



West Ontario Commerce Center

Specific Plan

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ACRONYMS AND ABBREVIATIONS

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

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

NESHAP	national emissions standards for HAPs
NH3	ammonia
NHPA	National Historic Preservation Act of 1966
NHTSA	National Highway Traffic and Safety Administration
NMC	New Model Colony
NOP	Notice of Preparation
NO2	nitrogen oxide
NOx	nitrogen oxide
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRCS	U.A. Department of Agriculture Natural Resources Conservation Service
OPR	Office of Planning and Research
O3	ozone
ODC	Ontario Development Code
ONT	Ontario International Airport
PA	Planning Area
Pb	lead
PDF	project design feature
PFCs	perfluorocarbons
PM2.5	particulate matter less than 2.5 micrometers in aerodynamic diameter
PM10	particulate matter less than 10 micrometers in aerodynamic diameter
ppb	parts per billion
PPP	Plans, Programs, and Policies
PRC	Public Resources Code
PRIMP	Paleontological Resources Impact Mitigation Plan
PWS	public water supplier
REC	recognized environmental conditions
ROG	reactive organic gas
RP-5	IEUA Regional Water Recycling Plant No. 5
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SB 18	California Senate Bill 18, Ch. 905 (2004)
SC	Standard Condition
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison Company
SCS	Sustainable Communities Strategy
SF	square feet
SF6	sulfur hexafluoride
SIP	state implementation plan
SO2	sulfur dioxide
SO3	sulfur trioxide
SO4	sulfates
SoCalGas	Southern California Gas Company
SOx	sulfur oxides
SP	Specific Plan
SR	State Route
SR-60	Pomona Freeway

SR-83	Euclid Avenue
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWQMP	Storm Water Quality Management Plan
SWRCB	Storm Water Resources Control Board
TACs	toxic air contaminants
TIA	Traffic Impact Analysis
TOP	The Ontario Plan
tpy	tons per year
TTCP	traditional tribal cultural places
TUA	traditional use area
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UTRs	utility tractors
UWMP	Urban Water Management Plan
VdB	velocity levels expressed in decibel notation
VMT	vehicle miles travelled
VOC	volatile organic compounds
WDR	Waste Discharge Requirements
WFA	Water Facilities Authority
Williamson Act	California Land Conservation Act
WQC	Water Quality Certification

Summary of Potential Impacts and Mitigation Measures

(For Significant Unavoidable impacts, decision makers must issue a Statement of Overriding Conditions” under section 15093 of the CEQA Guidelines if the project is approved)

Impact Description	Mitigation Measure	Significance After Mitigation
AESTHETICS		
Impact AE-1 The project would not result in a substantial impact on a visual character of the site or its surroundings. This impact is considered less than significant.	<p>Mitigation Measures:</p> <p>No mitigation measures apply.</p>	Less Than Significant
Impact AE-2 The project would not create substantial light or glare impacts. This impact is considered less than significant.	<p>Mitigation Measures:</p> <p>No mitigation measures apply.</p>	Less Than Significant
AGRICULTURAL RESOURCES		
Impact AG-1 The project would result in the conversion of Prime Farmland to non-agricultural uses. The project could impact existing agricultural operations in the future. Even with mitigation, this impact is considered significant and unavoidable.	<p>Mitigation Measures:</p> <p>AG-1 Deed Disclosure - In order to reduce conflicting issues between sensitive receptors and agricultural uses, all property owners in the West Ontario Commerce Center Specific Plan shall be provided with a deed disclosure or similar notice approved by the City Attorney regarding the proximity and nature of neighboring agricultural uses. This disclosure shall be applied at the tentative map stage to the affected properties, or otherwise prior to finalizing the sale or rental agreement of any property. The written disclosure shall be supplied to the property purchaser or renter by the vendor or vendor’s agent. The content and text of the disclosure shall be approved by the City Attorney, and shall include language to inform new residents that existing agricultural uses may create nuisances such as flies, odors, dust, night-light, and chemical spraying.</p>	Significant and Unavoidable
Impact AG-2 While the cancellation of the Williamson Act contract on two parcels on the Site is consistent with the purposes of the Williamson Act and make specific findings per Government Code section 51282(b), however, cancellation of the remaining term of the Williamson Act contract would result in a significant and unavoidable impact.	<p>Mitigation Measures:</p> <p>No mitigation measures apply.</p>	Significant and Unavoidable
Impact AG-3 The project would result in the conversion of Prime Farmland to non-agricultural use. This impact is considered significant and unavoidable.	<p>Mitigation Measures:</p> <p>No feasible mitigation measure is recommended.</p>	Significant and Unavoidable
AIR QUALITY		
Impact AQ-1 Although the Project would not	<p>Mitigation Measures:</p>	Significant and

Impact Description	Mitigation Measure	Significance After Mitigation
<p>exceed growth projections in the AQMP, Project operational emissions would exceed SCAQMD thresholds; therefore, impacts would be significant and unavoidable.</p>	<p>No mitigation measures apply.</p>	<p>Unavoidable</p>
<p>Impact AQ-2 ROG emissions would exceed SCAQMD regional significance thresholds during the painting phase of project construction. This impact is considered significant. The project would generate ROG and NOx emissions during the life of the project that exceed SCAQMD thresholds for these emissions. Even with mitigation, this impact is considered significant and unavoidable.</p>	<p>Mitigation Measures:</p> <p>AQ-1 Prior to the issuance of building permits, the developer shall provide to the City for its review and approval a Painting Plan that provides evidence that only paints with a volatile organic content (VOC) of 50 grams per liter (g/l) or less shall be used for the painting of all buildings. Additionally, the area that can be painted combined inside and out shall not exceed: 150,000 square feet for Phase 1A; 150,000 square feet for Phase 1B; and 700,000 square feet for Phase 2. A Painting Plan shall be provided to the City indicating the areas that will be painted and the total area to be painted for each phase. The paints to be used along with their VOC ratings shall be included in the Painting Plan.</p> <p>AQ-2 Prior to the issuance of building permits, the developer shall submit to the Planning Director for review and approval a plan that states the following NOx reduction measures shall be incorporated via such mechanisms as conditions of approval for sales or conditions of leases into the operations of the Project:</p> <ul style="list-style-type: none"> • All fleet vehicles to conform to 2010 air quality standards or better. Users shall maintain compliance through normal course of business. • All space utilizing refrigerated storage, including restaurants and food or beverage stores, shall provide an electrical hookup for refrigeration units on delivery trucks. Trucks incapable of utilizing the electrical hookup for powering refrigeration shall be prohibited from accessing the site. • Install catalytic converters on gasoline-powered equipment. • Electrical powered equipment shall be used in-lieu of gasoline-powered engines when available. • Electrical equipment shall be used for landscape maintenance. • All forklifts shall be electric or natural gas powered. • Prohibit idling of trucks for periods exceeding three minutes. • The project plans and specifications shall include signs at loading dock facilities that identify CARB anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for trucks drivers to restrict idling to no more than 3 minutes once the vehicle is stopped, the transmission is set to “neutral” or “park”, and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and CARB to report violations. 	<p>Significant and Unavoidable</p>
<p>Impact AQ-3 The project would generate ROG and NOx emissions during the life of the project that exceed SCAQMD thresholds. Even with mitigation, along with other cumulative development, this cumulative impact is considered significant and unavoidable.</p>	<p>Mitigation Measures:</p> <p>AQ-2 Prior to the issuance of building permits, the developer shall submit to the Planning Director for review and approval a plan that states the following NOx reduction measures shall be incorporated via such mechanisms as conditions of approval for sales or conditions of leases into the operations of the Project:</p> <ul style="list-style-type: none"> • All fleet vehicles to conform to 2010 air quality standards or better. Users shall maintain compliance through normal course of business. 	<p>Significant and Unavoidable</p>

Impact Description	Mitigation Measure	Significance After Mitigation
	<ul style="list-style-type: none"> • All space utilizing refrigerated storage, including restaurants and food or beverage stores, shall provide an electrical hookup for refrigeration units on delivery trucks. Trucks incapable of utilizing the electrical hookup for powering refrigeration shall be prohibited from accessing the site. • Install catalytic converters on gasoline-powered equipment. • Electrical powered equipment shall be used in-lieu of gasoline-powered engines when available. • Electrical equipment shall be used for landscape maintenance. • All forklifts shall be electric or natural gas powered. • Prohibit idling of trucks for periods exceeding three minutes. • The project plans and specifications shall include signs at loading dock facilities that identify CARB anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for trucks drivers to restrict idling to no more than 3 minutes once the vehicle is stopped, the transmission is set to “neutral” or “park”, and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and CARB to report violations. 	
<p>Impact AQ-4 The project would not generate any air emissions during the life of the project that exceed SCAQMD thresholds and expose sensitive receptors to substantial pollutant concentrations. While the project will generate ROG and NOx emissions during the life of the project that exceed SCAQMD thresholds, these emissions are associated with truck traffic and will be dispersed throughout the region and not locally to area sensitive receptors. This impact is considered less than significant.</p>	<p style="text-align: center;">Mitigation Measures: No mitigation measures apply.</p>	<p style="text-align: center;">Less Than Significant</p>
<p>Impact AQ-5 The project will not have significant odor impacts. This is considered no impact.</p>	<p style="text-align: center;">Mitigation Measures: No mitigation measures apply.</p>	<p style="text-align: center;">No Impact</p>
<p>BIOLOGICAL RESOURCES</p>		
<p>Impact BIO-1 The project has the potential to impact active native bird nests if existing on-site vegetation is removed during the nesting season, which typically extends from January 1 to August 31. Impacts to nesting native birds are prohibited by the Migratory Bird Treaty Act (MBTA) and California Fish and Wildlife Code. The project could also impact the Western Burrowing Owl and North American bat species that may be present on the site. This impact is considered potentially significant.</p>	<p style="text-align: center;">Mitigation Measures:</p> <p>BIO-1 Prior to any demolition or grading on the Site and areas with off-site improvements, a qualified biologist shall conduct a focused survey for burrowing owl following CDFW’s March 2012 recommended guidelines including conducting four visits between February 15 and July 15. If the species is found, an eviction plan shall be drafted and submitted to CDFW for approval. Eviction shall only occur when the owls are not nesting. If the species is not found during the focused survey and the focused survey is completed more than 14 days prior to ground disturbance, a preconstruction presence/absence survey for burrowing owl within 14 days prior to each phase of development (including clearing and grubbing) shall be completed to ensure no mortality to the species occurs. If burrowing owls are detected during the preconstruction survey, a mitigation and eviction plan for that phase shall be drafted and provided to the CDFW for approval.</p>	<p style="text-align: center;">Less Than Significant with mitigation incorporated</p>

Impact Description	Mitigation Measure	Significance After Mitigation
	<p>Eviction shall occur only when the owls are not nesting (CDFW 2012).</p> <p>BIO-2 The removal of any vegetation on the Site by the Project developer shall occur outside of the nesting season (January 1 through August 31). If avoidance of the nesting season is not feasible, a qualified biologist shall conduct a nesting bird survey within three days prior to the disturbance of any vegetation, including disking, demolition, grading or construction. If active nests of native bird species are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. The buffer shall be 300 feet for raptors and 150 feet for songbirds; unless specifically determined to be less by a qualified biologist that is familiar with the nesting phenology of the nesting species.</p> <p>BIO-3 Prior to any site clearing, demolition, or grading, the Project developer shall provide evidence to the City of Ontario that a qualified biologist shall conduct North American bat surveys. If bats are determined to be present, the applicant or developer shall submit a mitigation plan by a qualified biologist that defines measures to protect the bat species in compliance with established protocols and regulations. The plan shall be reviewed and approved by CDFW prior to submittal to the City for approval.</p>	
<p>Impact BIO-2 There is no riparian habitat on the site that would be impacted by the project. The project would not impact any riparian habitat. This is considered no impact.</p>	<p>Mitigation Measures:</p> <p>No mitigation measures apply.</p>	<p>Less Than Significant</p>
<p>CULTURAL RESOURCES</p>		
<p>Impact CUL-1 There are no state or local historical buildings on the site. Therefore, the project would not significantly impact any historical buildings.</p>	<p>Mitigation Measures:</p> <p>No mitigation measures apply.</p>	<p>Less Than Significant</p>
<p>Impact CUL-2 Earth-disturbing activities associated with implementation of the project could potentially disturb or damage undocumented archaeological resources, if present. This impact is considered potentially significant.</p>	<p>Mitigation Measures:</p> <p>CUL-1 Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Ontario Building Department, or designee, from a qualified professional archeologist meeting the Secretary of Interior’s Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A stating that the archeologist has been retained to provide on-call services in the event archeological resources are discovered. The archeologist shall be present at the pre-grading conference to establish procedures for archeological resource surveillance. In the event a previously unrecorded archaeological deposit is encountered during construction, all activity within 50 feet of the area of discovery shall cease and the City shall be immediately notified. The archeologist shall be contacted to flag the area in the field and determine if the archaeological deposits meet the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique archaeological resource (Public Resources Code 21083.2(g)). If the find is considered a “resource” the archeologist shall pursue either protection in place or recovery, salvage and treatment of the</p>	<p>Less Than Significant with mitigation incorporated</p>

Impact Description	Mitigation Measure	Significance After Mitigation
	<p>deposits. A qualified archaeologist and a Native American Monitor of Gabrieleño Ancestry shall evaluate all archaeological resources unearthed by project construction activities. If the resources are Native American in origin, they shall have the opportunity to consult with the City and/or project developer on appropriate treatment and curation of these resources. If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the applicant's expense. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the archaeologist. Resources shall be identified and curated into an established accredited professional repository. The archaeologist shall have a repository agreement in hand prior to initiating recovery of the resource. Excavation as a treatment option will be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the project.</p>	
<p>Impact CUL-3 Earth-disturbing activities associated with implementation of the project could potentially disturb or damage undocumented paleontological resources. This impact is considered potentially significant.</p>	<p style="text-align: center;">Mitigation Measures:</p> <p>CUL-2 Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Ontario Building Department, or designee, from a paleontologist selected from the roll of qualified paleontologists maintained by San Bernardino County, stating that the paleontologist has been retained to provide services for the project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite for the review and approval by the City. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. The PRIMP shall require paleontological monitoring of excavation that exceeds depths of five feet. The PRIMP shall state that the project paleontologist may re-evaluate the necessity for paleontological monitoring after 50 percent or greater of the excavations deeper than four feet have been completed.</p> <p>In the event that paleontological resources are encountered, ground-disturbing activity within 50 feet of the area of the discovery shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered.</p> <p>Criteria for discard of specific fossil specimens will be made explicit. If a qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project planning, then recovery may be applied. Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if an important fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage and treatment shall be done at the applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource.</p>	<p>Less Than Significant with mitigation incorporated</p>

Impact Description	Mitigation Measure	Significance After Mitigation
<p>Impact CUL-4 No formal cemeteries are known to either presently exist or existed in the past within the Project boundary. However, archaeological resources are known in the TOP area, and the potential exists for resources to be present within any areas of the Site that have not been surveyed. In the event that human remains are encountered during the course of any grading and construction activities, California State Law (Health and Safety Code section 7050.5 and Public Resources Code section 5079.98) must be followed. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). In addition, Section 3.15, Tribal Cultural Resources includes Mitigation Measure TCR-1, related to Native American remains, which would also further reduce potential impacts related to human remains. This impact is considered less than significant.</p>	<p>Mitigation Measures: No mitigation measures apply.</p>	<p>Less Than Significant</p>
<p>GEOLOGY AND SOILS</p>		
<p>Impact GEO-1 The project would not expose people or structures to significant if designed and developed in compliance with the applicable California Building Codes and standard engineering practices. This impact is considered less than significant.</p>	<p>Mitigation Measures: No mitigation measures apply.</p>	<p>Less Than Significant</p>
<p>GREENHOUSE GASES</p>		
<p>Impact GHG-1 The Project will implement Community Climate Act Plan measures to reduce Greenhouse Gas emissions to comply with CALGreen Title 24. The Project also meets one of the mobility benefits of the San Bernardino County Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) towards reducing daily Vehicles Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) per capita. This impact is considered less than significant.</p>	<p>Mitigation Measures: No mitigation measures apply.</p>	<p>Less Than Significant</p>

Impact Description	Mitigation Measure	Significance After Mitigation
<p>Impact GHG-2 The GHG related Project Design Features for the Specific Plan would result in the Project reaching a total of 123 points, which would exceed the threshold of 100 points to obtain a consistency determination. Therefore, the Specific Plan is consistent with the CCAP; and thus, is consistent with the state’s requirements for GHG reductions. The Specific Plan would not conflict with the City’s CAP, which has been adopted for the purpose of reducing GHG emissions, and no impacts would occur.</p>	<p>Mitigation Measures: No Mitigation Measure apply.</p>	<p>No Impact</p>
<p>HAZARDS AND HAZARDOUS MATERIALS</p>		
<p>Impact HM-1 The project would not create any significant hazard to the public or environment with the transport, use or disposal of hazardous materials. The impact is considered less than significant.</p>	<p>Mitigation Measures: No mitigation measures apply.</p>	<p>Less Than Significant</p>
<p>Impact HM-2 Development of the project could release existing hazardous materials on the site to the environment. This impact is considered potentially significant.</p>	<p>Mitigation Measures:</p> <p>HM-1 Prior to approval of grading permits, the project applicant shall hire a qualified environmental consultant to conduct a limited soils investigation to identify the hazards related to the soils near the pumping equipment for the holding ponds on the GH Dairy site (APNs 0218-261-32 and 0218-271-08, -10, -13).</p> <p>Soil remediation and/or export of hazardous materials must be performed in accordance with applicable regulatory requirements from the Regional Water Quality Control Board, Department of Toxic Substances Control, and the South Coast Air Quality Management District requirements. A Soil Management Plan shall be prepared to ensure the appropriate reporting, oversight, and protocols used during construction to protect the health and safety of workers and the environment. The Soil Management Plan shall include methodology and procedures to perform additional testing during soil disturbance activities if unknown potentially hazardous materials are identified. If additional contamination is discovered, soil disturbance activities within the area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up remedial measures in accordance with the Soil Management Plan are completed.</p>	<p>Less Than Significant with mitigation incorporated</p>
<p>Impact HM-3 The Specific Plan is located within the Chino Airport Overlay and within the Chino Airport Influence Area, Compatibility Zone D. The project includes open space land areas that are compliant with the criteria for Zone D and would be ensured through the City’s permit process.</p>	<p>Mitigation Measures: No mitigation measures apply.</p>	<p>Less Than Significant</p>

Impact Description	Mitigation Measure	Significance After Mitigation
<p>Development of the project site in compliance with the Caltrans Division of Aeronautics California Airport Land Use Planning Handbook (Caltrans 2011) would reduce potential impacts related to safety hazards related to the Chino Airport to less than significant.</p>		
HYDROLOGY AND WATER QUALITY		
<p>Impact HYD-1 The project will maintain the overall existing drainage pattern of the Site, and compliance with the required SWQMP and SWPPP with BMPs will reduce potential impacts related to alteration of a drainage pattern, soil erosion and siltation to a less than significant level. This impact is considered less than significant.</p>	<p>Mitigation Measures: No mitigation measures apply.</p>	<p>Less Than Significant</p>
<p>Impact HYD-2 Landscaped areas will be designed to receive and infiltrate runoff water from impervious surfaces. Underground stormwater retention chambers and landscaping areas will regulate the rate and velocity of stormwater flows and control the amount of discharge through the proposed drainage system. The drainage facilities have been sized to accommodate the stormwater flows from the Specific Plan and are consistent with the City’s Storm Drainage Master Plan. The City requires a hydrology study and drainage analysis be prepared by a state registered civil engineer in accordance with the San Bernardino County Hydrology Manual and the City of Ontario’s Standards and Guidelines, prior to permitting to ensure the drainage design will accommodate the runoff by the Specific Plan development. Implementation of the Specific Plan would not result in alteration of any stream or river, or the potential for on- or off-site flooding and impacts would be less than significant.</p>	<p>Mitigation Measures: No mitigation measures apply.</p>	<p>Less Than Significant</p>
LAND USE		
<p>Impact LU-1 The development regulations and design standards of the Specific Plan would apply to the Project area and establish the applicable</p>	<p>Mitigation Measures: No mitigation measures apply.</p>	<p>Less Than Significant</p>

