance that is an autonomous document, independent of the Tessier Work/Live Project EIR. No revisions to the Tessier Work/Live Project EIR are necessary.

Response to Comment OFD-3: Comment is noted. No revisions to the Tessier Work/Live Project EIR are necessary.

City of Ontario Engineering Department, Shiv K. Vyas, Supervising Civil Engineer, 25 July 2003

CITY OF ONTARIO
MEMORANDUM

TO: Cathy Wahlstrom, Senior Planner

FROM: Shiv K. Vyas, Supervising Civil Engineer

DATE: July 25, 2003

SUBJECT: Review comments on Draft Environmental Impact Report (EIR) for Tessier Work/Live Redevelopment Project

---

Since the project consists of the rehabilitation of old existing structures and no new offsite construction (other than a parking lot) the engineering department has no major concerns. However, the following comments are offered for your consideration:

1. On page ES-16, under "Hydrology and Water Quality", the impact mitigation measures listed are generic and can be augmented by construction of a drywell(s) or other detention structures in proposed parking areas to mitigate adverse impact of increased or polluted runoff. 1

2. Page ES-17, fourth paragraph under "Utility and Services System", the impact mitigating measure No. 3.8.1 appears to be incorrect. It talks about upgrade of water lines to mitigate increase in storm water runoff. Please rectify/revise accordingly. 2

3. Consideration should be given to not having any residential structures closer than 50 feet in the vicinity of high pressure fuel lines. 3

Should you have any questions, please feel free to call me at (909) 395-2144.

c: Louis Abi-younes, Assistant City Engineer

Response to Comment OED-1: Commenter suggests adding drywells or other detention structures in proposed parking areas to mitigate increased or polluted runoff. In response, the proposed project does not include the construction of new parking lots. The project's Montalvan Parking Lot and Tobias Parking Lots 1 and 2 are existing paved lots. Use of these lots by patrons of the proposed work/live lofts would not increase impermeable surfaces in the project area. Therefore, detention structures to mitigate runoff are not necessary for the proposed project.

Comment OED-2: Comment is noted. In addition, the Ontario Fire Department stated in their 7 July 2003 letter that the existing water supply is adequate for fire fighting purposes. In response the following changes were made to the Tessier Work/Live EIR:

1. Draft EIR, Page 3.8-9 – 3.8-10

~~**Less Than Significant Impact with Mitigation**~~
~~Based on the threshold of significance, the project would have Less Than Significant Impacts on the environment with implementation of mitigation measures based on the following headings:~~

Impact 3.8.4: 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?

The proposed project may result in a minimal increase in storm water runoff and could contribute to additional sources of pollution to the existing drainage system. By following the conditions imposed in the National Pollutant Discharge Elimination System (NPDES) Permit issued by the California Regional Water Quality Control Board, the proposed project is not expected to contribute to additional sources of pollution to the existing drainage system. ~~Any adverse impacts related to storm water runoff would be reduced to less than significant with the incorporation of mitigation measures.~~ Therefore, no improvements to the water or wastewater treatment systems would be required due to the proposed project.

2. Draft EIR, Page 3.8-10:

3.8.8. MITIGATION MEASURES

~~**Mitigation 3.8.1**: The Applicant shall provide for all necessary upgrades to the existing water lines that serve the project site to adequately serve the proposed project. In addition, the Applicant shall coordinate with the City's Building and Safety Department and the Fire Department to meet fire flow requirements.~~ No mitigation measures are required.

Mitigation Measure 3.8.1 is also appropriately stricken from Tables ES.1 and 3.8.1.

Comment OED-3: The Tessier Work/Live Project EIR considers the impacts of having residential structures within 50 feet of high-pressure fuel lines. The proposed project would place work/live structures as close as 43 feet from the Santa Fe Pacific Pipeline Partners' liquid-fuel pipelines, which are located in the Union Pacific Railroad right-of-way. The said pipelines are buried at a minimum of 42 inches below grade throughout the project area, which exceeds the requirements of Title 49, Section 195.284 of the Code of Federal Regulations (49 CFR 195.284). This section requires 36 inches of cover through industrial, commercial, and residential areas. Said pipelines are also subject to the procedural manual for operations, management, and emergencies established in 49 CFR 195.402. Deputy Chief Floyd Clark of the Ontario Fire Department stated that complying with the City's Fire Code, which incorporates the 2001 California Fire Code, would satisfy the requirements of 49 CFR 195.402 regarding "…safety requirements and procedures regarding conditions hazardous to life and property, in the use or occupancy of a building or premises."