Impact Description	Mitigation Measure	Significance After Mitigation
<p>zoning regulations and development standards and become the main land use implementation tool for the Project area. As stated in Section 1.01.035 of the City Development Code, the requirements of the Specific Plan shall govern, and when the provisions of a Specific Plan are silent on a specific matter, the regulations set forth in the Development Code shall apply. The Specific Plan would not result in conflicts with the Ontario Development Code. The Project would not result in an impact due to a conflict with TOP land use plan, Zoning Ordinance designations, or the applicable TOP Land Use Element goals and policies. The Specific Plan would not conflict with SCAG policies. This impact is considered less than significant.</p>		
NOISE		
<p>Impact NOI-1 The City Noise Ordinance requires that noise levels remain below 45 dBA (Leq) during nighttime hours. The projected noise level at the nearest residence to the Specific Plan is estimated to be 28.6 dBA (Leq), which is below the City 45 dBA noise level limit. Therefore, the noise impacts from on-site activities during the operation of the Project would be less than significant.</p>	<p>Mitigation Measures: No mitigation measures apply.</p>	<p>Less Than Significant</p>
<p>Impact NOI-2 The project would not generate or have any significant vibration impacts during project grading and construction. This impact is considered less than significant.</p>	<p>Mitigation Measures: No mitigation measures apply.</p>	<p>Less Than Significant</p>
<p>Impact NOI-3 The highest noise generated by the Project would be along Eucalyptus Avenue between Grove Avenue and the Site in the future (year 2040) and the noise levels would be relatively low. The 65 CNEL noise level noise along this roadway in 2040 with implementation of the Project would be 21 feet from the roadway centerline. There are 12 existing residences along this roadway that are located between 65 to 105 feet from the centerline of Eucalyptus Avenue. The noise levels at these residences with the project in</p>	<p>Mitigation Measures: No mitigation measures apply.</p>	<p>Less Than Significant</p>

Impact Description	Mitigation Measure	Significance After Mitigation
2040 would range from 55 to 58 CNEL, which is below the 65 CNEL impact criteria. The long-term off-site operational noise impacts due to Project traffic would be less than significant.		
<p>Impact NOI-4 The noise levels of the construction equipment that will be operating on the Site would be approximately the same as or less than the ambient noise at sensitive receptors. All construction activity would be required to comply with the City Municipal Code Chapter 5-29.09 that restricts construction to specific hours and days of the week. The Project would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity and noise impacts would be less than significant.</p>	<p>Mitigation Measures: No mitigation measures apply.</p>	Less Than Significant
PUBLIC SERVICES		
<p>Impact PS-1 Calls for emergency services by the Project would be accommodated within the City’s planned fire service facilities, and buildout of the Project would not result in a significant impact on the ability to maintain adequate level of fire protection service to the area. The Specific Plan would not require provision of new or physically altered fire protection facilities, construction of which could cause significant environmental impacts. Fire protection service impacts would be less than significant.</p>	<p>Mitigation Measures: No mitigation measures apply.</p>	Less Than Significant
<p>Impact PS-2 The Police Department has prepared for the growth of Ontario Ranch, including the Project, and has the ongoing ability to provide police services to the area with the existing level of staffing and equipment. The Project is consistent with the TOP goal to protect and keep neighborhoods safe through prevention, suppression, community involvement and a system of continuous monitoring with the implementation of proposed measures in the Project. The Specific Plan would not require provision of new or physically altered police protection facilities,</p>	<p>Mitigation Measures: No mitigation measures apply.</p>	Less Than Significant

Impact Description	Mitigation Measure	Significance After Mitigation
<p>construction of which could cause significant environmental impacts. Police protection service impacts would be less than significant.</p>		
<p>TRANSPORTATION/TRAFFIC</p>		
<p>Impact TRAF-1 Impact TRAF-2 The Project will impact the intersection of Grove Avenue and Edison Avenue in the existing plus Project condition. For the Opening Year 2023 condition, the Project would have a cumulative impact at fourteen study area intersections that are forecast to operate at LOS E. In the Horizon Year 2040 with Project and cumulative conditions the weekday 24-hour volumes on roadway segments and volume-to-capacity (v/c) ratios, two study area roadway segments would operate with a v/c ratio greater than 1.0 (LOS F). The recommended improvements for the impacted intersections for the Opening Year 2023 Project and cumulative condition would also reduce impacts at the two roadway segments. However, the intersection improvements are dependent upon the payment of similar fees by other projects that contribute to the impact. To implement the Opening Year 2023 intersection improvements, fair share contribution is required by the Project towards various traffic improvements. However, the City cannot guarantee that these improvements would be funded and completed prior to the Project's contribution to the cumulative traffic impacts. Further, many intersections are under the jurisdiction of Caltrans or the Cities of Chino and Eastvale and the City of Ontario cannot guarantee the implementation of the traffic improvements within these jurisdiction. Also, as to the improvements within the City of Ontario that are not part of an adopted plan or program, the City cannot guarantee the construction of the traffic improvements with a specified period. As a result, traffic impacts would be significant and unavoidable.</p>	<p style="text-align: center;">Mitigation Measures</p> <p>TR-1 The Project developer shall pay the cost to signalize the intersection of Grove Avenue/Edison Avenue prior to the issuance of the first building permit.</p> <p>TR-2 The Project developer shall pay a City required Development Impact Fee (DIF) prior to the issuance of the first building permit toward construction of the traffic improvements listed below. For those required traffic improvements listed below that are not paid by DIF, the Project developer shall pay its fair share towards the cost of the required street improvements prior to the issuance of the first building permit.</p> <p><u>Improvements to Signalized Intersections</u></p> <ul style="list-style-type: none"> • #16. Euclid Avenue/Chino Avenue (City of Chino) – Add westbound left-turn lane. • #21. SR-71 SB Ramp/Grand Avenue (City of Chino, Caltrans) – Work with City of Chino and Caltrans to identify feasible improvements and pay fair share. • #22. SR-71 NB Ramp/Grand Avenue (City of Chino, Caltrans) – Add southbound right turn overlap phasing. • #24. Central Avenue/Edison Avenue (City of Chino) – Work with City of Chino to identify feasible improvements and pay fair share. • #28. Archibald Avenue/Edison Avenue (City of Ontario) – Add a 2nd northbound left-turn lane, 3rd northbound through lane, 3rd southbound through lane, 3rd eastbound through lane, 2nd westbound through lane, 2nd southbound left-turn lane, 3rd westbound through lane. • #29. Hamner Avenue/Cantu-Galleano Ranch Road/Ontario Ranch Road (City of Ontario, City of Eastvale) – Add a 2nd northbound through lane, northbound right-turn lane with overlap phasing, 2nd southbound left-turn lane, 2nd southbound through lane, 2nd eastbound through lane, 2nd westbound left-turn lane, 2nd westbound through lane, westbound right-turn overlap phasing, 3rd southbound through lane, 3rd eastbound through lane, 3rd westbound through lane, eastbound right-turn with overlap phasing, southbound right-turn lane with overlap phasing. • #30. I-15 SB Ramp/Cantu-Galleano Ranch Road (City of Eastvale, Caltrans) – Restripe #2 southbound left-turn lane to a shared left-right-turn lane to provide a southbound left-turn lane, southbound shared left-right-turn lane and a southbound right-turn lane. 	<p style="text-align: center;">Significant and Unavoidable</p>

Impact Description	Mitigation Measure	Significance After Mitigation
	<ul style="list-style-type: none"> • #31. I-5 NB Ramp/Cantu-Galleano Ranch Road (City of Eastvale, Caltrans) – Optimize signal timing to improve operations. • #35. Euclid Avenue/Merrill Avenue (City of Chino, City of Ontario, Caltrans) – Add a 3rd northbound through lane, 2nd southbound left-turn lane, 3rd southbound through lane, 2nd westbound left-turn lane, westbound right-turn lane with overlap phasing. • #39. Archibald Ave./Limonite Ave. (City of Eastvale) - Add 2nd westbound right turn, 2nd northbound through lane, 2nd southbound left-turn lane, 2nd southbound through lane, 2nd westbound left-turn lane, 3rd northbound through lane. • #40. Hamner Avenue/Limonite Avenue (City of Eastvale) – Add right-turn overlap phasing in all directions, 3rd westbound through l, 3rd southbound through lane. • #41. I-15 SB Ramp/Limonite Avenue (City of Eastvale, Caltrans) – Add a 3rd eastbound and 3rd westbound through lane, redesign interchange to a partial cloverleaf. • #42. I-15 NB Ramp/Limonite Avenue (City of Eastvale, Caltrans) – Add a 3rd eastbound and 3rd westbound through lane, redesign interchange to a partial cloverleaf. • #48. Archibald Avenue/Eucalyptus Avenue (City of Ontario) – Add a northbound left-turn lane, 3rd northbound through Lane, 3rd southbound through lane, eastbound left-turn lane, eastbound through lane, eastbound right-turn lane, 2nd northbound left-turn lane. <p><u>Improvements to Unsignalized Intersections</u></p> <ul style="list-style-type: none"> • #17. Grove Avenue/Chino Avenue (City of Ontario) – Signalize Intersection. • #27. Grove Avenue/Edison Avenue (City of Ontario) – Signalize Intersection. • #33. Grove Avenue/Eucalyptus Avenue (City of Ontario) – Signalize Intersection. • #36. Grove Ave./Merrill Ave. (City of Chino, City of Ontario) - Add eastbound left-turn lane, 2nd eastbound through lane, 2nd westbound through lane, signalize intersection. • #37. Carpenter Avenue/Merrill Avenue (City of Ontario, City of Chino) – add southbound left-turn lane, 2nd westbound through lane, westbound left-turn lane and signalize intersection. 	
<p>Impact TRAF-3 The Project does not propose any street designs or curves that would result in a dangerous intersection. The City of Ontario Public</p>	<p style="text-align: center;">Mitigation Measures: No mitigation measures apply.</p>	<p style="text-align: center;">Less Than Significant</p>

Impact Description	Mitigation Measure	Significance After Mitigation
<p>Works Department will review all building plans for compliance with its street design requirements prior to the issuance of building permit(s) to ensure that all Project-related roadways and intersections meet the City standards for roadways widths, turning radius, sight-distance requirements, etc. The Project will not result in a significant dangerous street design or intersection. This impact is considered less than significant.</p>		
<p>TRIBAL CULTURAL RESOURCES</p>		
<p>Impact TCR-1 Based on the Tribal consultation conducted by the City, no Tribal Cultural Resources (TCRs) were identified. Also, no TRC site were documented in Chapter 3.5, Cultural Resources. This impact is considered less than significant.</p>	<p>Applicable Mitigation Measures:</p> <p>No mitigation measures apply.</p>	<p>Less Than Significant</p>
<p>Impact TCR-2 No substantial evidence exists that TCRs are present in the Specific Plan area. Although, no TCRs have been identified, during the AB 52 consultation, the Gabrieleño Band of Mission Indians – Kizh Nation requested the presence of Native American monitors during the grading process to identify tribal cultural resources, should any be discovered. The project would be subject to the requirements of the California Health and Safety Code Section 7050.5, to properly recover and evaluate any TCR related to human remains if encountered. The impact to TCRs is potentially significant.</p>	<p>Applicable Mitigation Measures:</p> <p>TCR-1 Prior to the start of any demolition or project grading, whichever occurs first, the Project developer shall implement the following:</p> <ul style="list-style-type: none"> • The Project developer shall retain a Native American Monitor of Gabrieleño Ancestry to conduct a Native American Indian Sensitivity Training for construction personnel prior to commencement of any excavation activities. The training session shall include a handout and focus on how to identify Native American resources encountered during earthmoving activities and the procedures followed if resources are discovered, the duties of the Native American Monitor of Gabrieleño Ancestry and the general steps the Monitor would follow in conducting a salvage investigation. • The Project developer shall retain a Native American Monitor of Gabrieleño Ancestry to be on-site during all project-related, ground-disturbing construction activities (e.g., pavement removal, auguring, boring, grading, excavation, potholing, trenching, grubbing, and weed abatement) of previously undisturbed native soils to a maximum depth of 30 feet below ground surface. At their discretion, a Native American Monitor of Gabrieleño Ancestry can be present during the removal of dairy manure to native soil, but not at the developers’ expense. • A qualified archaeologist and a Native American Monitor of Gabrieleño Ancestry shall evaluate all archaeological resources unearthed by Project construction activities. If the resources are Native American in origin, the Tribe shall coordinate with the developer regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. If archeological features are discovered, the archeologist shall report such findings to the 	<p>Less Than Significant with mitigation incorporated</p>

Impact Description	Mitigation Measure	Significance After Mitigation
	<p>City Planning Director. If the archeological resources are found to be significant, the archeologist shall determine the appropriate actions, in cooperation with the City that shall be taken for exploration and/or salvage in compliance with CEQA Guidelines section 15064.5(f).</p> <ul style="list-style-type: none"> • Prior to the start of ground disturbing activities, the Project developer shall arrange a designated site location within the footprint of the Project for the respectful reburial of Tribal human remains and/or ceremonial objects. All human skeletal material discoveries shall be reported immediately to the County Coroner. The Native American Monitor shall immediately divert work a minimum of 50 feet from the discovery site and place an exclusion zone around the burial. The Native American Monitor shall notify the construction manager who shall contact the County Coroner. All construction activity shall be diverted while the County Coroner determines if the remains are Native American. The discovery shall be confidential and secure to prevent further disturbance. If Native American, the County Coroner shall notify the NAHC as mandated by state law who will then appoint a MLD. In the case where discovered human remains cannot be documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside working hours. The Tribe shall make every effort to recommend diverting the Project and keep the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed. If data recovery is approved by the Tribe, documentation shall be taken, which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or means necessary to ensure complete recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The Project developer shall consult with the Tribe regarding avoidance of all cemetery sites. Once complete, a final report of all activities shall be submitted to the NAHC. • No scientific study or the utilization of any invasive diagnostics shall be allowed to any Native American human remains. • If the County Coroner determines the remains represent a historic non-Native American burial, the burial shall be treated in the same manner of respect with agreement of the County Coroner. Reburial will be in an appropriate setting. If the County Coroner determines the remains to be modern, the County Coroner shall take custody of the remains. • Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container on site if possible. These items shall be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site, but at a location agreed upon between the Tribe and the developer and protected in perpetuity. There shall be no publicity regarding any cultural materials recovered. 	

Impact Description	Mitigation Measure	Significance After Mitigation
UTILITIES AND SERVICE SYSTEMS		
<p>Impact UTIL-1 The construction of required Master Plan facilities including water, recycled water and sewer lines are part of the Project, and were planned by the City with the adoption of the respective master plans and no extensions or capacity expansions beyond the planned system are required to serve build out of the Project. The construction of water, recycled water and sewer lines required for the Project would be completed at the same time and during grading and construction of the Project. Their construction would not have any significant physical environmental impacts beyond or in addition to the impacts identified and evaluated throughout this EIR. This impact is considered less than significant.</p>	<p>Applicable Mitigation Measures:</p> <p>No mitigation measures apply.</p>	<p>Less Than Significant</p>
<p>Impact UTIL-2 The future water supplies that are available to the City during normal, single dry, and multiple dry water years during a 20-year Project are sufficient to meet the Project water demand of the Project in addition to the City existing and planned future uses, including agricultural and manufacturing uses. The water consumption impacts of the Project will be less than significant because the water demand of the Project will be less than estimated for the Site by TOP and the City has an adequate long-term supply of water to serve the Project. This impact is considered less than significant.</p>	<p>Mitigation Measures:</p> <p>No mitigation measures apply.</p>	<p>Less Than Significant</p>
<p>Impact UTIL-3 Any encroachment by the Project into existing SCE easements for Site access, grading, construction, etc. will require an agreement with SCE by the developer. Construction of new or the extension of existing electrical facilities may be required to serve the Project. All electrical facilities required for the project are anticipated to be constructed underground and located within existing SCE easements or located within the right-of-way of existing roads adjacent to the Site or Hellman</p>	<p>Mitigation Measures:</p> <p>No mitigation measures apply.</p>	<p>Less Than Significant</p>

Impact Description	Mitigation Measure	Significance After Mitigation
<p>Avenue that will extend through the Site. The construction of the required underground electrical facilities are part of the Project evaluated throughout this EIR and would not have any significant physical environmental impacts beyond those described in other sections such as Air Quality, Greenhouse Gas, and Hazards and Hazardous Materials. This impact is considered less than significant.</p>		

Chapter 1 INTRODUCTION

1.1 PROJECT OVERVIEW AND ENVIRONMENTAL SETTING

This Environmental Impact Report (EIR) has been prepared to analyze and disclose the potential environmental effects associated with the development of the West Ontario Commerce Center Specific Plan (Specific Plan or Project) located in southwestern San Bernardino County, within the City of Ontario. The Project site (Site) is located south of Eucalyptus Avenue, north of Merrill Avenue, east of Carpenter Avenue, and west of the Cucamonga Creek channel (a San Bernardino County Flood Control Channel) in the City of Ontario (City). The Specific Plan includes two (2) Planning Areas (individually, PA) totaling approximately 120-net acres and will allow a maximum development of 555,505 square feet of Business Park use and 2,350,005 square feet of Industrial use with a total development of 2,905,510 square feet. The Specific Plan has the flexibility to determine the individual building size based on market conditions. For a detailed description of the Project, refer to Chapter 2 of this EIR.

The City of Ontario is located approximately 40 miles from the City of Los Angeles, 20 miles from the City of San Bernardino, and 30 miles from Orange County. Interstate 10 (I-10), Interstate 15 (I-15), State Route 60 (SR-60), and State Route 83 (SR-83) (Euclid Avenue) provide regional access to the City. The Site is located in the portion of the City that is south of SR-60 and west of I-15. Refer to Chapter 2 for figures showing the Project's location and regional access.

The majority of the Site is currently used for agricultural purposes, including two active dairy farms, row crops, and a hay and alfalfa wholesaler. The remainder of the Site consists of vacant land and used in the past for agriculture. The Site is relatively level with the exception of an earthen drainage channel that extends along Merrill Avenue on the southern boundary of the Site. Refer to Chapter 2 (Project Description) for a description and photographs of the existing conditions on the Site and surrounding properties.

1.2 PURPOSE OF THIS EIR

The Project will require discretionary approval of the following by the City Council of the City of Ontario: West Ontario Commerce Center Specific Plan, General Plan Amendment, Zone Change, Development Agreement, Development Plan (site plan, architecture, conceptual grading plan, etc.), and a Tentative Parcel/Tract Map. These discretionary approvals may occur at one time or in increments, with the Development Plan and Tentative Parcel/Tract Map addressed at the time of their submittal to the City for approval.

The Project is subject to the requirements of the 2017 California Environmental Quality Act (CEQA), as amended. In accordance with Section 15121 of the CEQA Guidelines, the purpose of this EIR is to serve as “an informational document which will inform public agency decision makers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.”

This EIR has been prepared as a project-level EIR for development of the Specific Plan area, pursuant to Section 15161 of the CEQA Guidelines, as it analyzes the impacts of a “specific development project” and includes PA 1 and PA 2. The City will be responsible to make the determination as to whether or not the Development Plan and Tentative Parcel/Tract Map applications are consistent with the Specific Plan and Final EIR (FEIR) at the time they are submitted to the City for approval.

The development of the Site was previously addressed on a programmatic level as part of the analysis included in the Program EIR prepared by the City for The Ontario Plan (TOP) also referred to as the General Plan. TOP designates 61.09 acres of the Site as Business Park (0.6 floor area ratio [FAR]) and 58.09 acres

of the Site as Industrial (0.55 FAR). The City of Ontario Zoning Ordinance (Zoning Ordinance) designates the Site as AG-Specific Plan.

An area totaling approximately 2.49-gross acres (1.41-net acres) that is off-site and north of the northwest corner of the Site is part of and located within the approved Parkside Specific Plan (PSP03-002). This triangular area will be part of the proposed re-alignment of Eucalyptus Avenue. The Project will include a portion of this re-alignment as an off-site improvement; however the area where the re-alignment will occur will remain within the jurisdiction of the Parkside Specific Plan and will not be subject to the Specific Plan.

The Project will require a General Plan Amendment and Zone Change to: 1) decrease the designated Business Park area by 40-acres to a total of 21.09 acres; and 2) increase the designated Industrial land use by 40-acres to a total of 98.09 acres. This EIR document analyzes the development of the Project based on the analysis of some environmental topics addressed in the TOP EIR. However, the potential for impacts particular to the Site and the Project, including the General Plan Amendment and Zone Change, will require project-specific analysis that was not provided in previous program-level environmental documentation. Therefore, this EIR is considered a Project EIR consistent with CEQA Guidelines section 15161.

In addition, in compliance with CEQA, this EIR also identifies possible ways to minimize the significant impacts (referred to as mitigation) and evaluates reasonable alternatives to the Project. The public agency with the authority to approve or deny the Project—in this case, the City of Ontario—will consider the information in the EIR, along with other available information, before making a decision on the Project. The findings and conclusions of the EIR regarding environmental impacts do not control the agency's discretion to approve, deny, or modify the Project, but instead presented as information intended to aid in the decision-making process.

This document serves as an informational document for the public and the City of Ontario decision-makers. The process will culminate with a City Council hearing to consider certification of the FEIR and a decision on whether or not to approve the Specific Plan, General Plan Amendment, Zone Change, and Development Agreement. The certified FEIR will be referenced at the time the Development Plan and Tentative Parcel/Tract map applications are submitted to the City for approval.

1.3 SCOPE OF THE EIR

In accordance with Public Resources Code section 21002.1, the purpose of this EIR is to address the potential environmental impacts resulting from the construction and operation of the Project, propose mitigation measures to avoid or reduce potentially significant environmental impacts to the extent feasible, and identify and evaluate alternatives that could avoid or reduce the significant effects of the Project. The EIR process provides an opportunity for the public to review and comment upon the potential environmental effects and further informs the environmental analysis. Further, the City must respond to significant environmental issues identified during the public review process.

As discussed in Section 1.4, *ante*, the City determined that an EIR should be prepared to analyze the potential impacts associated with approval and implementation of the Project. On April 26, 2017, the City distributed a Notice of Preparation (NOP) to local and regional responsible agencies and other interested parties. A copy of the NOP is included in Appendix A of this EIR. The comments that were received during the NOP scoping period have been considered in the preparation of this EIR and are included in Appendix B. The comments that were received by the City during the NOP are summarized below.

1. California Department of Fish and Wildlife:
 - a. Assess the habitat types and a map identifying each habitat
 - b. Biological inventory of fish, amphibian, reptile, bird and mammal species present.

- c. Recent inventory of rare, threatened, endangered and other sensitive species located with the Project and off-site with potential to be effected.
 - d. Follow the recommendations and guidelines provided in the Staff Report on Burrowing Owl Mitigation (Dept. of Fish and Game, March 2012).
 - e. Thorough, recent floristic-based assessment of special status plants and natural communities
 - f. Information on the regional setting critical to an assessment of environmental impacts with emphasis on resources rare or unique to the region.
 - g. Thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources due to the Project.
 - h. Analyze a range of reasonable alternatives.
 - i. Include appropriate and adequate avoidance, minimization, and/or mitigation measures for all direct, indirect, and cumulative impacts that are expected to occur.
 - j. The Department is responsible to ensure the conservation of fish and wildlife resources, including threatened, endangered, and/or candidate plant and animal species, pursuant to the California Endangered Species Act (CESA).
 - k. Fish and Game Code section 1602 requires an entity to notify the Department prior to commencing any activity that may do one or more of the following: Substantially divert or obstruct the natural flow of any river, stream or lake; Substantially change or use any material from the bed, channel or bank of any river, stream or lake, or Deposit debris, waste or other materials that could pass into any river, stream or lake.
 - l. To ameliorate the water demand of this Project, the Department recommends incorporation of water-wise concepts in Project landscape design plans.
2. California Department of Conservation, Division of Land Resources Protection:
The Department recommends the following discussion in the Agricultural Resources section:
- a. Type, amount, and location of farmland conversion resulting directly and indirectly from the Project.
 - b. Mitigation measures for any Project related farmland conversion.
 - c. Impacts on any current and future agricultural operations in the vicinity.
 - d. Incremental impacts leading to cumulative impacts on agricultural lands.
 - e. Applicants intent for the future of the Williamson Act contracted property within the Project site.
 1. The Department advises the use of permanent agricultural conservation easements on land of at least equal quality and size as partial compensation for the direct loss of agricultural land.
3. California Department of Transportation:
- a. Recommend a Traffic Impact Analysis (TIA) to accurately evaluate the extent of potential impacts of the Project to the operational characteristics of the existing State facilities by the Project area.
 - b. All State facilities within 5-mile radius of the Project should be analyzed, the data should not be more than 2 years old, and based on the Southern California Association of Governments 2012 or 2016 Regional Transportation Plan Model. Use the Highway Capacity Manual 6 methodology for all traffic analysis.
 - c. Design the local streets to serve vehicular and pedestrian circulation equally and for safe pedestrian friendly environment.
 - d. Provide a continuous multi-modal circulation system throughout the City, specifically for pedestrians, allowing current/future residents, employees, and guests to access the attraction places.
 - e. Recommend the City take advantage of currently available incentive programs, technical and financial assistance from South Coast Air Quality Management District to implement efficiency measures and other low emission technology.
 - f. Relegate the parking spaces to the back of the building and locate preferential parking for vanpools and carpools along with secure, visible, and convenient bicycle parking/racks

- accessible to retail and office locations. Consider installing electric vehicle charging stations, and locate parking space for low-emitting, fuel efficient, alternative-fueled vehicle visitor parking in commercial and office uses.
4. City of Chino
 - a. The City would like to review the Project's traffic study scoping agreement prior to approval in order to evaluate trip distribution and proposed study intersection in the City of Chino. In addition, we request a segment analysis to be conducted in order to determine capacity requirements on Merrill Avenue between Euclid Avenue and Archibald Avenue.
 5. California Native American Heritage Commission
 - a. The NAHC recommends lead agencies consult with all California Native American Tribes that are traditionally and culturally affiliated with the geographic area of your proposed Project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources.
 - b. Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.
 - c. NAHC recommends the appropriate regional Center be contacted for an archaeological records search, if an archaeological inventory is required the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey, contact the NAHC for a Sacred Lands file search and a Native American Tribal Consultation List, and remember the lack of surface evidence of archaeological resources does not preclude their subsurface existence.
 6. Southern California Association of Governments
 1. When available, please send environmental documentation to SCAG's office in Los Angeles or by email at a minimum, the full public comment period for review.
 7. Governor's Office of Planning and Research, State Clearinghouse and Planning Unit
 - a. Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency.

Based on the comments received and the findings of the Initial Study (IS) prepared for the Project, this EIR evaluates the following environmental issues:

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

These environmental issues are addressed in Chapter 3 (Environmental Analysis) of this EIR.

1.4 THE EIR PROCESS

This EIR has been prepared to meet all of the substantive and procedural requirements of CEQA (California Public Resources Code [PRC] § 21000 *et seq.*); California CEQA Guidelines (California Code of Regulations, Title 14, § 15000 *et seq.*, as amended through January 1, 2017); and the rules, regulations, and procedures for implementation of CEQA as adopted by the City. As the lead agency for this Project, the City will take primary responsibility for conducting the environmental review and approving or denying the Project.

As a first step in complying with the procedural requirements of CEQA, the City prepared the 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 the EIR should focus on the environmental issues listed above in Section 1.3.

After completion of the IS, the City filed the NOP with the California Office of Planning and Research (OPR) as an indication that a draft EIR would be prepared. In turn, the IS and NOP were distributed to local and regional responsible agencies and other interested parties for a 30-day public review period, which began April 26, 2017, and ended May 26, 2017. 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 received the seven (7) comment letters identified in Section 1.3, *supra*, to the IS/NOP, which are included in Appendix B of this EIR.

A Project-scoping meeting was held on Monday, May 8, 2017 at 6:00 PM at the Ontario Police Department Community Room, 2500 South Archibald Avenue, Ontario, California 91761. The purpose of the scoping meeting was to allow the public an opportunity to express any environmental comments and/or concerns about the Project that should be addressed in the draft EIR. No public agencies and one member of the public attended the scoping meeting.

During preparation of the draft EIR, agencies, organizations, and persons who the City believed might 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 IS and NOP will have an opportunity to comment during the public review period for the draft EIR, as well as at subsequent hearings on the Project.

The draft EIR will be circulated for a 45-day public review period to allow for review and comment by responsible agencies, members of the public, and other interested parties and organizations. During the public review period, copies of the draft EIR and the documents referenced in the report will be available for review during normal business hours at the City of Ontario City Hall, Planning Division, 303 East B Street, Ontario, California 91764.

After the close of the 45-day public review period, written responses to both written and recorded oral comments on the environmental effects of the Project will be prepared and published as part of the FEIR. The FEIR will be comprised of the draft EIR, comments on the draft EIR, written responses to those comments, and the Mitigation Monitoring and Reporting Program (MMRP), which describes the process to ensure implementation of mitigation measures.

The City Council will review and consider the FEIR prior to any decision to approve, revise, or reject the Project. Approval of the Project will be accompanied by written adoption of findings and, if necessary, a statement of overriding considerations for each significant unavoidable environmental impact identified in the FEIR. In addition, the City must also consider a MMRP, which will describe the process to ensure implementation of the mitigation measures will be incorporated into the approved Project to avoid or reduce

the significant effects on the environment to the extent feasible. The MMRP will ensure CEQA compliance during specific Project implementation.

1.5 EIR ADEQUACY

The level of detail contained throughout this EIR is consistent with the CEQA Guidelines section 15151 and recent court decisions, which provide the standard of adequacy on which this document is based. The Guidelines state that:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information, which enables them to make a decision, which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure.

1.6 INTENDED USE OF THE EIR

This EIR has been prepared to analyze potentially significant environmental impacts associated with the construction and operation of the Project and addresses appropriate and feasible mitigation measures or Project alternatives that would reduce or avoid these impacts. This document is intended to serve as an informational document, as discussed above. Additionally, this EIR will provide the primary source of environmental information for the lead agency and any responsible agency to consider when exercising any permitting authority or approval power directly related to implementation of the Project.

As previously mentioned, this EIR is intended to provide decision-makers and the public with information that enables them to intelligently consider the environmental consequences of the Project. This EIR identifies significant or potentially significant environmental impacts, as well as ways in which those impacts can be reduced to less than significant, 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 the 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 Project.
- A specific environmental impact is not necessarily irreversible or permanent. Most impacts can be wholly or partially mitigated by incorporating conditions of approval and/or changes recommended in this report during the design and construction phases of project development.
- This report, while a summary of facts, reflects the professional judgment of the authors. This EIR was prepared by consultants that were retained by the City. In addition, the City independently reviewed and approved the environmental analysis of the Project provided in this EIR and, therefore, this EIR reflects the independent judgment of the City.

1.7 PROJECT SPONSOR AND CONTACT PERSONS

The City of Ontario is the lead agency for the preparation of this EIR. The Applicant for the Project is Real Estate Development Associates, LLC. Phil Martin & Associates, Inc. is the environmental consultant to the City and the preparer of this EIR. Key contact persons are as follows:

Lead Agency

City of Ontario Planning Division
303 East B Street
Ontario, CA 91764
(909) 395-2421
Attn: Richard Ayala

Project Applicant

Real Estate Development Associates, LLC
4100 MacArthur Boulevard, Suite 120
Newport Beach, CA 92660
(949) 954-3087
Attn: Bill Goltermann

EIR Consultant

Phil Martin & Associates, Inc.
4860 Irvine Boulevard, Suite 203
Irvine, CA 92620
(949) 454-1800
Attn: Phil Martin

1.8 DOCUMENT ORGANIZATION

This EIR is organized for easy use and reference. To help the reader locate information of particular interest, a brief summary of the contents of each chapter of the EIR is provided. The following chapters are contained within the EIR:

Chapter 1 Introduction. This chapter describes the purpose of the EIR, a summary of the environmental and public review process, availability of the EIR, and a brief outline of this document's organization.

Chapter 2 Project Description. This chapter provides a detailed description of the Project, including location, background information, major objectives, and technical characteristics. In addition, a discussion of cumulative projects is provided, including a list and location figure of projects that were identified as relevant to the cumulative analysis.

Chapter 3 Environmental Analysis. This chapter describes and evaluates the environmental issue areas, including the existing environmental setting and background, applicable environmental thresholds, environmental impacts, mitigation measures capable of minimizing environmental harm, and a residual impact statement as to the effectiveness of the mitigation measures. The introductory paragraph at the beginning of each section provides an overview of the scope of the impact analysis, including the identification of which issues were determined to be less than significant in the IS prepared for the Project.

Chapter 4 Alternatives to the Proposed Project. This chapter provides description and analysis of feasible alternatives to the Project that could reduce or avoid potentially significant affects. A comparison of the impacts of the alternatives and the identification of the environmentally superior alternative is also discussed in this section.

Chapter 5 Other CEQA Considerations. This chapter provides analysis, as required by CEQA, regarding impacts that would result from the Project, including growth-inducing impacts, cumulative impacts, significant irreversible changes to the environment, and significant and unavoidable adverse impacts.

Chapter 6 List of EIR Preparers. This chapter identifies the individuals responsible for the preparation of this EIR.

Chapter 7 References. This chapter identifies all references used and cited in the preparation of this report.

1.9 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

The listing of potential environmental impacts and mitigation measures presented in Table ES-1 (Summary of Potential Impacts and Mitigation) in this document constitutes the required identification of issues to be resolved and areas of controversy, as required for compliance with Section 15123(b)(2)-(3) of CEQA Guidelines.

Areas of controversy and issues to be resolved were raised by agencies or interested parties during the NOP process. Appendix B includes all of the comments received during the NOP public review period. The primary issues identified during the NOP process related to the potential environmental impacts of the Project are summarized in Section 1.3 above and are addressed in Chapter 3 of this document.

Chapter 2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The Specific Plan proposes the development of a business park and industrial center on approximately 120-net acres. The Project includes two PAs and will allow a maximum development of 555,505 square feet of Business Park use and 2,350,005 square feet of Industrial use with a total development of 2,905,510 square feet. The Specific Plan has the flexibility to determine the individual building size based on the market conditions. The Business Park use will accommodate industrial-serving commercial and office uses, very light industrial uses, and allow multi-tenant buildings and single-tenant buildings on the northern portion of the Site, PA 1. The Industrial use will allow storage and warehouse use, e-commerce, distribution, and a wide-range of manufacturing and assembly uses on the southern portion of the Site, PA 2.

2.2 PROJECT LOCATION

The Project is located in southwestern San Bernardino County (County), within the City of Ontario (City). The City is located approximately 40 miles east of downtown Los Angeles, 20 miles west of the city of San Bernardino, and 30 miles northeast of Orange County. The City is surrounded by the Cities of Fontana and Riverside to the east, the Cities of Rancho Cucamonga and Upland to the north, the Cities of Montclair and Chino to the west, the City of Eastvale and unincorporated portions of San Bernardino and Riverside Counties to the south. Regional access to the City is provided by I-10, I-15, SR-60, and SR-83 (Euclid Avenue). Refer to Figure 2.1 for the regional location of the Project site.

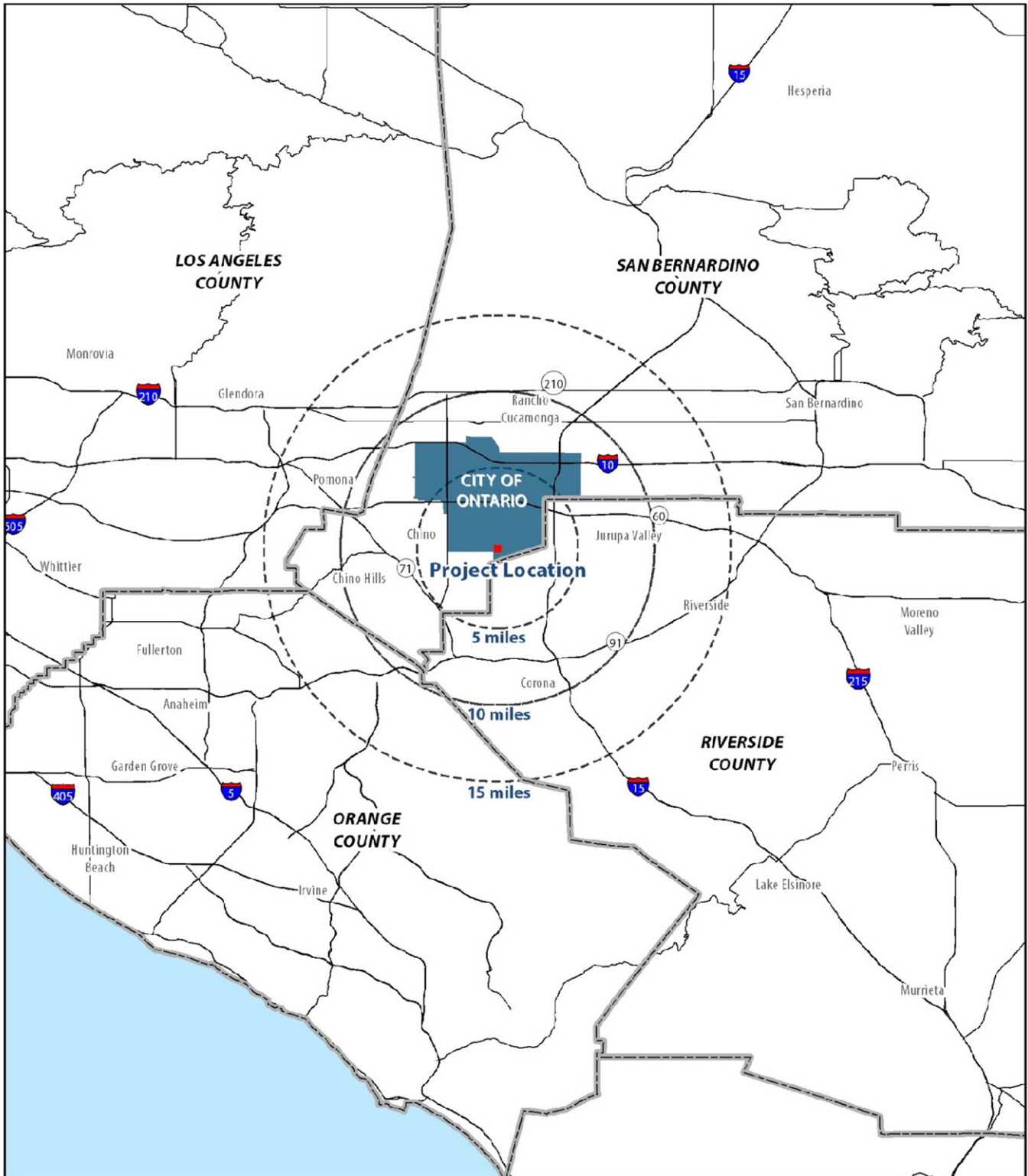
As shown in Figure 2.2, the Site is located in the portion of the City that is south of SR-60 and west of I-15. The Site is located south of Eucalyptus Avenue, north of Merrill Avenue, east of Carpenter Avenue, and west of the Cucamonga Creek channel (a San Bernardino County Flood Control Channel) in the City. An aerial photograph of the Site is shown in Figure 2.3.

2.3 PROJECT SITE CHARACTERISTICS

The Site totals approximately 120-net acres and is owned by five landowners as shown in Figure 2.4 and Table 2-1. The majority of the Site is currently in agricultural use, including two active dairy farms, row crops, and a hay and alfalfa wholesaler. The remainder of the Site is vacant land that was previously used for agriculture. The Site is relatively level with the exception of isolated areas where soil and debris from demolished structures have been mounded and an earthen drainage channel that extends along Merrill Avenue on the southern boundary of the Site. The existing on-site land uses and their locations are shown in Figures 2.5 and 2.6. The land uses surrounding the Site are shown in Figures 2.7 and 2.8 and discussed in greater detail in Section 2.4 below. An orientation map for the photographs is provided in Figure 2.9.

The TOP designations for the Site are Business Park (0.6 FAR) and Industrial (0.55 FAR). The zoning designation for the Site is AG-Specific Plan. The land use designations for the Site are shown in Figure 2.10. The zoning for the Site is shown in Figure 2.11.

The Project also includes an area of the Parkside Specific Plan that is located at the northwest corner of the Site, which would be used to realign and extended Eucalyptus Avenue north of its present location. This portion of the Parkside Specific Plan is currently planned for road right-of-way and potentially residential development.