In addition to complying with appropriate regulations, the Tessier Work/Live Project EIR requires the proposed project to comply with the following mitigation measures:

Mitigation Measure 3.3.2 – Prior to the issuance of a building permit, the applicant shall submit plans for review by the Building Department and the Fire Marshal. Said plans shall demonstrate compliance with the Uniform Codes as adopted by the City of Ontario, including but not limited to the 2001 California Building Code and the 2001 California Fire Code. Configurations, materials and construction methods shall be prepared to the satisfaction of the Building Official and the Fire Marshal.

Mitigation Measure 3.3.3 – Prior to the issuance of a building permit, the applicant shall provide a safety and evacuation plan for each building. Said plans shall include provisions for emergency supplies and equipment, such as first aid materials, fire detection equipment (i.e., smoke detectors, strobe lights, alarms, etc.), fire and smoke suppression equipment (i.e., sprinkler systems, halon systems, emergency ventilation systems, etc.), and emergency egress provisions. Said plans shall be subject to the review and approval of the Building Official and the Fire Marshal.

These mitigation measures would further reduce the potential hazards of converting structures that are as close as 43 feet from liquid-fuel pipelines to work/live lofts. Complying with Sections 195.284 and 195.402 of the Code of Federal Regulations, the City of Ontario Fire Code, and Mitigation Measures 3.3.1 and 3.3.2 would reduce the potential hazards of the adjacent pipelines to a less than significant impact.

9.0 MITIGATION MONITORING PROGRAM

The Summary section of this EIR identifies the Mitigation Measures that will be implemented to offset the impacts resulting from the proposed Tessier Work/Live Project. Section 21081.6 of CEQA requires the public agency to adopt a monitoring program of mitigations to ensure the enforceability of the mitigations identified in the CEQA document. This section of CEQA also identifies guidelines for implementation of a monitoring program. The monitoring program is required to be completed prior to certification of a Final EIR.

The following Mitigation Monitoring Program (MMP) identifies all the mitigations identified in the EIR along with the party responsible for completing the mitigations and the timeframe for implementation. This MMP satisfies the requirements of Section 21081.6 of CEQA.

CITY OF ONTARIO TESSIER WORK/LIVE PROJECT
MITIGATION MONITORING PROGRAM

Mitigation Measures	Period of Implementation	Monitoring Responsibility	Reporting Procedure	Initials	Date	Comments
AESTHETICS						
Mitigation Measure 3.1.1: Building security lighting and parking lot lighting shall be designed so that no substantial light or glare would impact nighttime views of the surrounding area.	Plan Review Phase	City of Ontario Planning Department	City of Ontario Planning Department shall review the lighting plan to ensure compliance with Mitigation Measure 3.3.1.			
Mitigation Measure 3.1.2: Lighting shall be directed downward and inward to the extent possible to limit spillover, yet provide for adequate safety and security for building occupants and visitors.	Plan Review Phase and After Installation of Lighting.	City of Ontario Planning Department City of Ontario Building Official	City of Ontario Planning Department shall review the lighting plan to ensure lighting is properly directed. After lights are installed, the City of Ontario Planning Department shall inspect the site to ensure lighting is properly directed. City of Ontario Building Official shall review the lighting plan to ensure proposed lighting provides adequate safety and security for building occupants and visitors.			
Mitigation Measure 3.1.3: Incorporate lighting design features that would reduce light and glare impacts including low wattage bulbs with prismatic glass coverings that inhibit the spread of light, and shielding of lights to reduce glare such that neither the light source, nor its image from a reflective surface is directly visible from any point measured five feet from the property line.	Plan Review Phase	City of Ontario Planning Department	City of Ontario Planning Department shall review the lighting plan to ensure compliance with Mitigation Measure 3.3.1.			