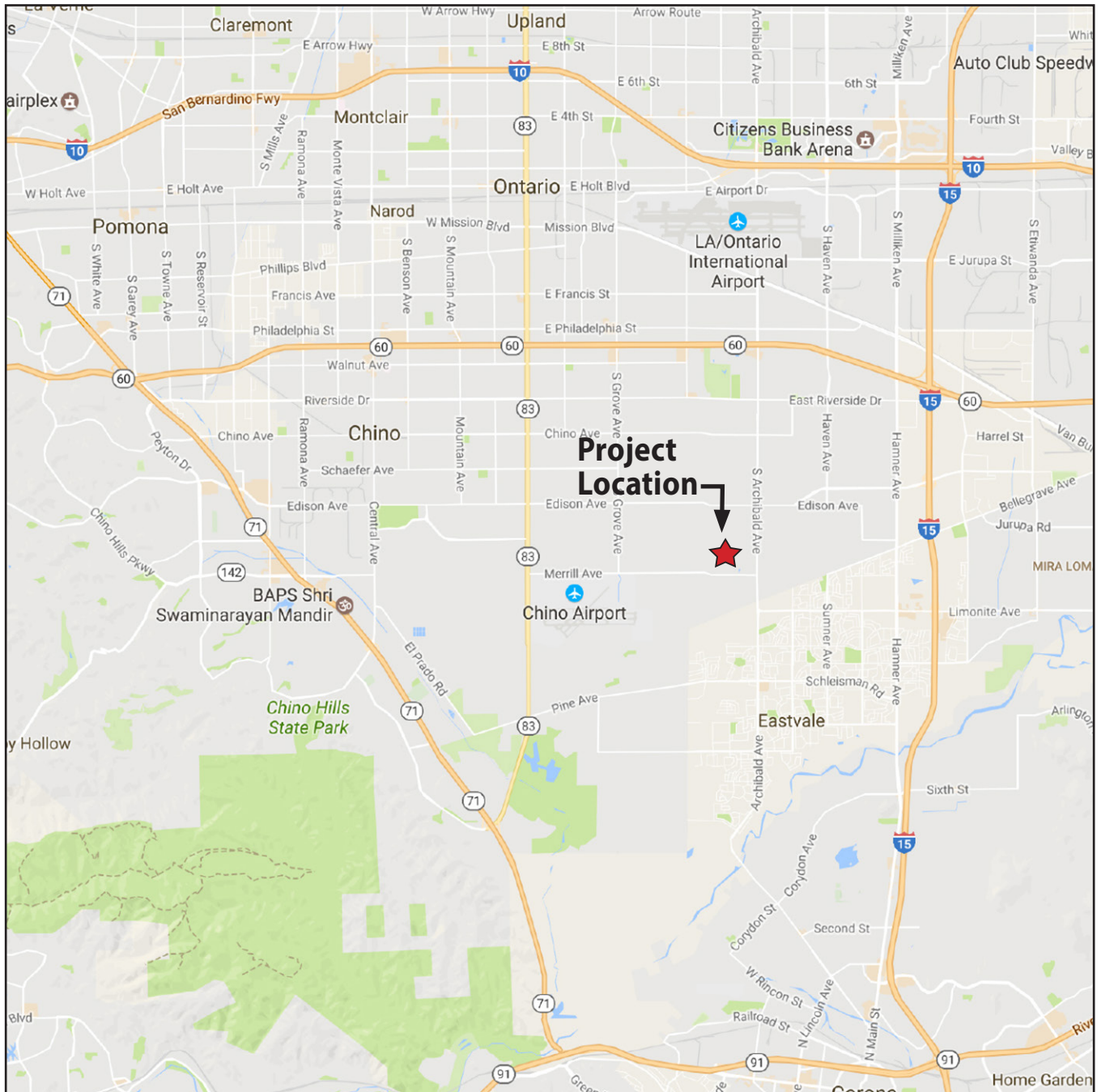
Source: West Ontario Commerce Specific Plan



 Specific Plan Area

 Miles

Figure 2.1
Regional Map



Source: Google Maps, 2017



Figure 2.2
Local Vicinity Map



Source: Google Earth, 2017



Figure 2.3
Aerial Photo



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Source: West Ontario Commerce Specific Plan



-  Specific Plan Boundary
-  Assessor Parcels
-  Assessor Parcel Number (APN)

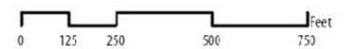


Figure 2.4
Existing Site Ownership



A. Looking south from Eucalyptus Avenue at existing dairy operations.



B. Looking southwest from Eucalyptus Avenue at existing residence and dairy outbuildings.



C. Looking southeast from Eucalyptus Avenue at Carpenter Avenue at row crops on the site.



D. Looking south along Carpenter Avenue - site on the left.

Figure 2.5
On-Site Land Uses



E. Looking southeast from Carpenter Avenue at existing dairy operations.



F. Looking southeast from Carpenter Avenue at existing dairy operations.



G. Looking east at the site from the intersection of Merrill Avenue at Carpenter Avenue.



H. Looking north from Merrill Avenue at row crops on the site.

Figure 2.6
On-Site Land Uses



M. Looking east along Merrill Avenue at the bridge over the Cucamonga Creek Channel.



N. Looking southwest from Merrill Avenue at agricultural land south of the site. Note industrial warehouse in the distance.



O. Looking south from Carpenter Avenue at Merrill Avenue at single-family residence south of the site.



P. Looking southwest from Carpenter Avenue at Merrill Avenue at an existing industrial development.

Figure 2.7
Surrounding Land Uses



I. Looking north at the row crops north of the site.



J. Looking east from Carpenter Avenue at the future alignment of Eucalyptus Avenue within Parkside Specific Plan north of the site.



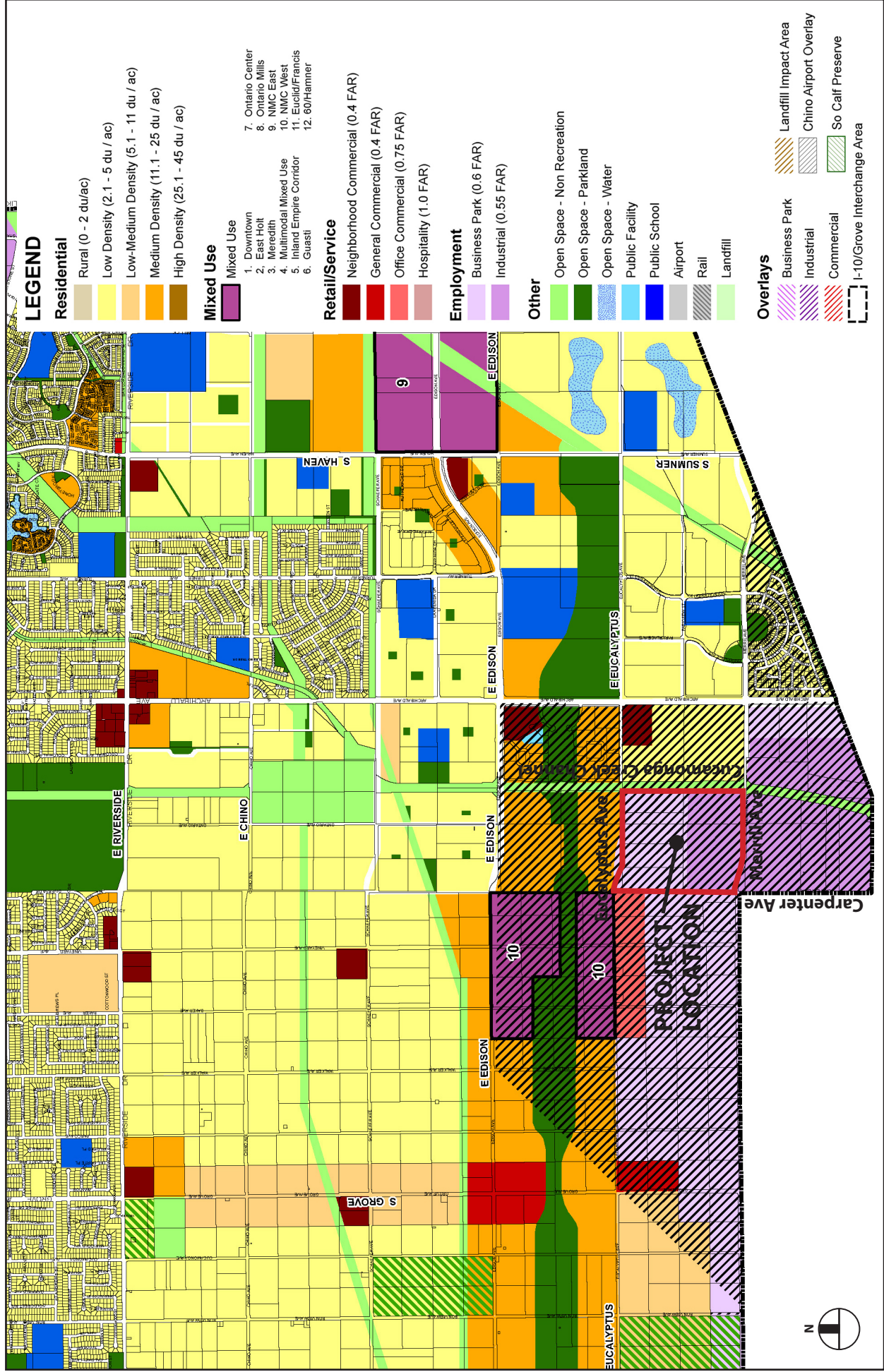
K. Looking west from Carpenter Avenue at Eucalyptus Avenue at a residence and dairy operations west of the site.



L. Looking southeast from the northeast corner of the site at Cucamonga Creek Channel that forms the east project boundary.

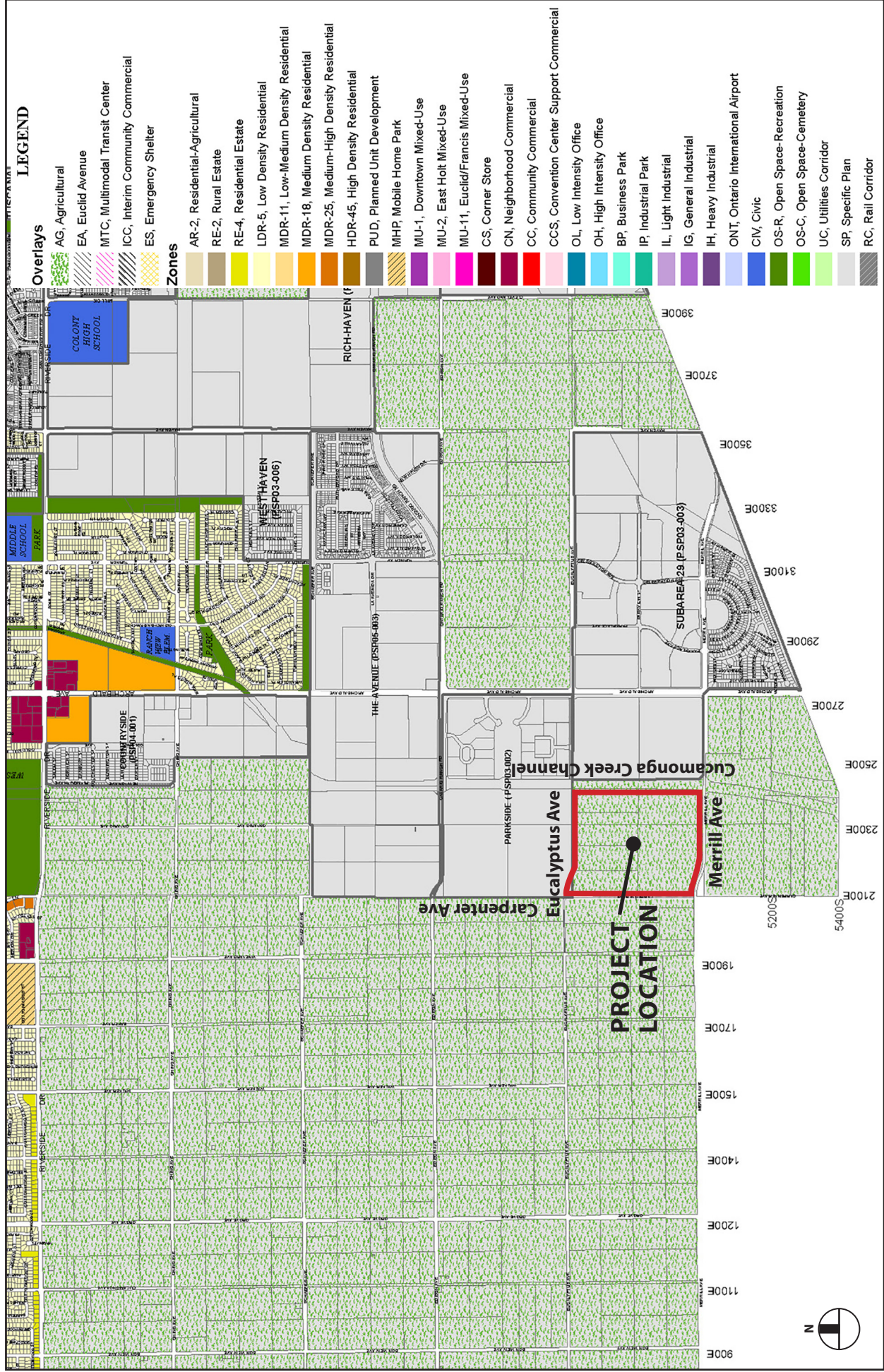


Figure 2.9
Photo Orientation Map



Source: The Ontario Plan, City of Ontario

Figure 2.10
TOP Land Use Designations



Source: City of Ontario

Figure 2.11
Zoning Designations

Table 2-1 provides a summary of information, including the ownership, existing land use, land use and zoning designations, for the parcels that comprise the Site.

**Table 2-1
Summary of Existing Parcels and Land Uses on Project Site**

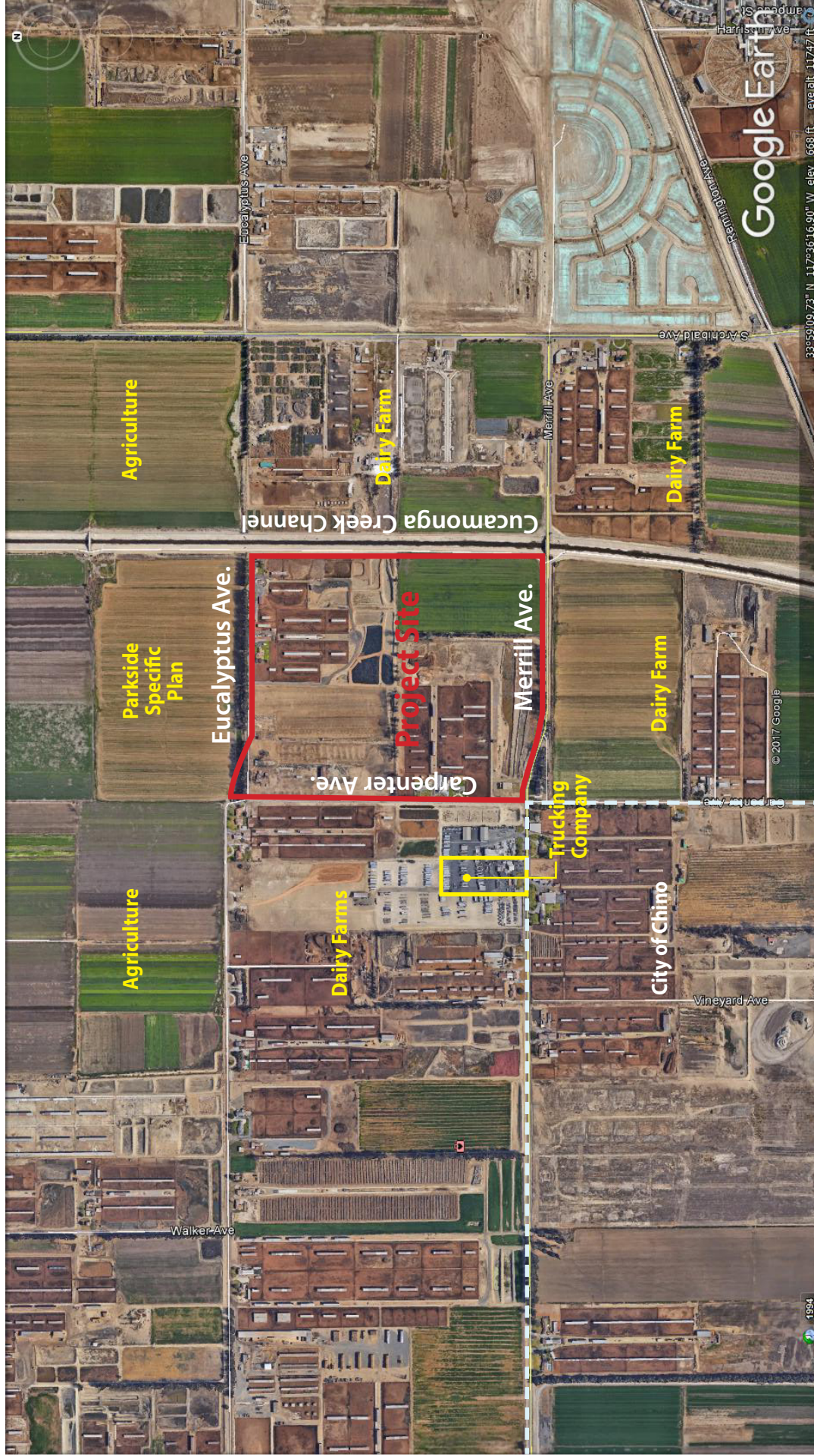
APN	Parcel Size (Acres)	Owner	Existing Use	Existing General Plan/Zoning Designations
0218-221-09	2.49	Parkside Specific Plan	Roadway, Utility, and Agriculture	Parkside Specific Plan (PSP03-002)
0218-271-18	21.13	Inland Harbor Com LLC	Agricultural (Farming)	Industrial (0.55 FAR)/ AG-Specific Plan
0218-261-23	16.06	Farm Fresh Commodities LLC	Agricultural (Farming)	Business Park (0.6 FAR)/ AG-Specific Plan
0218-261-22	20.415	Inland Harbor Com LLC	Agricultural (Farming)	Business Park (0.6 FAR)/ AG-Specific Plan
0218-261-32	12.54	G. H. Dairy	Agricultural (Dairy)	Business Park (0.6 FAR)/ AG-Specific Plan
0218-271-08	7.4	G. H. Dairy	Agricultural (Dairy)	Business Park (0.6 FAR)/ AG-Specific Plan
0218-271-13	14.46	G. H. Dairy	Agricultural (Dairy)	Business Park (0.6 FAR)/ AG-Specific Plan
0218-261-16	42.25	Harold and Pamela Tillema	Agricultural (Dairy and hay/alfalfa wholesaler)	Industrial (0.55 FAR)/ AG-Specific Plan

Source: MIG Hogle Ireland, January 2017.

2.4 SURROUNDING LAND USES

The properties surrounding the Site are within the City and the existing land uses include agricultural use to the north and west, a regional concrete-lined storm drain channel (Cucamonga Creek Channel) to the east, and vacant land and urban development to the south. The specific surrounding land uses consist of the following and are shown in Figure 12:

- North: Row crops with the Parkside Specific Plan;
- East: Cucamonga Creek Channel and vacant undeveloped land (Subarea 29 Specific Plan) east of the channel;
- South: Vacant undeveloped land, a single-family residence, and proposed industrial development (Caprock); and
- West: Dairy with single-family residences, vacant undeveloped land, and a trucking company.



Source: Google Earth, 2017



Figure 2.12
Surrounding Land Uses

The Cucamonga Creek Channel that extends along and forms the east Project boundary is a County open concrete-lined flood control channel. This channel carries regional drainage from developed areas north of the Site to the south. The Cucamonga Creek Channel was constructed approximately 35 years ago by the U.S. Army Corps of Engineers (USACOE) to serve as a primary drainage facility for the City. The channel extends south of the Site and empties into the Prado Flood Control Basin approximately two and a half miles southwest of the Site.