Mitigation Measures	Period of Implementation	Monitoring Responsibility	Reporting Procedure	Initials	Date	Comments
CULTURAL RESOURCES						
Mitigation Measure 3.2.1: Prior to the issuance of a building permit and to the satisfaction of the City of Ontario's Planning Department, the project developer shall retain a qualified professional architectural historian to oversee and advise on rehabilitation of the Paul R. Williams Building. Supervision will include activities relating to materials selection, construction methods, and aesthetic and physical interior and exterior alterations that are to be utilized, and the manner in which they are to be employed in restoration of the historically relevant property. Maintenance, repair, stabilization, restoration, preservation, and conservation of the Paul R. Williams Building shall be conducted in a manner consistent with the Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings (1995), Weeks and Grimmer.	Project Design Plan Review Phase Prior to the Issuance of a Building Permit	City of Ontario Planning Department	City of Ontario Planning Department shall review all project plans and documentation provided by the developer's architectural historian to ensure compliance with Mitigation Measure 3.2.1 and the Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings (1995), Weeks and Grimmer.			
Mitigation Measure 3.2.2: In an effort to completely document the significance of the Paul R. Williams Building, the developer shall retain an architectural historian or researcher to verify any information that was provided by the City that may be in question, regarding architectural style or provenance of building. Information gathered shall be in compliance with Section 106 of the National Historic Preservation Act (NHPA) guidelines concerning historic resources.	Project Design Plan Review Phase	City of Ontario Planning Department	City of Ontario Planning Department shall review all project plans and documentation provided by the developer's architectural historian to ensure compliance with Mitigation Measure 3.2.2.			
Mitigation Measure 3.2.3: Prior to the issuance of a building permit the developer shall apply for listing of The Paul R. Williams building on the National and State Registers of Historic Places.	Prior to the Issuance of a Building Permit	City of Ontario Planning Department	The applicant shall provide the City of Ontario Planning Department with proof of applying for listing of The Paul R. Williams building on the National and State Registers of Historic Places.			

Mitigation Measures	Period of Implementation	Monitoring Responsibility	Reporting Procedure	Initials	Date	Comments
HAZARDS AND HAZARDOUS MATERIALS						
Mitigation Measure 3.3.1: Prior to the issuance of a demolition or building permit, the applicant shall prepare and implement a plan to identify, remediate, transport, and eliminate any and all lead-based paints and asbestos referenced in the Phase I Environmental Site Assessment. Said remediation plan shall comply with all applicable local, State, and Federal regulations regarding the remediation and disposition of these materials. The City shall not issue a building permit for these buildings until the remediation plan has been complied with fully and these materials no longer pose a hazard to persons living and/or working in the buildings.	Prior to the Issuance of a Demolition or Building Permit	City of Ontario Planning Department City of Ontario Building Official	City of Ontario Planning Department shall review the applicant's lead-based paints and asbestos identification, remediation, transportation, and elimination plan. The City Building Official shall not issue a demolition or building permit until the City of Ontario Planning Department has deemed the plan adequate.			
Mitigation Measure 3.3.2: Prior to the issuance of a building permit for the Tobias Building and Tobias Annex, the applicant shall submit plans for review by the Building Department and the Fire Marshal. Said plans shall include provisions for all residential spaces adjacent to the railroad right-of-way to be constructed fully of one (1) hour rated construction methods and materials to the satisfaction of the Building Official and the Fire Marshal.	Prior to the Issuance of a Building Permit for the Tobias Building or Tobias Annex	City of Ontario Building and Safety Department City of Ontario Fire Marshal	The Building and Safety Department and the Fire Marshal shall review Tobias Building and Tobias Annex Plans to ensure compliance with Mitigation Measure 3.3.2.			
Mitigation Measure 3.3.3: Prior to the issuance of a building permit, the applicant shall provide a safety and evacuation plan for each building. Said plans shall include provisions for emergency supplies and equipment, such as first aid materials, fire detection equipment (i.e. smoke detectors, strobe lights, alarms, etc.), fire and smoke suppression equipment (i.e. sprinkler systems, halon systems, emergency ventilation systems, etc.), and emergency egress provisions. Said plans shall be subject to the review and approval of the Building Official and the Fire Marshal.	Prior to the Issuance of a Building Permit	City of Ontario Building and Safety Department City of Ontario Fire Marshal	The Building and Safety Department and the Fire Marshal shall review safety and the evacuation plan for each building to ensure compliance with Mitigation Measure 3.3.2.			