2.5 PROPOSED PROJECT CHARACTERISTICS

Specific Plan

The Project applicant, Real Estate Development Associates, LLC, is an agent for all of the property owners in the Specific Plan. The Project proposes to develop the two Planning Areas totaling approximately 120-net acres as a Business Park and Industrial center. The Specific Plan allows for a maximum development of 555,505 square feet of Business Park use and 2,350,005 square feet of Industrial use with a total development of 2,905,510 square feet. The Specific Plan has the flexibility to determine the individual building size based on the market conditions. The Business Park uses will accommodate industrial-serving commercial and office uses, light industrial uses, and allow multi-tenant buildings and single-tenant buildings on the northern portion of the Site. The uses under the Industrial designation will allow storage and warehousing use, e-commerce, distribution, and a wide-range of manufacturing and assembly uses.

Figure 2.13 shows the Specific Plan land use plan, including Planning Areas 1 and 2. Table 2-2 provides a summary of the land uses for the Specific Plan. Figure 2.14 shows a conceptual land use plan based on information in Table 2-2.

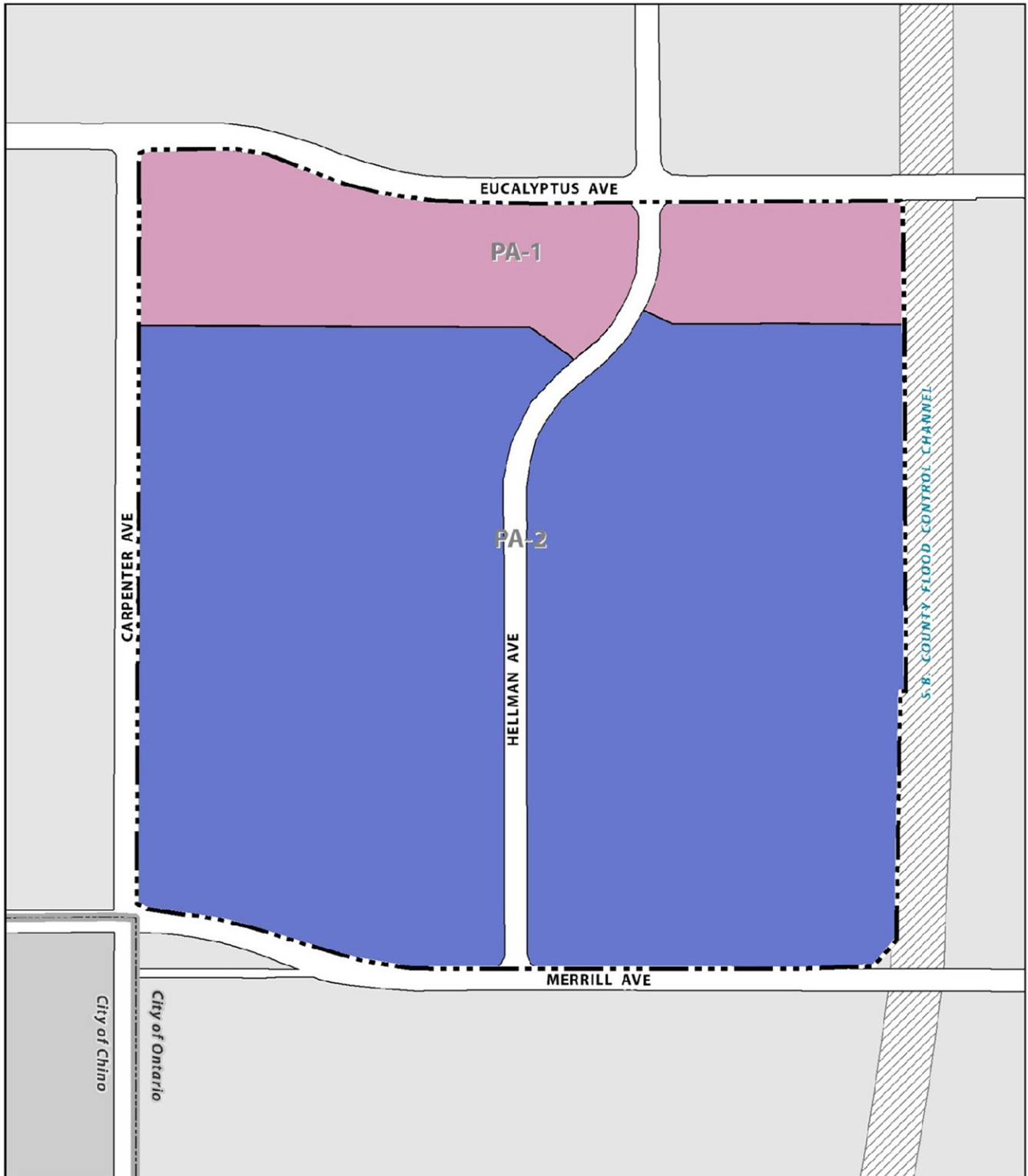
Table 2-2
Statistical Land Use Summary

Planning Area	Zoning District	TOP Land Use Designation	Existing Acreage (Net)	Maximum SF per Existing TOP	Proposed Acreage	Maximum SF per Proposed
1	AG Specific Plan	Business Park (0.60 FAR)	61	1,600,933	21	555,505
2	AG Specific Plan	Industrial (0.55 FAR)	58	1,391,641	98	2,350,005
Total			119	2,992,574	119	2,905,510

Source: West Ontario Specific Plan, May 2017.

The Specific Plan is proposed to be developed in two phases as defined below:

- Phase 1 of development includes the development of two industrial buildings (totaling up to 2,350,005 square feet) and surface parking for each building. Site access for the industrial uses will be provided from Merrill, Carpenter, and Hellman Avenues.
- Phase 2 of development includes the Business Park and commercial uses for the northern portion of the Site along the south side of Eucalyptus Avenue with Business Park and commercial uses oriented towards Eucalyptus Avenue. Site access for the Business Park and commercial uses will be mainly from Eucalyptus Avenue.





Source: West Ontario Commerce Specific Plan



-  Specific Plan Boundary
-  Planning Areas

Land Use Districts

-  BP - Business Park
-  IG - General Industrial

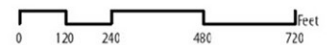
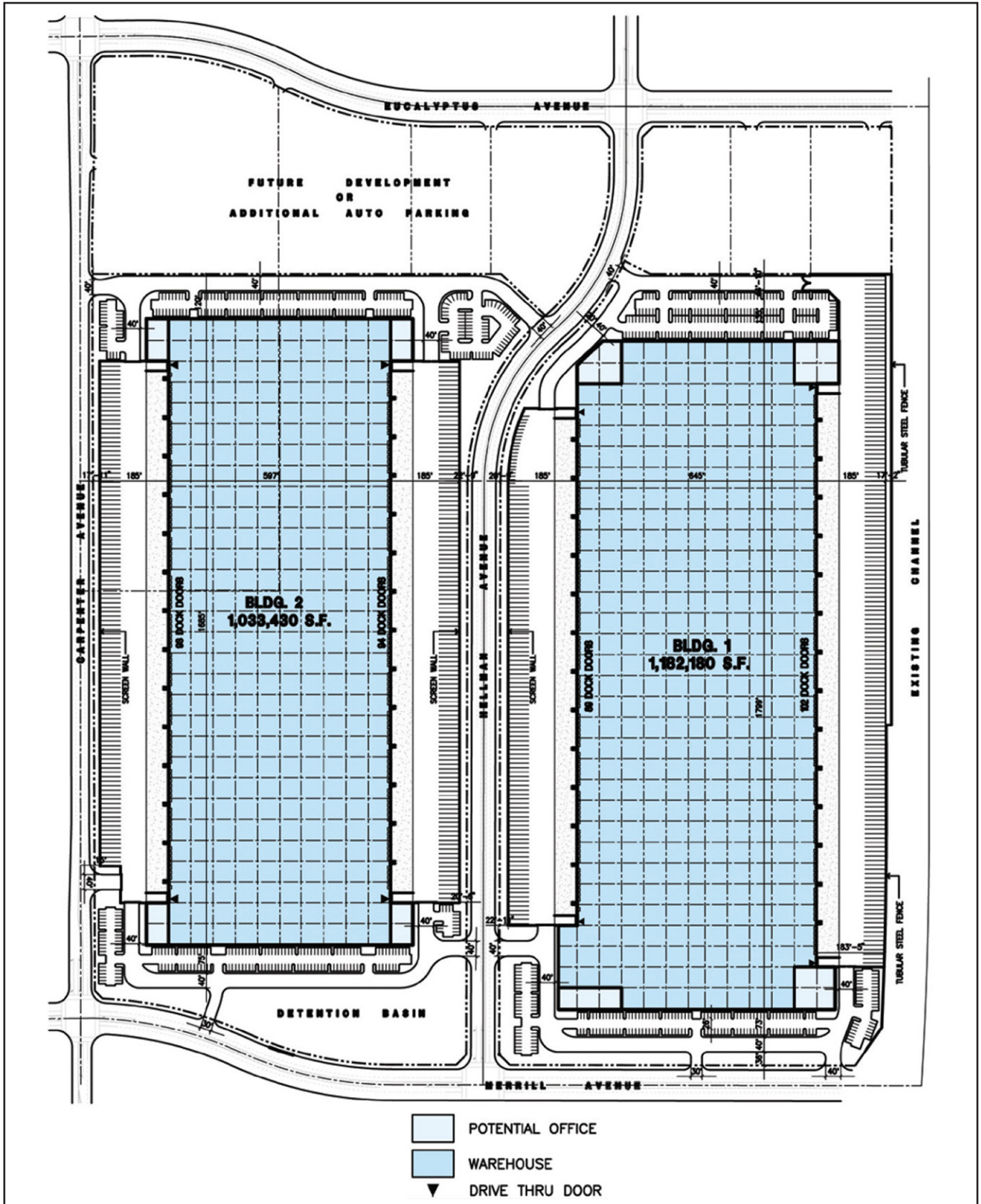


Figure 2.13
**West Ontario
Commerce Center Land Use Plan**



Source: HPA Architecture/West Ontario Commerce Specific Plan



Figure 2.14
**Conceptual West Ontario
Commerce Center Land Use Plan**

For the Business Park land use, the Ontario Development Code¹ states that permitted uses such as construction companies, food manufacturing apparel manufacturing, furniture manufacturing, medical equipment and supplies, wholesale electronics, etc. are allowed. For Industrial use, the Development Code states that uses including supportive housing, commercial crop production and farming, contractors within a building, food manufacturing, apparel manufacturing, plastic product manufacturing, warehousing and storage, etc. are permitted uses.

General Plan Amendment and Zone Change

In order to implement the Specific Plan land use plan shown in Figure 2-12 and Table 2-2, the Project includes a General Plan Amendment and Zone Change to: 1) decrease the designated Business Park area by 40-acres to a total of 21.09-acres; 2) increase the designated Industrial land use by 40-acres to a total of 98.09-acres; and 3) change the designation of approximately 2.49-gross acres (1.41-net acres) within the Parkside Specific Plan north of the Project from the Parkside Specific Plan to Business Park to utilize the area for the realignment of Eucalyptus Avenue.

Development Agreement

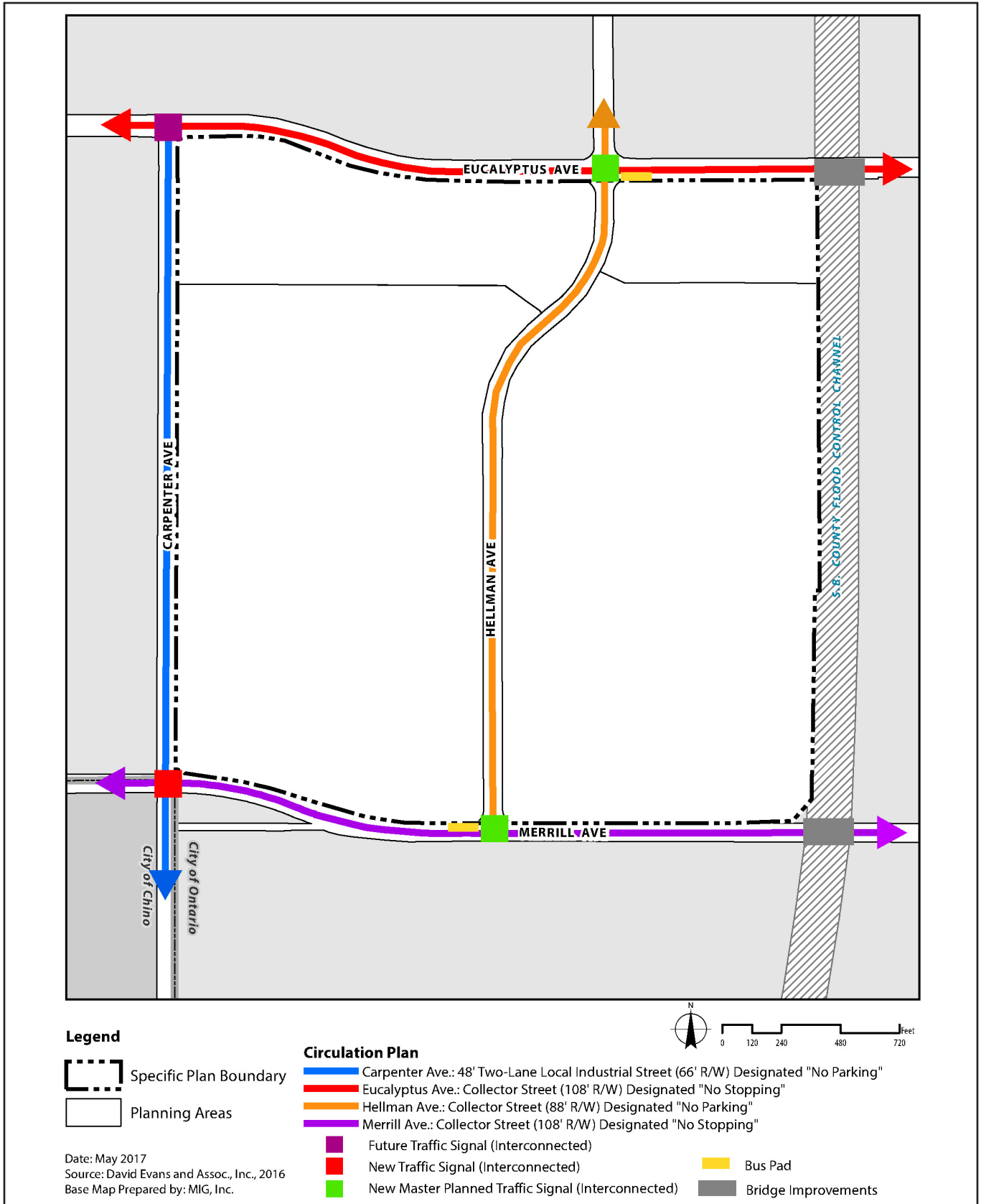
The City and the applicant are entering into a development agreement related to the Specific Plan. California Government Code sections 65864-65869.5 authorize the use of development agreements between any city, county, or city and county, with any person having legal or equitable interest in real property for the development of property. The development agreement will provide the applicant with assurance that the development of the Project may proceed subject to the rules and regulations in effect at the time of the Project approval. In addition, the development agreement will provide the City with the assurance that certain obligations of the applicant will be met, including but not limited to, the required timing of public improvements (such as roadway improvements and utility infrastructure) and the Applicant's contribution towards funding community improvements and other potential conditions of approval.

Roadway Improvements

The Project will include roadway improvements to the existing and planned public street network. The roadway improvements that will be constructed along with the Project are summarized below and included in the Development Agreement to ensure their construction. Chapter 3.13 Transportation/Traffic of this EIR provides a detailed discussion of these roadways, including phasing of the improvements associated with the Project.

Figure 2.15 shows the street improvements that will be constructed by the Project. As shown, Hellman Avenue bisects the Site and will be curved. The construction of Hellman Avenue through the Project is consistent with the City Master Plan of Streets and Highways (TOP). Hellman Avenue is designated by TOP as a Collector Street with an 88-foot right-of-way consisting of a 64-foot wide road (including a 12-foot striped median) and a 7-foot landscape area with 5-foot sidewalks along both sides of the street. An 18-foot landscape buffer will extend along both sides of Hellman Avenue through the Site beyond the designated right-of-way. The Project will construct the full length of Hellman Avenue through the Site. Two driveways each are proposed along both sides of Hellman Avenue to provide vehicle and truck access to the industrial buildings that are proposed on either side of the street. No street parking will be allowed on Hellman Avenue.

¹ Ontario Development Code, Division 5.01, Table 5.02-1.



Source: West Ontario Commerce Specific Plan

Figure 2.15
Proposed Circulation Plan

Eucalyptus Avenue extends along and forms the northern boundary of the Project. TOP designates Eucalyptus Avenue as a four-lane Collector Street with a 108-foot right-of-way consisting of an 84-foot wide street, an 8-foot Class II Bikeway (on both sides of the street), a 14-foot wide striped median, a 7-foot wide landscape area, and 5-foot wide sidewalks along both sides of the street. A 23-foot wide landscape buffer is planned to extend adjacent to both outside edges of the Eucalyptus Avenue right-of-way (with an 8-foot wide multipurpose trail on the south side of the street). No on-street parking or stopping will be allowed on Eucalyptus Avenue. The Project will construct the southern ultimate half of Eucalyptus Avenue, including a striped median, a westbound lane, a shoulder, and the underground utilities along the Project frontage.

Merrill Avenue extends along and forms the southern boundary of the Project. TOP designates Merrill Avenue as a four-lane Collector Street. Merrill Avenue is proposed to be developed with a 108-foot right-of-way, including an 84-foot wide street, an 8-foot wide Class II Bikeway (on both sides of the street), a 14-foot wide striped median, a 7-foot wide landscape buffer and 5-foot wide sidewalks along both sides of the street. No on-street parking or stopping will be allowed on Merrill Avenue. A 23-foot wide landscape buffer will extend adjacent to both outside edges of the Merrill Avenue right-of-way (with an 8-foot wide multipurpose trail on the north side of the street). Merrill Avenue is a designated truck route. The Project will construct the northern ultimate half of Merrill Avenue, including the striped median, an eastbound lane, a shoulder, and the underground utilities along the Project frontage.

Carpenter Avenue extends along and forms the west boundary of the Project Site. TOP designates Carpenter Avenue as a two-lane Local Industrial Street. Carpenter Avenue is proposed to be developed as a 66-foot wide right-of-way and include a 48-foot wide street, a 9-foot wide parkway, and 5-foot wide sidewalks along both sides of the street and a 4-foot landscape buffer. The Project will construct the ultimate eastern half of Carpenter Avenue. No street parking will be allowed on Carpenter Avenue.

The project would also install traffic signals at the following four intersections:

- Eucalyptus Avenue at Hellman Avenue;
- Eucalyptus Avenue at Carpenter Avenue;
- Merrill Avenue at Hellman Avenue; and
- Merrill Avenue at Carpenter Avenue.