Mitigation Measures	Period of Implementation	Monitoring Responsibility	Reporting Procedure	Initials	Date	Comments
LAND USE						
Mitigation Measure 3.4.1: Prior to issuance of building permits for the use of the Tobias Building and Annex as work/live project site, the applicant shall apply for, and the City shall process the following: a. A zone change to amend the land use designation of the Tobias Building and Annex from M-1 to C-2. b. A Development Code Amendment for the C-2 zone to allow work/live projects as conditional uses.	Prior to the Issuance of a Building Permit	City of Ontario Planning Department City of Ontario Building Official	The City of Ontario Planning Department shall process an application for: a. A zone change to amend the land use designation of the Tobias Building and Annex from M-1 to C-2. b. A Development Code Amendment for the C-2 zone to allow work/live projects as conditional uses. The City of Ontario Building Official shall not issue a building permit until said applications have been approved.			

Mitigation Measures	Period of Implementation	Monitoring Responsibility	Reporting Procedure	Initials	Date	Comments
NOISE AND VIBRATIONS						
Mitigation Measure 3.5.1: All project construction activities shall only occur on Monday through Saturdays from 7:00 a.m. to 7:00 p.m. No construction shall occur on Sunday or federal holidays.	Project Construction	City of Ontario Planning Department	The City of Ontario Planning Department shall perform periodic unannounced site inspections during project construction to ensure compliance with Mitigation Measure 3.5.1.			
Mitigation Measure 3.5.2: All construction equipment shall be in proper operating condition and fitted with standard factory noise attenuation features. All equipment should be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.	Project Construction	City of Ontario Planning Department	The City of Ontario Planning Department shall perform periodic unannounced site inspections during project construction to ensure compliance with Mitigation Measure 3.5.2.			
Mitigation Measure 3.5.3: The project shall incorporate design measures that locate noise sources such as parking areas, loading zones, trash bins, and mechanical equipment as far away from the noise sensitive receptor locations as possible.	Plan Review Phase	City of Ontario Planning Department	City of Ontario Planning Department shall review the project plans to ensure compliance with Mitigation Measure 3.3.3.			
Mitigation Measure 3.5.4: Loft project mechanical equipment shall be acoustically engineered, incorporating quiet designs, mufflers, enclosures, parapets, etc., so that the noise generated by these operations shall not exceed the noise standard at receptor locations.	Project Construction	City of Ontario Planning Department	The applicant shall submit proof to the City of Ontario Planning Department that project equipment complies with Mitigation Measure 3.5.4.			
Mitigation Measure 3.5.5: The Tessier Work/Live Project property owner(s) shall grant noise/avigation easements to the owner/operator of the Ontario International Airport (Los Angeles World Airports), prior to the issuance of Certificates of Occupancy.	Prior to the Issuance of a Certificate of Occupancy	City of Ontario Planning Department	The applicant shall submit proof to the City of Ontario Planning Department noise/avigation easements have been granted to the owner/operator of the Ontario International Airport.			

Mitigation Measures	Period of Implementation	Monitoring Responsibility	Reporting Procedure	Initials	Date	Comments
NOISE AND VIBRATIONS (continued)						
Mitigation Measure 3.5.6: For the Montalvan, Tobias, and Tobias Annex Buildings, exterior walls on the south, west and east elevations shall be constructed using one of the following wall types: a. 7/8" stucco, 2x4 studs, R-11 insulation batts, 5/8" type "X" gypsum board. b. 8" concrete block. c. Or other construction with comparable acoustic ratings. All walls shall be sealed airtight. There shall be no openings (e.g., vents or mail slots) on the south, west or east walls. Any openings for convenience shall be sealed airtight.	Prior to the Issuance of a Building Permit	City of Ontario Building and Safety Department	The City of Ontario Building and Safety Department shall review project plans, and periodically perform unannounced site inspections, to ensure compliance with Mitigation Measure 3.5.6.			
Mitigation Measure 3.5.7: All windows and exterior doors on buildings on the south side of Emporia Street on the west and east elevations shall be sound-rated assemblies that provide a minimum sound transmission class (STC) of 35.	Prior to the Issuance of a Building Permit	City of Ontario Building and Safety Department	The City of Ontario Building and Safety Department shall review project plans, and periodically perform unannounced site inspections, to ensure compliance with Mitigation Measure 3.5.7.			
Mitigation Measure 3.5.8: All windows and exterior doors on buildings on the south side of Emporia Street on the south perimeter elevations of the buildings shall be sound-rated assemblies that provide a minimum STC of 47.	Prior to the Issuance of a Building Permit	City of Ontario Building and Safety Department	The City of Ontario Building and Safety Department shall review project plans, and periodically perform unannounced site inspections, to ensure compliance with Mitigation Measure 3.5.8.			
Mitigation Measure 3.5.9: For buildings on the immediate north side of Emporia Street (e.g. Montalvan Building), all windows and exterior doors on the south, west and east perimeter elevations shall be sound-rated assemblies that provide a minimum sound transmission class (STC) of 28.	Prior to the Issuance of a Building Permit	City of Ontario Building and Safety Department	The City of Ontario Building and Safety Department shall review project plans, and periodically perform unannounced site inspections, to ensure compliance with Mitigation Measure 3.5.9.			

Mitigation Measures	Period of Implementation	Monitoring Responsibility	Reporting Procedure	Initials	Date	Comments
NOISE AND VIBRATIONS (continued)						
Mitigation Measure 3.5.10: For the Montalvan, Tobias, and Tobias Annex Buildings, party walls and floor/ceiling assemblies separating units shall be designed to provide a minimum sound transmission class (STC) 50.	Prior to the Issuance of a Building Permit	City of Ontario Building and Safety Department	The City of Ontario Building and Safety Department shall review project plans, and periodically perform unannounced site inspections, to ensure compliance with Mitigation Measure 3.5.10.			
Mitigation Measure 3.5.11: For the Montalvan, Tobias, and Tobias Annex Buildings, floor/ceiling separation assemblies between units shall be designed to provide a minimum impact insulation class (IIC) rating of 50. Floor coverings may be included in the assembly to obtain the required ratings. These coverings must be retained as a permanent part of the assembly and be replaced only by other floor coverings that provide the required impact sound insulation.	Prior to the Issuance of a Building Permit	City of Ontario Building and Safety Department	The City of Ontario Building and Safety Department shall review project plans, and periodically perform unannounced site inspections, to ensure compliance with Mitigation Measure 3.5.11.			
Mitigation Measure 3.5.12: For the Montalvan, Tobias, and Tobias Annex Buildings, entrance doors from interior corridors together with their perimeter seals shall have STC ratings of not less than 26. Such tested doors shall operate normally with commercially available seals. Solid core wood slab doors 1 3/8" thick minimum or 18-gauge insulated steel slab doors with compression seals all around, including the threshold, may be considered adequate without other substantiating information.	Prior to the Issuance of a Building Permit	City of Ontario Building and Safety Department	The City of Ontario Building and Safety Department shall review project plans, and periodically perform unannounced site inspections, to ensure compliance with Mitigation Measure 3.5.12.			
Mitigation Measure 3.5.13: For the Montalvan, Tobias, and Tobias Annex Buildings, penetrations or openings in separation assemblies for piping, electrical devices, recessed cabinets, bathtubs, soffits or heating, ventilation or exhaust ducts shall be sealed, lined, insulated or otherwise treated to maintain the required ratings.	Prior to the Issuance of a Building Permit	City of Ontario Building and Safety Department	The City of Ontario Building and Safety Department shall review project plans, and periodically perform unannounced site inspections, to ensure compliance with Mitigation Measure 3.5.13.			
Mitigation Measure 3.5.14: If any of these standards are not or cannot be met, then an acoustical analysis shall be conducted as part of the final design to ensure that the interior noise levels will comply with the City's standards.	Prior to the Issuance of a Building Permit	City of Ontario Building and Safety Department	The City of Ontario Building and Safety Department shall review project plans, and periodically perform unannounced site inspections, to ensure compliance with Mitigation Measure 3.5.14.			