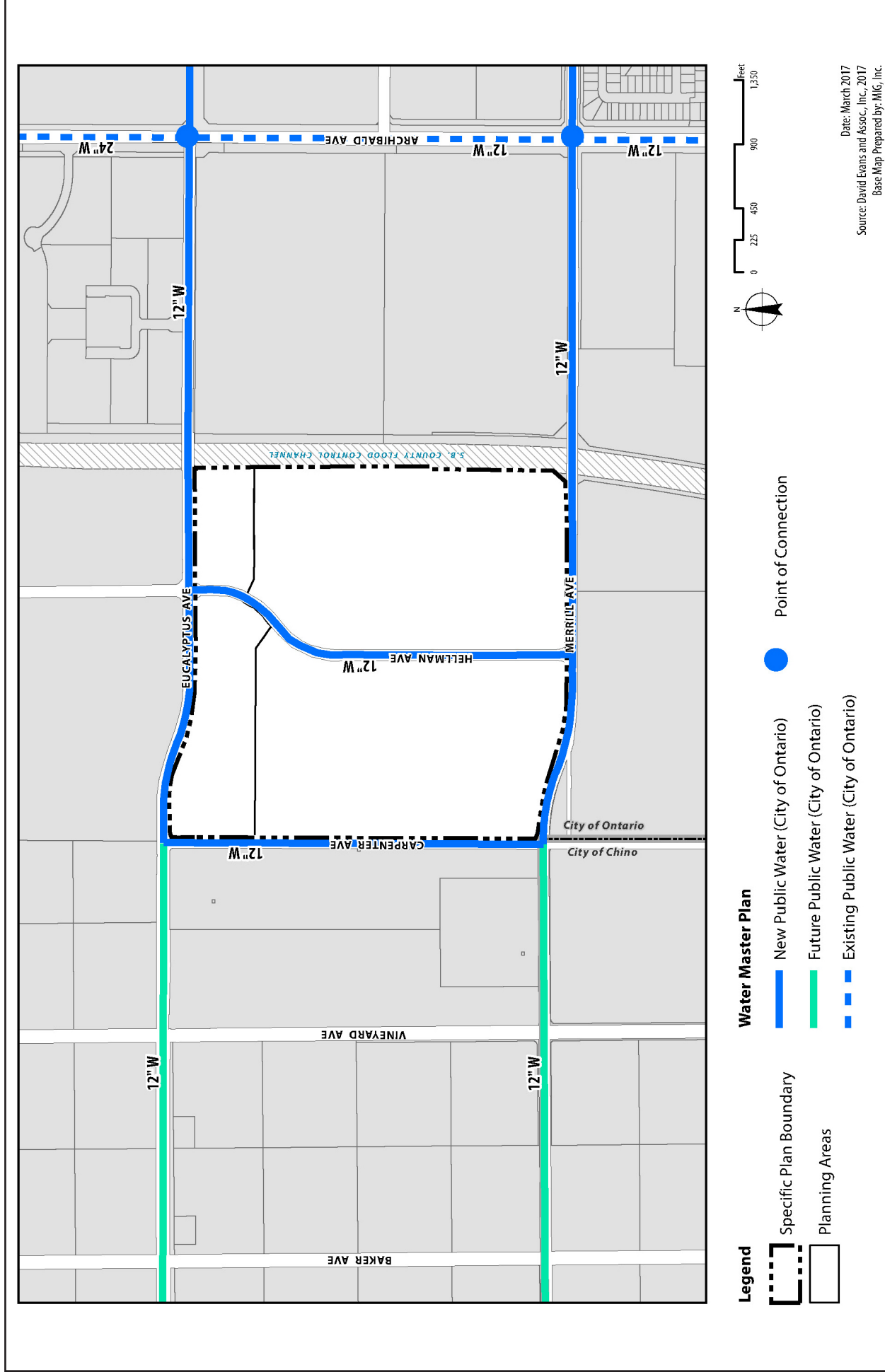
Wastewater, Water, and Storm Drain, and Electrical Infrastructure Improvements

There is no existing public sewer, potable water or storm drain infrastructure (with the exception of the Cucamonga Creek Channel) in the local vicinity of the Site. The infrastructure required to serve the Project will be constructed by the Project developer in accordance with the City's adopted Sewer, Water, and Recycled Water Master Plan, the City's adopted Master Plan of Drainage, and the approved Development Agreement.

The public utilities, including water, recycled water, storm drains and sewer facilities, to be constructed by Project developer are shown in Figures 2.16 through Figure 2.19, respectively. The public utilities that would be constructed by the Project developer include the following:

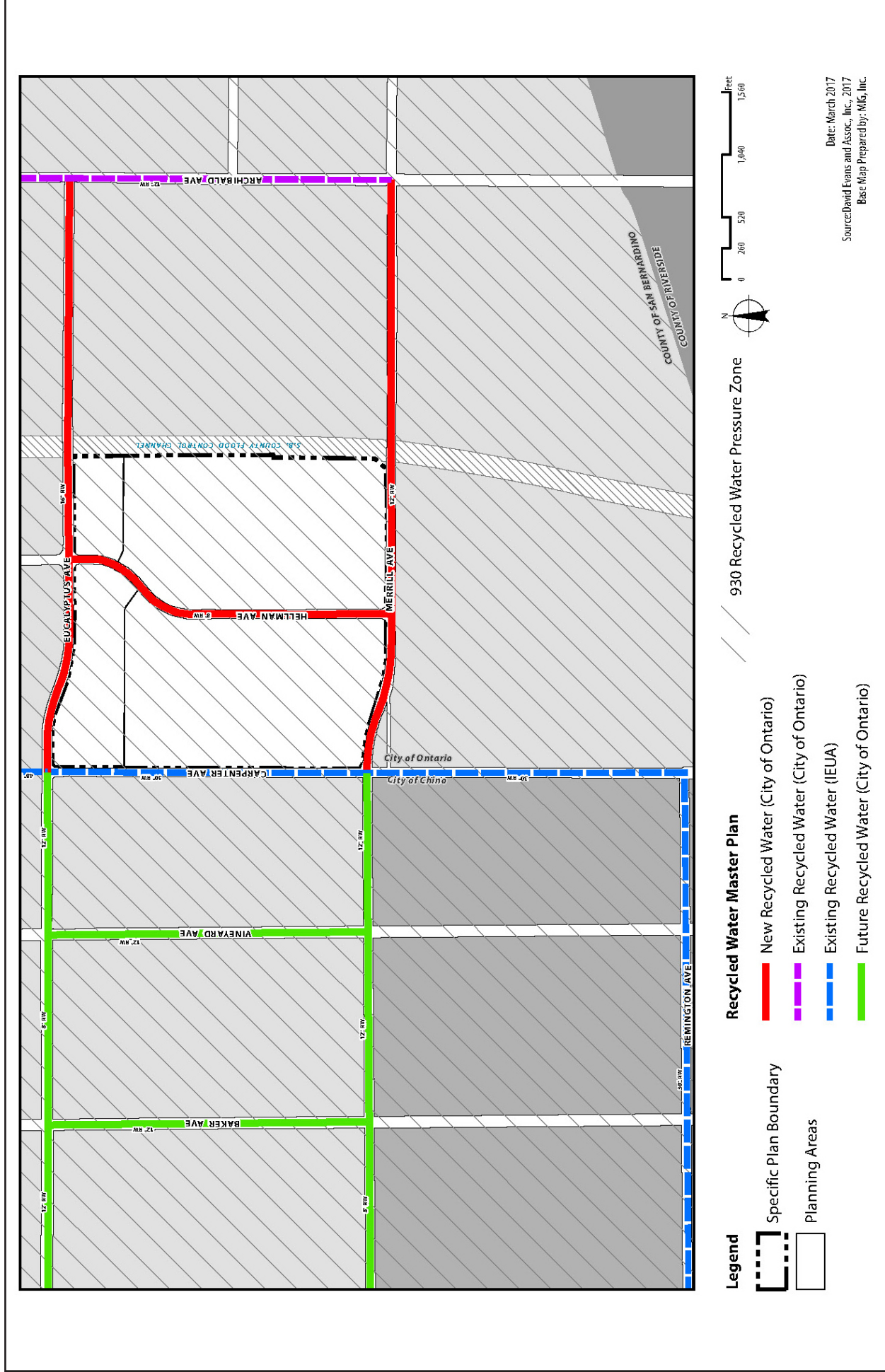
Water Lines

- Extend the 925 Pressure Zone to the Site for potable water service.
- A 24" water line in Eucalyptus Avenue from Carpenter Avenue to Archibald Avenue;
- A 12" water line in Carpenter Avenue from Eucalyptus Avenue to Merrill Avenue;



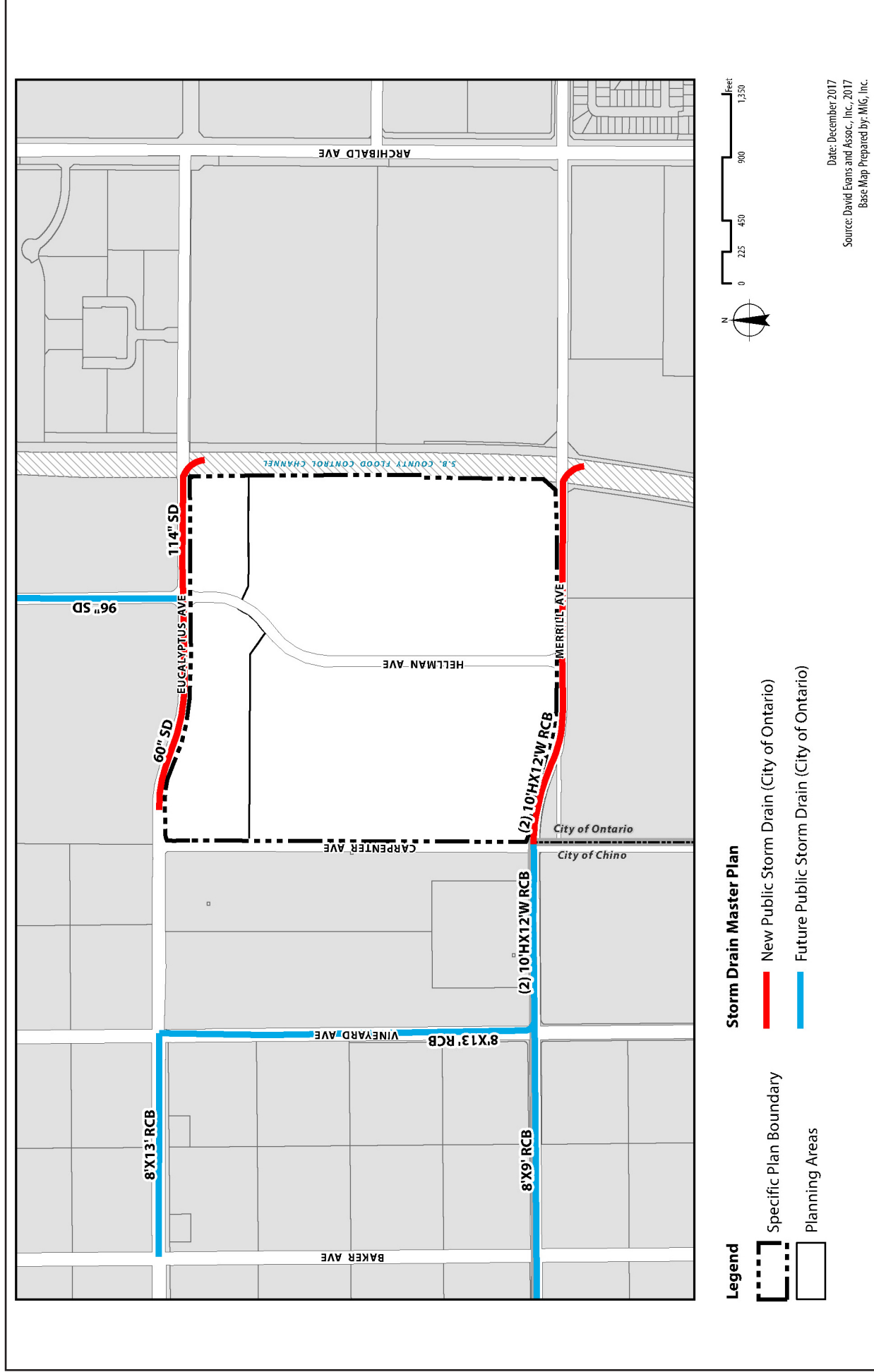
Source: West Ontario Commerce Specific Plan

Figure 2.16
Proposed Water Plan



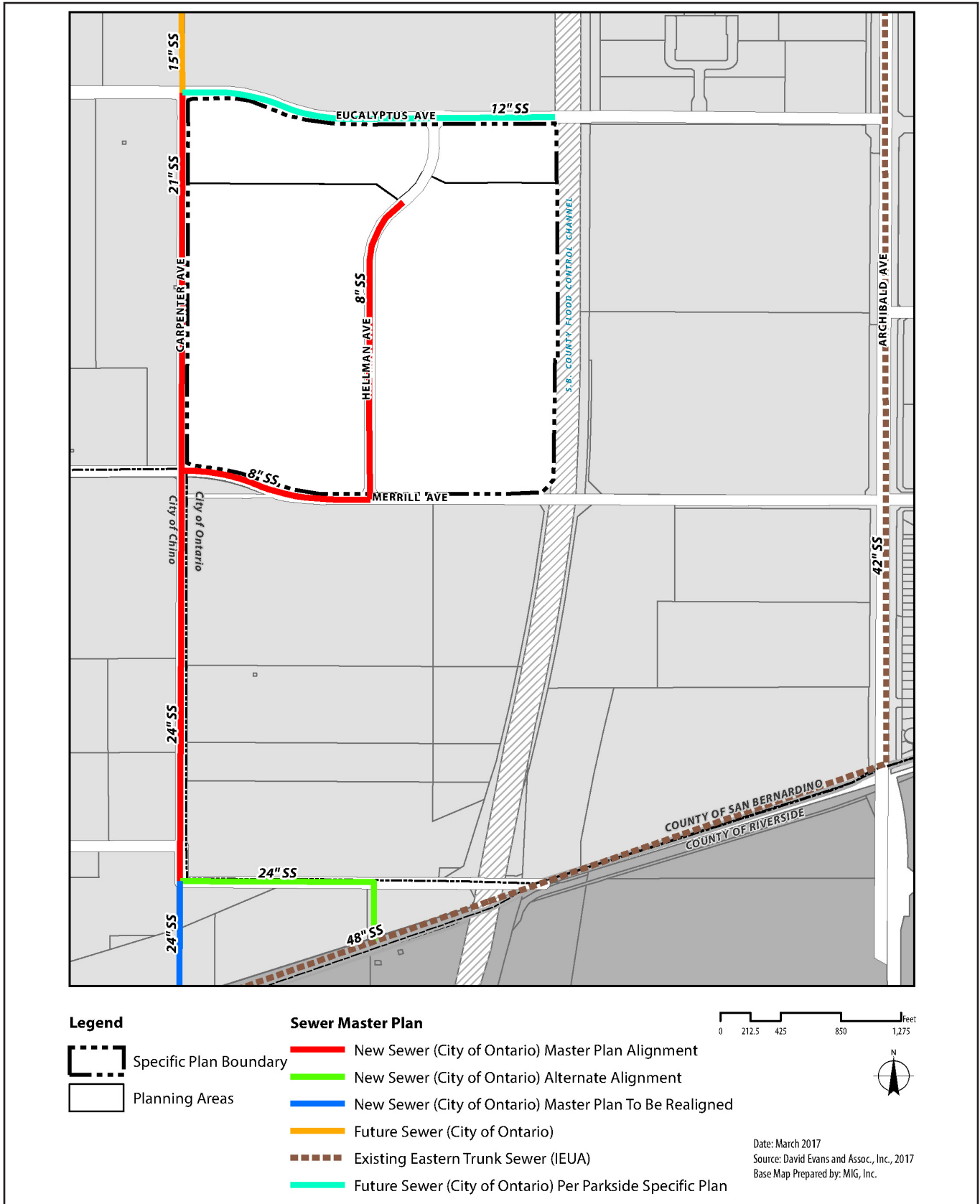
Source: West Ontario Commerce Specific Plan

Figure 2.17
Proposed Recycled Water Plan



Source: West Ontario Commerce Specific Plan

Figure 2.18
Proposed Storm Drain Plan



Source: West Ontario Commerce Specific Plan

Figure 2.19
Proposed Sewer Plan

- A 12” water line in Hellman Avenue from Eucalyptus Avenue to Merrill Avenue;
- A 12” water line in Merrill Avenue from Carpenter Avenue to Archibald Avenue.

Recycled Water Lines

- A 16” recycled water line in Eucalyptus Avenue from Carpenter Avenue to Archibald Avenue;
- An 8” recycled water line in Hellman Avenue from Eucalyptus Avenue to Merrill Avenue;
- A 12” recycled water line in Merrill Avenue from Carpenter Avenue to Archibald Avenue.

Storm Drains

- A 2,300 linear foot double 12’ x 10’ reinforced concrete box in Merrill Avenue from Carpenter Avenue to the Cucamonga Creek Channel;
- A 66” storm drain in the southern section of Hellman Avenue that connects to the double 12’ x 10’ reinforced concrete box in the north side of Merrill Avenue;
- A 48” storm drain in the center section of Hellman Avenue that connects to the 66” storm drain in Hellman Avenue;
- A 36” storm drain in the northern section of Hellman Avenue that connects to the 48” storm drain in Hellman Avenue;
- A 60” storm drain in Eucalyptus Avenue from Hellman Avenue west for approximately 650 feet;
- A 114” storm drain in Eucalyptus Avenue and connect with the Cucamonga Creek channel.

Sewer Lines

- A 24” sewer line in Carpenter Avenue from Merrill Avenue south and connect with an existing sewer line at Moon Place;
- A 21” sewer line in Carpenter Avenue from Merrill Avenue to Eucalyptus Avenue;
- A 15” sewer line in Carpenter Avenue from Eucalyptus Avenue north;
- A 12” sewer line in Eucalyptus Avenue from Carpenter Avenue to west of the Cucamonga Creek channel;
- An 8” sewer line in Merrill Avenue from Carpenter Avenue to Hellman Avenue;
- An 8” sewer line in Hellman Avenue from Merrill Avenue to south of Eucalyptus Avenue.

Electrical Facilities

The Project includes construction of new and extension of existing electrical facilities to the Site to provide electricity for the proposed uses. Southern California Edison (SCE) provides electric serve to Ontario and will serve the Project. The Project will extend electrical service to the Site by connecting to the existing overhead electrical lines along Carpenter Avenue.

During construction, the Project will require encroachment into the utility corridors and access roads within the existing SCE easements of the overhead power lines, which will be coordinated by an agreement with SCE and the developer. All electrical facilities are anticipated to be constructed underground and located within existing SCE easements or located within the right-of-way of existing roads.

Sustainability

The Project includes a variety of sustainability and greenhouse gas (GHG) reduction measures that comply with the City's Community Climate Action Plan (CCAP) as listed in Table 2-3. As shown, the GHG reduction measures total 123 points on the City's CCAP GHG Screening Threshold Table.

**Table 2-3
Commercial/Industrial GHG Reduction Measures Incorporated into Project**

Feature	Description	Points
Reduction Measure PS E3: Commercial/Industrial Energy Efficiency Development		
Building Envelope		
	Insulation	
	Enhanced Insulation (rigid wall insulation R-13, roof/attic R-28)	18
	Windows	
	Enhanced Window Insulation (0.32 U-Factor, 0.25 SHGC)	8
	Cool Roof	
	Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	12
	Air Infiltration	
	Air barrier applied to exterior walls, caulking, and visual inspection such as the HERS Verified Quality Insulation Installation (QII or equivalent)	12
Indoor Space Efficiencies		
	Heating/Cooling Distribution System	
	Modest Duct Insulation (R-6)	8
	Space Heating/Cooling Equipment	
	High Efficiency HVAC (EER 15/72% AFUE or 8.5 HSPF)	8
	Water Heaters	
	High Efficiency Water Heater (0.72 Energy Factor)	16
	Daylighting	
	All peripheral rooms within building have at least one window or skylight	1
	Artificial Lighting	
	Very High Efficiency Lights (100% of in-unit fixtures are high efficiency)	14
Reduction Measure PS W2: Commercial/Industrial Water Conservation		
Irrigation and Landscaping		
	Water Efficient Landscaping	
	Only low water using plants	4
	Water Efficient Irrigation Systems	
	Low precipitation spray heads < .75"/hr or drip irrigation	1
	Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water use)	5
Potable Water		
	Toilets	
	Water Efficient Toilets/Urinals (1.5 gpm)	3
	Faucets	
	Water Efficient Faucets (1.28 gpm)	3
Reduction Measure PS T3: Electric Vehicle Infrastructure		
	Electrical Vehicles	
	Provide public charging station for use by an electric vehicle (ten points for each charging station within the facility)	10
Total Points		123

Development Standards and Guidelines

The Specific Plan provides the development standards that are applicable to the proposed land uses, structures, and related Site improvements. The development standards propose that the minimum lot area for the Business Park and Industrial land uses are 10,000 square feet and 20,000 square feet, respectively. The maximum building height for development within the Business Park and Industrial land use designations are 45-feet and 55-feet, respectively. However, architectural projections, mechanical equipment and focal elements may be allowed to exceed the maximum height up to 25 percent above the prescribed height limit. The development standards also address building area, building setbacks, parking requirements, landscape coverage and set-back, lighting, signage, and screening including loading docks, outdoor storage, ground and roof-mounted mechanical equipment and refuse enclosures. In addition, Design Guidelines are provided to define conceptual themes for site design, architecture, and landscape design including walls and fences for the Project.

Operational Characteristics

At the time this EIR was prepared, the future users of the development proposed for the Project are unknown. For the purposes of the analysis in this EIR, the future tenant types are assumed to be any of those that are an allowable land use, activity, or facility permitted within the Business Park and General Industrial Districts of the Specific Plan (refer to Table 4.1 Allowable Uses of the Specific Plan). In addition, this EIR assumes that the Project may be operational 24-hours per day, seven days per week, with exterior lighting at night.