Mitigation Measures	Period of Implementation	Monitoring Responsibility	Reporting Procedure	Initials	Date	Comments
CIRCULATION AND PARKING						
Mitigation Measure 3.6.1: The 15-space, off-street parking lot on the south side of the Montalvan Building shall be designated for work/live patrons only.	Prior to the Issuance of a Certificate of Occupancy	City of Ontario Engineering Department	The City of Ontario Engineering Department shall inspect the site to ensure the 15-space, off-street parking lot on the south side of the Montalvan Building is appropriately designated for work/live patrons only.			
Mitigation Measure 3.6.2: Due to a limited number of available off-street parking spaces that can be designated for use by the work/live units at the Montalvan building and the Tobias and Tobias Annex buildings sites, the existing large public parking lot (located on Block 72 on the southeast quadrant of Emporia Street and Laurel Avenue) shall be included as available parking for residents/visitors of the nearby Montalvan and Tobias work/live units. Based upon a similar parking ratio of 1.5 established for studio apartments within the City of Ontario, it is determined that 7 additional parking spaces will be needed for the Montalvan work/live units and 16 additional parking spaces for the Tobias buildings for a total of 23 spaces would be needed to supplement the existing parking supply at these building locations.	Prior to the Issuance of a Certificate of Occupancy	City of Ontario Engineering Department	The City of Ontario Engineering Department shall inspect the site to ensure a portion of the existing large public parking lot (located on Block 72 on the southeast quadrant of Emporia Street and Laurel Avenue) is appropriately reserved for residents/visitors at the nearby Montalvan and Tobias work/live units.			
Mitigation Measure 3.6.3: Before the City of Ontario approves any future development projects within the area bounded by Euclid Avenue to the east, Holt Boulevard to the north, Vine Avenue to the west, and the Union Pacific right-of-way to the south, a parking analysis shall be conducted to determine the impact of future developments on parking supply. If the impact is negative, adequate and measurable recommendations or remedies shall be implemented to reduce or eliminate the negative impact of the development on parking in the downtown area.	Ongoing	City of Ontario Engineering Department	The City of Ontario Engineering Department shall a require parking analysis for any future development project within the area bounded by Euclid Avenue to the east, Holt Boulevard to the north, Vine Avenue to the west, and the Union Pacific right-of-way to the south.			

Mitigation Measures	Period of Implementation	Monitoring Responsibility	Reporting Procedure	Initials	Date	Comments
HYDROLOGY AND WATER QUALITY						
Mitigation 3.7.1: The building plans and specifications shall include Best Management Practices to minimize water quality impacts during renovation of the buildings and after the work-live lofts have been built.	Prior to the Issuance of a Grading or Building Permit	City of Ontario Building and Safety Department	The City of Ontario Building and Safety Department shall review project plans and specifications, and periodically perform unannounced site inspections, to ensure the appropriate Best Management Practices are incorporated into the project.			
Mitigation 3.7.2: The project shall be renovated and operated in a manner consistent with Order No. 96-054 of National Pollutant Discharge Elimination System (NPDES). Permit CAS614001.	Prior to the Issuance of a Grading or Building Permit	City of Ontario Building and Safety Department	The City of Ontario Building and Safety Department shall review project plans and specifications, and periodically perform unannounced site inspections, to ensure compliance with Order No. 96-054 of the National Pollutant Discharge Elimination System (NPDES). Permit CAS614001.			