2.6 CONSTRUCTION SCHEDULE

The Project will be developed in two phases as discussed above. The construction of Phase 1 is anticipated to start mid-March 2018 and end December 2019. The construction of Phase 2 is anticipated to start January 2020 and end in the first quarter of 2023. Therefore, the complete buildout of the Specific Plan is anticipated to be completed by the year 2023.

The demolition, site clearing, and earthwork for the two phases of the Project will occur over the entire Site at the initiation of Phase 1. Project demolition will result in debris that will be reused on-site, donated, or recycled and also debris sent to a landfill. Chapter 3.12 Service Systems of this EIR provides a detailed discussion of the Project's compliance with solid waste regulations and the adequacy of landfill capacity to serve the Project. The proposed earthwork will be balanced on-site and is not anticipated to require import or export of soil during grading activities. Chapter 3.6 Geology and Soils of this EIR provides a discussion of the grading activities required for the Project.

2.7 PROJECT OBJECTIVES

The Applicant's purposes for the Specific Plan are as follows:

- To provide a planning framework that responds to the physical and market driven aspects of future development opportunities.
- To provide adequate and coordinated infrastructure, utilities, and public services to this area within the Ontario Ranch, which is an 8,069-acre mixed-use development located south of East Riverside Drive, east of Euclid Avenue, west of Milliken Avenue and north of the southern city limits and the Project is located.
- To encourage compatible uses and interfaces with adjacent properties to the Specific Plan.
- To determine the appropriate location and intensity of uses through new development parameters.

- Meet a city goal to, “Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in the New Model Colony” (now Ontario Ranch).

The Applicant’s Project objectives are as follows:

- Create a professional, well-maintained and attractive environment for the development of a multi-purpose business park, light industrial, and warehousing/logistics complex that is compatible with nearby residential neighborhoods.
- Provide employment opportunities for community residents.
- Facilitate the construction of utilities, roads, and other major infrastructure investments that will be sufficiently sized to adequately serve the Specific Plan area.
- Increase Ontario’s industrial uses in proximity to local airports and regional transportation networks.
- Create economic engine to spur future growth of Ontario Ranch that will continue to drive the infrastructure improvements for the area and effect the vision for the Specific Plan.

2.8 INTENDED USES OF THIS EIR

The City is the lead agency for the Specific Plan consistent with section 15065(b) of the CEQA Guidelines. As such, the City will use this EIR to formulate its actions to either approve or deny the Project.

The specific actions that would need to be approved by the City to construct the Project are as follows:

- Certification of the West Ontario Commerce Center Specific Plan Final EIR.
- Approval of the West Ontario Commerce Center Specific Plan.
- Approval of a Development Agreement for Planning Areas 1 and 2.
- Development Plan approval for PA 1 and PA 2.
- Tentative Parcel/Tract Map approval for PA 1 and PA 2.

Additionally, approvals from the following local, regional, or State agencies could include but are not limited to the following:

- Santa Ana Regional Water Quality Control Board
- San Bernardino County Flood Control District

The analysis in this EIR takes into consideration the actions related to the approval of these discretionary approvals, including the Development Plan and Tentative Parcel/Tract Map.

2.9 CUMULATIVE PROJECTS AND IMPACT ANALYSIS METHODOLOGY

Section 15355 of the CEQA Guidelines defines “cumulative impacts” as “two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts.” In general, these impacts occur in conjunction with other related development that may have impacts that might compound or interrelate with those of the Project under review.

In order to analyze the cumulative impacts of the Project in combination with existing development and other expected future growth, the amount and location of growth expected to occur in addition to the Project must be considered. Section 15130(b) of the CEQA Guidelines allows either of the following two methods of prediction:

- A. A list of past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the agency.
- B. A summary of projections contained in an adopted general plan or related planning document, which is designed to evaluate regional or areawide conditions.

Due to the development potential in the immediate Project area and regional vicinity, the cumulative analysis in this EIR considers development within the area south of I-60 that would occur by year 2023 and along with the Project have cumulative environmental impacts. Figure 2.20 identifies the location of the cumulative development projects within the Project area that are anticipated to occur in the near term (by year 2023). Table 2-4 provides a summary of the cumulative projects. The cumulative projects listed in Table 2-4 represent projects that, as shown, are approved and not fully completed or projects that are proposed and not approved.

The cumulative development analysis methodology for this EIR is based primarily upon an analysis of the anticipated development by year 2023 of the noted specific plan areas within the southern area of the City and the adjacent areas in the cities of Chino and Eastvale. This is due to the fact that the large area within these cities south of I-60 and west of I-15 with the noted specific plan projects constitutes an appropriately broad geographic area surrounding the Specific Plan area. However, cumulative impacts associated with regional cumulative traffic (and the associated cumulative traffic-generated noise and air quality impacts) described in this EIR consider traffic from development of areas outside of this defined geographical area.

In summary, the cumulative impacts associated with regional cumulative traffic (and associated cumulative traffic-generated noise and air quality impacts) described in this EIR consider traffic from the cumulative projects defined in Figure 2.19 and Table 2-4, as well as traffic from areas beyond the defined geographical area within the cities of Ontario, Chino, and Eastvale where these cumulative projects occur. In addition, the cumulative impact analyses for the other environmental issues covered in this EIR that should be considered at a regional and state-wide level (e.g., agricultural resources, biological resources) also consider cumulative development in areas beyond the defined geographical area within the cities of Ontario, Chino, and Eastvale where these cumulative projects occur.

**Table 2-4
Cumulative Projects**

Project No.	Specific Plan or Project Name	Acres	Single Family Units	Multi-Family Units	Commercial SF	Business Park Industrial SF	Total Residential Units
City of Ontario – Ontario Ranch Approved Specific Plans¹							
1	Countryside	178	819				819
2	Edenglen	158	310	274	217,520	550,000	584
3	Parkside	250	437	1,510	115,000		1,947
4	Esperanza	233	914	496			1,410
5	Subarea 29	539	2,392		87,000		2,392
6	The Avenue	568	2,313	562	130,000		2,875
7	West Haven	199	753		87,000		753
8	Grand Park	320	740	587			1,327
9	Rich Haven	512	1,833	3,033	1,039,200		4,866
	Total	2,957	10,511	6,462	1,675,720	550,000	16,973
City of Ontario – Pending Specific Plans¹							
10	Armstrong Ranch	199	994				994
11	Colony Commerce Center - East	95				2,362,251	
12	Colony Commerce Center	123				2,951,146	
13	Rich Haven SPA		967	4,336	242,412		5,303
	Total	417	1,961	4,336	242,412	5,313,597	6,297
City of Chino – Pending Development Projects							
14	Watson Industrial Park ²	211.9				3,872,000	
15	Chino Parcel Delivery	75				710,000	
16	Kimball	72.5				1,202,550	
	Total	211.9	0	0	0	5,784,550	0
City of Eastvale – Pending Development Projects							
17	Eastvale Crossing ³	24.8			218,100		
18	Eastvale Industrial Development Project ⁴	23.0				446,173	
19	Eastvale Leal Master Plan ⁵	161.0		660	1,525,000 (general retail) 450	460,000 (general office) 460,000	660

					(hotel rooms)	(medical office) 100,000 (civic center)	
20	Eastvale Commerce	200			130 hotel rooms 249,000	610,000	
21	The Ranch	94			267,000	1,922,600	
22	The Campus	55			44,200	731,868	
23	Dairy Property	27.5	119				119
24	Tract 32821	35.1		230			230
25	SC Limonite	41	330				330
	Total	208.8	0	660	2,303,300(retail) 580 (hotel rooms)	1,366,173 (office) 100,000 (civic center)	1,339

Footnotes:

¹ Source: Armstrong Ranch Specific Plan Draft Environmental Impact Report, September 2016, page 2-18.

² Source: Chino Parcel Delivery Facility Initial Study, December 2016, page 1.

³ Source: Eastvale Crossing Project Draft Environmental Impact Report, September 2016, page ES-1.

⁴ Source: Eastvale Industrial Development Project Draft Environmental Impact Report, December 2015, page ES-1.

⁵ Source: Eastvale Leal Master Plan Draft Environmental Impact Report, July 2015, page 2.0-5. This EIR analyzes the maximum-case assumptions analyzed as the proposed project. The Draft EIR page 2.0-5 states, "land and development costs make it unlikely that the full range of allowed residential development would be developed on the project site." A lower intensity buildout scenario (Alternative 2 – Market Probable Scenario) is analyzed as an alternative to the proposed project (page 5.0-4). This alternative provides for the development of: 660 multi-family units; 1,000,000 SF general retail, 230,000 general office, 230,000 SF medical office, 450 hotel rooms, and 100,000 SF civic center.

Chapter 3 ENVIRONMENTAL ANALYSIS

3.0 INTRODUCTION TO ANALYSIS

This chapter provides an overview of the environmental analysis that is provided in detail in Chapter 3.

Existing Conditions

This subsection describes existing conditions that may be subject to change as a result of implementation of the Project. This subsection provides the context for assessing potential environmental impacts resulting from implementation of the Project.

Thresholds of Significance

Before potential impacts are evaluated for significance, the threshold that will serve as the basis for judging impact significance is presented. Thresholds of Significance used for the evaluation of impacts include those thresholds presented in Appendix G of the CEQA Guidelines or public agency thresholds in the case of air quality and greenhouse gas (GHG) emissions. The City relies on these thresholds as those that are appropriate for evaluating the significance of impacts in the City.

Regulatory Framework

The primary regulations governing development of the Project is the City General Plan, which is known as The Ontario Plan (TOP). In addition to TOP, there are local, regional, and statewide regulations that govern development activities in order to ensure protection of resources, public and private property, and the local population. Examples of these regulations include the Ontario Community Climate Action Plan (November 2014), 2016 Air Quality Management Plan (AQMP), Uniform Building Code, and National Pollutant Discharge Elimination System (NPDES) permit system, among others. Regulations that are relevant to particular resources are discussed in the related resource sections in Chapter 3.

Impacts

The Project impacts discussion describes potential consequences to each resource that would result from Project implementation. The Applicant proposes to construct a development that includes Business Park uses and Industrial uses as described in detail in Chapter 2. Environmental impacts could potentially occur from this action.

The potential environmental impacts have been classified in the following categories:

Less Than Significant - Results in no substantial adverse change to existing environmental conditions.

Potentially Significant - Constitutes a substantial adverse change to existing environmental conditions that can be mitigated to less than significant levels by implementation of feasible mitigation measures or by the selection of an environmentally superior project alternative.

Significant and Unavoidable - Constitutes a substantial adverse change to existing environmental conditions that cannot be fully mitigated by implementation of all feasible mitigation measures, or by the selection of an environmentally superior project alternative.

Cumulative Impacts

This discussion (contained within each environmental resource section of Chapter 3) describes potential impacts from the Project in combination with development of concurrent specific plan areas proposed within the portion of the City, south of I-60 (refer to Chapter 2 for a description of the other specific plan areas considered in the cumulative impacts analysis) and proposed development within the cities of Chino and Eastvale that are located on sites to the south and east of the City of Chino (refer to Chapter 2 for a description of these projects considered in the cumulative impacts analysis).

Mitigation Measures and Residual Impacts

If potential Project-related impacts are considered potentially significant, mitigation measures are proposed to reduce or avoid these impacts. This section also describes the level of significance of impacts following the implementation of mitigation measures. Impacts are defined as either significant, can be mitigated, or significant and unavoidable. Significant, but mitigated impacts are those impacts that could be reduced to a less than significant level with the incorporation of mitigation measures. Significant and unavoidable impacts are those impacts that would remain significant either due to the unavailability of feasible mitigation measures to reduce impacts or the inability for mitigation measures to reduce impacts to a less than significant level.

3.1 AESTHETICS

3.1.1 Introduction

This section of the EIR describes the existing visual and aesthetic resources of the Site and the surrounding area and analyzes the potential impacts associated with the development of the Specific Plan. CEQA describes the concept of aesthetic resources in terms of scenic vistas, scenic resources, the visual character or quality of the Project Site, and nighttime views in the area. The IS (Appendix A) identified the following scope of the analyses for the Project: the potential to substantially degrade the existing visual character or quality of the Site and its surroundings; and create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.¹

Data used in preparation of this chapter were taken from various sources, including information in the Specific Plan, TOP Community Design Element requirements, site visits and site photographs.

3.1.2 Existing Conditions

The Project is located in a mixed agricultural and urban area that includes older dairy farms, row crops, and vacant land surrounded by properties being developed with urban land uses, including industrial developments and residential communities with supporting parks, schools, and commercial centers.

The majority of the Site is currently used for agricultural purposes, including two active dairy farms with single-family residences, row crops, and a hay/alfalfa wholesaler and the remainder of the site consisting of vacant land previously used for agriculture. The Project Site is relatively level with the exception of: isolated areas where soil and debris from demolished structures have been mounded; depressed areas with holding ponds for storm water and wastewater from existing on-site dairy operations on the southern portion of the Site; and an earthen drainage channel that extends along the southern Project boundary adjacent to Merrill Avenue. The existing conditions on the Site are shown in Figures 2-5 and 2-6 and an orientation map for the photographs is provided in Figure 2-9 in Section 2.0 Project Description of this EIR.

The properties surrounding the Project are within the City. The existing conditions of the surrounding properties include agricultural use to the north (row crops) within the approved Parkside Specific Plan, dairy farms, residences and a trucking company to the west, a regional concrete-lined storm drain channel (Cucamonga Creek Channel) to the east, and vacant land and urban development (single-family residences) to the south. The existing conditions on the surrounding properties are shown in Figures 2-7 and 2-8 in Chapter 2.0 Project Description.

Unique Visual Features

As discussed above, the majority of the Site contains agricultural uses, including dairy farms, row crops, and a hay/alfalfa wholesaler. The remainder of the Site is vacant land previously used for agriculture. The agricultural uses on the site are characteristic and similar to the types of agricultural uses that exist in the surrounding area. Merrill Avenue that extends along and forms the southern Project boundary is currently under construction with the construction of new curbs,

¹ The IS (Appendix A) determined the Project would not: (i) have a substantial adverse effect on a scenic vista; or (ii) substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

gutters, and signalization. Eucalyptus Avenue that extends along and forms most of the northern boundary and Carpenter Avenue that extends along and forms the west Project boundary are paved roads, but have no lane stripping or curbs and gutters. TOP does not identify any unique visual features within the Site.

Nighttime Lighting and Glare

The existing land uses on the Site have nighttime lighting and glare associated with the two active dairies, including their structures and residences, and the hay/alfalfa wholesaler's facilities. Although there is no light and glare associated with the row crops, they are adjacent to the existing on-site dairies and experience some level of light. The off-site properties that include a large industrial development and trucking company to the southwest and west, respectively, have relatively high levels of nighttime lighting associated with their 24-hour operations that include heavy trucks and passenger vehicles traveling to and from their facilities. In general, the Project vicinity experiences some level of nighttime lighting and daytime glare.

Regulatory Context

In terms of community and character design, TOP Community Design Element has several principles, goals, and policies that are applicable to the Project. As stated in TOP Community Design Element, a purpose of the TOP Community Design Element is to “Distinguish the City of Ontario as a unique, highly aesthetic built environment that fosters enjoyment, financial benefit and well-being for the entire community.” It further states that, the TOP Community Design Element “Utilizes community design to help achieve the Vision in the areas of economic development, land use, housing, community health, infrastructure and transportation.”

The applicable principles of the TOP Community Design Element consist of:

- Quality design of buildings, streets, City gateways and open spaces is vital to prosperity and makes Ontario a place where people want to be.
- Strategically located urban centers that are designed around transportation systems help define Ontario's regional identity.
- Ontario's unique history and heritage – expressed in its streets, landscaping and buildings – help define the community's identity.
- Well-maintained property and infrastructure are required to protect and encourage community investment.
- A diverse mix of residential and commercial districts and neighborhoods is vital to achieving the Vision.

TOP Community Design Element

The intent of this chapter is to define the various requirements relating to the visual image of the community within the context of the Community Design Element. The Community Design Element sets forth specific goals and policies towards meeting TOP community design principles. The following goals and policies of the TOP Community Design Element are applicable to the Project:

For image and identity, the applicable goals and policies include:

Goal CD1 A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.

Policies

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

CD1-4 *Transportation Corridors.* We will enhance our major transportation corridors within the City through landscape, hardscape, signage and lighting.

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

For design quality, the applicable goals and policies include:

Goal CD2 A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct.

Policies

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

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

CD2-3 *Commercial Centers.* We desire commercial centers to be distinctive, pedestrian friendly, functional and vibrant with a range of businesses, places to gather, and connectivity to the neighborhoods they serve.

CD2-4 *Mixed Use, Urban Office and Transit Serving Areas.* We require mixed use, urban office and transit serving areas to be designed and developed as pedestrian oriented "villages" that promote a vibrant, comfortable and functional environment.

CD2-5 *Streetscapes.* We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identity through improvements to the public right of way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.

CD2-6 *Connectivity.* We promote development of local street patterns and pedestrian networks that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent "islands" through the following means (Link to Mobility Element):

- local street patterns that provide access between subdivisions and within neighborhoods and discourage through traffic;
- a local street system that is logical and understandable for the user. A grid system is preferred to avoid circuitous and confusing travel paths between internal neighborhood areas and adjacent arterials; and
- neighborhoods, centers, public schools, and parks that are linked by pedestrian greenways/open space networks. These may also be used to establish clear boundaries between distinct neighborhoods and/or centers.

CD2-7 *Sustainability.* We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.

CD2-8 *Safe Design.* We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of visibility and accessibility, and use of lighting.

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

CD2-10 *Surface Parking Areas.* We require parking areas visible to or used by the public to be landscaped in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field.

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

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

For the pedestrian and transit environments, the applicable goal and policies include:

Goal CD3 Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.

Policies

CD3-1 *Design.* We require that pedestrian, vehicular, bicycle and equestrian circulation on both public and private property be coordinated and designed to maximize safety, comfort and

aesthetics. (Link to Bicycle and Pedestrians Section of the Mobility Element and Policies M2-3 and M2-4)

CD3-2 *Connectivity Between Streets, Sidewalks, Walkways and Plazas.* We require landscaping and paving be used to optimize visual connectivity between streets, sidewalks, walkways and plazas for pedestrians.

CD3-3 *Building Entrances.* We require all building entrances to be accessible and visible from adjacent streets, sidewalks or public open spaces.

CD3-5 *Paving.* We require sidewalks and road surfaces to be of a type and quality that contributes to the appearance and utility of streets and public spaces.

CD3-6 *Landscaping.* We utilize landscaping to enhance the aesthetics, functionality and sustainability of streetscapes, outdoor spaces and buildings.

For protection of investment, the applicable goal and policies include:

Goal CD5 A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages additional public and private investments.

Policies

CD5-1 *Maintenance of Buildings and Property.* We require all public and privately owned buildings and property (including trails and easements) to be properly and consistently maintained.

CD5-2 *Maintenance of Infrastructure.* We require the continual maintenance of infrastructure.

3.1.3 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. Based on the conclusions of the IS (Appendix A), for the purpose of this EIR, the Project would have significant aesthetic impacts on the environment if it would:

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

The IS determined the Project would result in “No Impact” to the following aesthetic threshold, which will, therefore, not be further evaluated in the EIR:

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

The IS determined the Project would result in a “Less Than Significant Impact” to the following aesthetic threshold, which will, therefore, not be further evaluated in the EIR.

- Have a substantial adverse effect on a scenic vista.

TOP does not identify any scenic vistas within the City. However, TOP (Policy CD1-5) requires all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains. The Functional Roadway Classification Plan (Figure M-2) of the Mobility Element of TOP defines the proposed north-south alignment of Hellman Avenue that bisects the Site as a Standard Arterial. The Specific Plan is required by the TOP Community Design Element to provide Project features, including parkways and landscape areas, on the east and west sides of Hellman Avenue and along the north-south streets adjacent to the Site to protect views of the mountains. Therefore, no adverse scenic vista impacts to motorists on Hellman Avenue are anticipated in relation to the Project and this threshold will not be further evaluated in the EIR.

3.1.4 Methodology

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

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

3.1.5 Project Impacts

AE-1 Would the Project substantially degrade the existing visual character or quality of the site and its surroundings? This impact would be less than significant.

The Specific Plan will change the zoning and allow the transformation of the Site from agricultural use and vacant land to a planned Business Park and Industrial use center. The Specific Plan allows for a maximum development of up to 555,505 square feet of Business Park use and 2,350,005 square feet of Industrial use with a total development of 2,905,510 square feet. The Specific Plan has the flexibility to determine the individual building size based on the market conditions. The Business Park use will accommodate industrial-serving commercial and office uses, very light industrial uses, and allow multi-tenant buildings and single-tenant buildings on the northern portion of the Site. The Industrial use will allow storage and warehousing uses on the central and southern portion of the Site.

Development Plan

The Project defines the maximum allowable gross building area consistent with the proposed acreage for the Business Park Zoning District for PA 1 (21-net acres on the northern one-fourth of

the Site) and General Industrial Zoning District for PA 2 (98-acres on the remaining central and south portions of the Site). Refer to Figure 2-10 in Chapter 2 of this EIR.

The Specific Plan includes the conceptual site plan, provided as Figure 2.11. As shown, the southern and central portions of the Site are proposed for development of two large industrial buildings surrounded by associated surface parking areas. The northern portion of the Site is proposed for a business park and commercial uses to provide the transition of land uses between the industrial buildings on the southern portion of the Site and the off-site planned residential uses to the north.

Circulation Plan

The Project includes roadway improvements to the existing and planned public street network. Hellman Avenue is proposed to extend from Eucalyptus Avenue on the north and Merrill Avenue on the south and bisect the Site in a north-south direction. Hellman Avenue will be curved, consistent with the TOP Master Plan of Streets and Highways. Hellman Avenue is designated by TOP as a Collector Street with an 88-foot right-of-way consisting of a 64-foot wide road (including a 12-foot striped median) and a 7-foot landscape area with 5-foot sidewalks along both sides of the street. An 18-foot landscape area will extend along both sides of Hellman Avenue beyond the designated right-of-way.

Eucalyptus Avenue forms the northern boundary of the Site. TOP designates Eucalyptus Avenue as a four-lane Collector Street with a 108-foot right-of-way consisting of an 84-foot wide street, an 8-foot Class II Bikeway (on both sides of the street), a 14-foot wide striped median, a 7-foot wide landscape area, and 5-foot wide sidewalks along both sides of the street. A 23-foot wide landscape area is planned to extend adjacent to both outside edges of the Eucalyptus Avenue right-of-way (with an 8-foot wide multipurpose trail on the north side of the street).

Merrill Avenue forms the southern boundary of the Site and the construction of improvements by the City are currently underway. TOP designates Merrill Avenue as a four-lane Collector Street. Merrill Avenue will have a 108-foot right-of-way, including an 84-foot wide street, an 8-foot wide Class II Bikeway (on both sides of the street), a 14-foot wide striped median, a 7-foot wide landscape area and 5-foot wide sidewalks along both sides of the street. A 23-foot wide landscape area will extend adjacent to both outside edges of the Merrill Avenue right-of-way (with an 8-foot wide multipurpose trail on the north side of the street).

Carpenter Avenue forms the west boundary of the Site. TOP designates Carpenter Avenue as a Local Industrial Street. Carpenter Avenue is proposed to be developed as a 66-foot wide right-of-way and include a 48-foot wide street, a 4-foot wide parkway, and 5-foot wide sidewalks along both sides of the street.

Adjacent to these public streets within the Project will be landscape buffers and neighborhood edge areas consisting of a shallow swale to provide for the retention and infiltration of Project generated surface runoff.

Development Standards

As identified in Chapter 2 of this EIR, the Specific Plan provides Development Standards that address the proposed land uses, structures, building area, building setbacks, parking requirements, landscape coverage, lighting, signage, and screening including perimeter walls, fences, and hedges.

The key Development Standards that may have an effect on the visual characteristics of the Site are as follows:

- The maximum building height for development within the Business Park and Industrial land use designations are 45 feet and 55 feet, respectively.
- Walls, fences, and hedges will be provided per the Ontario Development Code Division 6.02 - Walls, Fences, and Obstructions and Section 4.4 - Screening. Loading docks and truck parking areas will be screened from Eucalyptus Avenue, Carpenter Avenue, and Merrill Avenue. In addition, outdoor storage areas, refuse areas, and ground- or roof-mounted mechanical equipment will be screened from public view.
- The landscape plan will be designed to address the intended function of the land use and the plants will be selected based on their adaptability to the climate and topography. Minimum landscape coverage of 15% for the Business Park and 10% landscape coverage for the General Industrial will be provided. The landscape areas will have a minimum dimension of 5 feet and landscaping will screen at least 75% of the utility equipment. For parking lots where there is no screen wall, landscape planter islands will be provided.
- Parking lot lighting will be provided by exterior fixtures that are directed downward to illuminate pedestrian pathways and avoid unnecessary glare. Pole, building, or tree mounted fixtures will be no more than 30 feet in height to minimize glare beyond the parking lot or service area.
- Project signage will be provided consistent with the Specific Plan Signage Design Guidelines and City approval will be required when the floor area of a building is in excess of 25,000 square feet, five or more separate commercial or industrial tenants are proposed for the same building site, or when the City determines a comprehensive sign program is needed because of special Project characteristics. The intent is to integrate Project signs with an overall Site design and to incorporate the signs into a unified architectural statement for the structures.

Design Guidelines

In addition, Design Guidelines are provided to define conceptual themes for site planning, architecture, and landscape design including walls and fences for the proposed Project. The Design Guidelines' objectives are as follows:

- Demonstrates that the West Ontario Commercial Center is a high quality development that complements and integrates into the community and adds value to the City.
- Creates a functional and sustainable place that ensures that the West Ontario Commerce Center is competitive regionally and appropriate for the Ontario Ranch community.
- Illustrates through site planning the distinctive characteristics of the two districts of the land use plan: Business Park District (PA 1) and General Industrial District (PA 2).
- Establishes criteria for building design and materials, landscape design, and site design that provide guidance to developers, builders, architects, landscape architects, and other professionals preparing plans for construction.
- Provides guidance to City staff and Planning Commission in the review and evaluation of future development projects in West Ontario Commerce Center.

- Incorporates construction and landscape design standards that promote energy and water conservation strategies.
- Implements the goals and policies of TOP and the intent of the Ontario Development Code.

The Site Design Guidelines related to siting of the Project state that, “The Planning Areas within the West Ontario Commerce Center are designed to be architecturally consistent yet distinct through use and circulation.” Related to PA 1 on the northern portion of the Project Site, the Design Guidelines indicate that, “...Planning Area 1 is oriented toward Eucalyptus Avenue and intended to serve as a buffer between the residential uses to the north (Parkside Specific Plan) and the industrial and/or warehouse and distribution uses of Planning Area 2.” As a result, the Design Guidelines orient the buildings in PA 1 to front onto Eucalyptus Avenue to “create an inviting public perimeter.” The Site Design Guidelines also require the installation of “enhanced paving, accent trees, and other landscape features that mark the major building entries.” Related to PA 2, the Site Design Guidelines discuss that this portion of the Project will incorporate design features that “Guide pedestrian access to the buildings from Hellman, Merrill, and Carpenter Avenues, and parking areas with building entrances marked by signage, architectural features, and landscape features.”

The Architectural Design Guidelines related to Project architectural features state that, “The design elements of the two Planning Areas shall be compatible and complement each other; however, variation is encouraged to provide visual interest.” Also, that the “building design, materials, colors, and textures in the West Ontario Commerce Center establish its theme and character.” The Design Guidelines discuss the use of materials, colors, fenestration, scale, and massing in the architectural style for PA 1. This would include a high level of articulation on the facades visible from Eucalyptus Avenue, Carpenter Avenue, and Hellman Avenue as well as the use of four different colors, materials, and/or textures on each building. The architectural design of the building will have a recognizable base, middle, and top in each façade. For example, the typical base treatment will include “textured materials, different colored materials or paint colors, or enriched landscaping; and the top treatment of the building will consist of “cornice elements, roof overhangs, stepped parapets, textured materials, different colored materials or paint colors, or vertical expressions.” For PA 2, the Design Guidelines indicate that the architecture of the buildings will “Highlight primary building entries through the massing of the building, special materials, colors, detailing, and/or other architectural treatment.” Also, “Portray a quality office appearance for primary entries, and tie the entry into the overall mass and building composition.” Similar to PA 1, the Design Guidelines for the buildings in PA 2 require the use of a recognizable base, middle, and top in the façade of the buildings.

Landscape Design Guidelines

The Landscape Design Guidelines provide a conceptual landscape plan that encourages the use of “durable landscape materials and designs that enhance the aesthetics of the structure, create and define public and private spaces, and provide shade and environmental benefits.” In order to comply with the City’s intersection sight lines and pedestrian safety requirements, the landscape plans for each phase will be required to comply with the City’s Standard Drawings and Traffic and Transportation Guidelines for sight-distance.

The key features of the Landscape Design Guidelines include:

- Provide landscape setbacks on Merrill Avenue and Eucalyptus Avenue consistent with the Ontario Ranch Streetscape Master Plan.

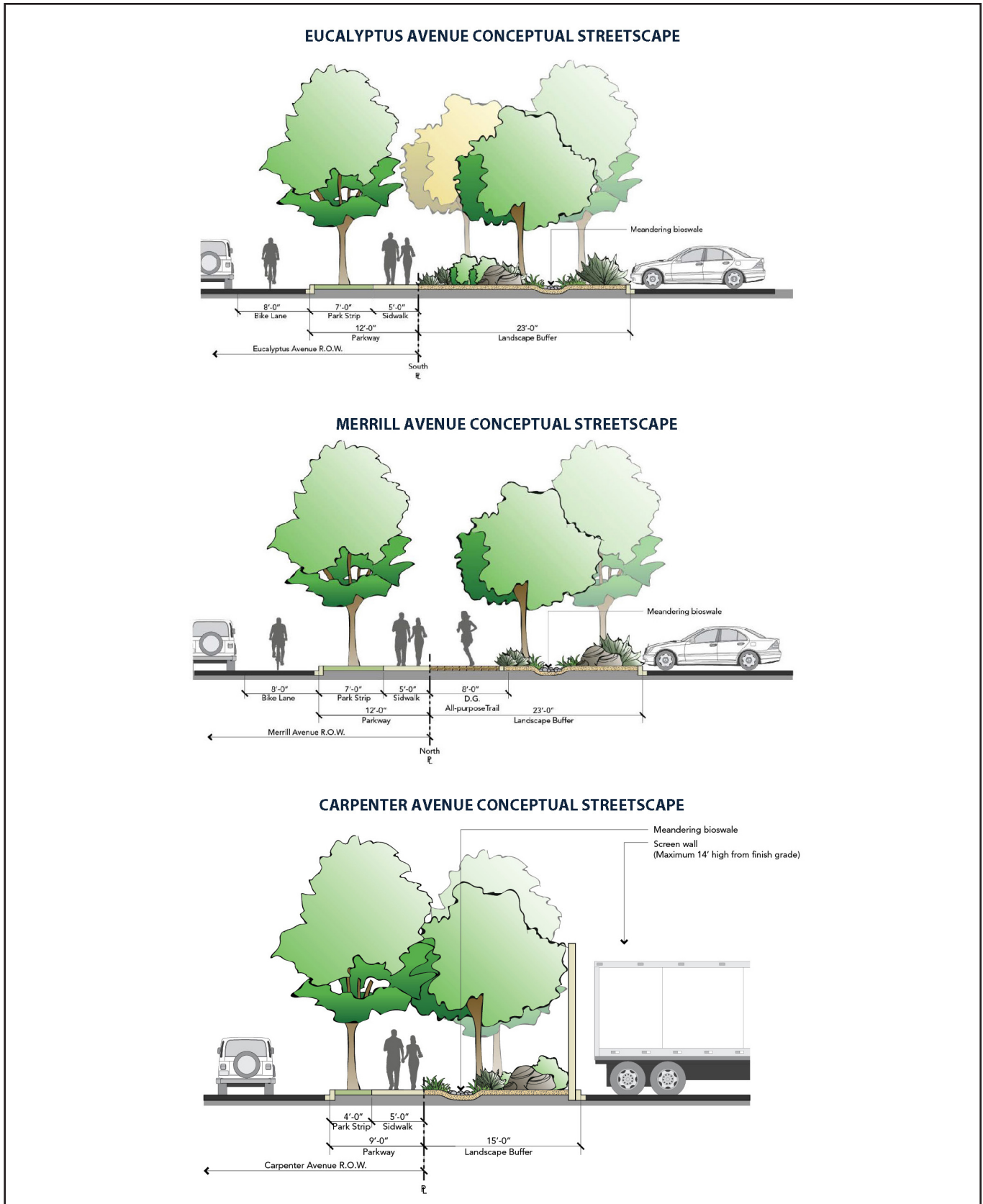
- Provide drought-tolerant plant selection with colorful shrubs and ground covers, ornamental grasses, succulents, evergreen and deciduous trees, and plant species that are native to Southern California or naturalized to the arid climate in Southern California.
- Design the landscaping in the parking lots to reduce heat buildup, improve aesthetics, and integrate with the other onsite landscaping and the streetscapes.
- Use landscaping to aid in the screening and buffering of mechanical equipment, trash collection areas, loading docks, and outside storage areas.
- Provide an automatic irrigation system for all landscape areas (except those areas intended for a specific use that would be impaired by irrigation).
- Provide landscaped swale areas for retention and infiltration of two-year storm runoff from building roofs and paved areas.

The landscape Design Guidelines discuss that the streetscape designs will be used to provide “an aesthetically pleasing view for pedestrians and motorists, screen parking and loading areas from the public right-of-way, and integrate the development into the surrounding community.” Although streetscape designs are provided in the Specific Plan, they are conceptual only. The final grading, plantings, and tree locations will be determined on a project-by-project basis. As discussed in Chapter 2 of this EIR, Hellman Avenue, Eucalyptus Avenue, Merrill Avenue, and Carpenter Avenue will have parkways that will include a curb-adjacent landscape parkway strip generally planted with groundcover and a 5-foot sidewalk. Adjacent to that, there will be a landscape buffer between the Project, consistent with the Ontario Ranch Streetscape Master Plan, which serves as a “Neighborhood Edge” between the on-site parking areas and development and the adjacent off-site land uses. See Figure 3.1-1 for the conceptual streetscape for the adjacent Eucalyptus Avenue, Merrill Avenue, and Carpenter Avenue and Figure 3.1-2 for the conceptual streetscape for Hellman Avenue on the Project Site.

Consistency with TOP

The Project will change the existing agricultural and rural characteristics of the Site to urban development. The off-site surrounding areas immediately north of Eucalyptus Avenue and east of the Cucamonga Creek Channel are currently in agricultural production as row crops, similar to the Project, and have approved plans for residential development under the Parkside Specific Plan and Subarea 29 Specific Plan, respectively. The areas to the west and southwest of the Site are developed with active dairy and associated residential units, a trucking facility, and a recently constructed industrial development (Watson Industrial Park). To the south is a single-family residence and vacant land used for truck and other vehicle storage and currently being processed as the Colony Commerce Center Specific Plan for the development of industrial use.

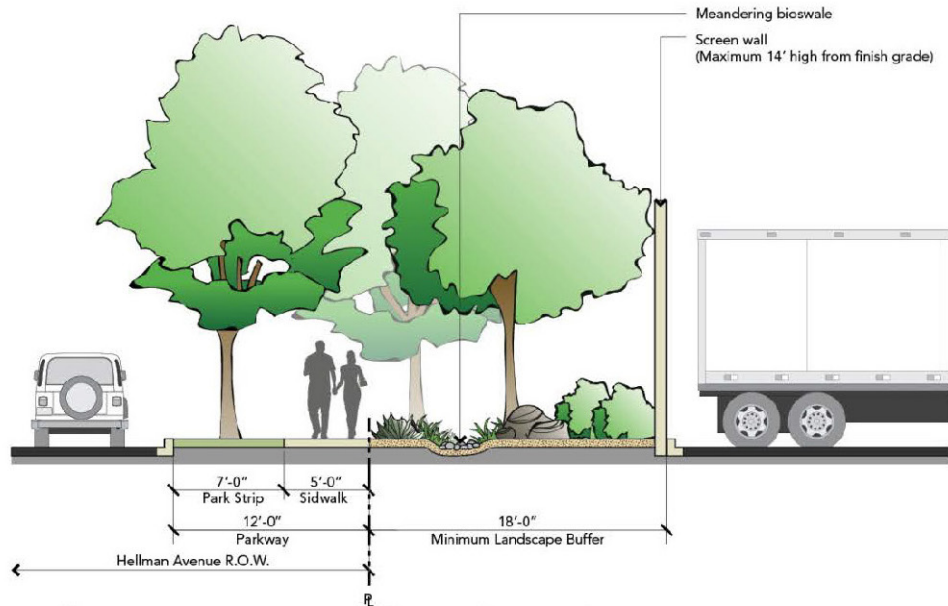
Implementation of TOP addresses the visual character of the Ontario Ranch by requiring the use of specific plans in the development of the area. Implementation of TOP and the use of specific plans would address various aesthetic conditions by requiring coordinated site planning and complementary architectural design. The Specific Plan includes Landscape Design Guidelines that when implemented would provide the landscaping necessary to meet the applicable goals and policies of the TOP Community Design Element. Also, Title 9: Development Code of the Ontario Municipal Code, requires that individual development projects must submit to site-specific review required by the City. During this review, the City will review each site development plan for compliance with the applicable site and building design and landscape requirements of TOP. The Project must meet the development standards for the Site as required



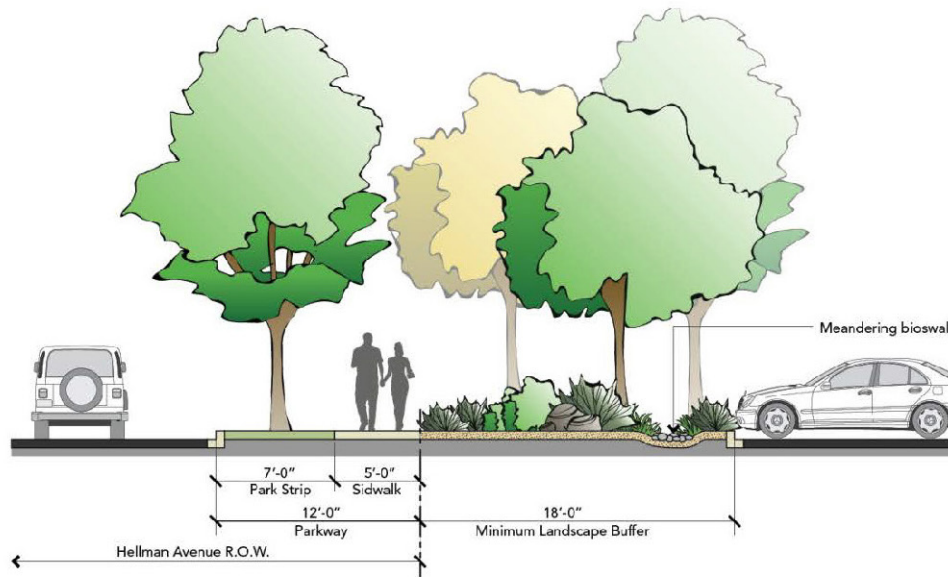
Source: West Ontario Commerce Specific Plan

Figure 3.1-1

**Conceptual Streetscapes –
Eucalyptus Avenue, Merrill Avenue, Carpenter Avenue**



Hellman Avenue - Truck Yard Condition



Hellman Avenue - Parking Lot Condition

Source: West Ontario Commerce Specific Plan

Figure 3.1-2

Hellman Avenue Streetscapes

by Ontario Development Code Division 6.02 (Walls, Fences, and Obstructions) and Section 4.4 (Screening), which would meet the design goals and policies of TOP.

As discussed above, the applicable TOP Community Design Element goals and policies, the City's Landscape Development Standards, and TOP Streetscape Master Plan are incorporated in the Specific Plan and provide the framework required for new development in the City. The development of the Project will change the aesthetic characteristics of the Site from agricultural to urban. However, the potential aesthetic impacts of the Project, including the loss of existing agricultural use on the site, are considered less than significant since the Specific Plan includes applicable TOP Community Design Element policies, design guidelines and standards to regulate the design of all buildings, streets, retention basins, landscape setbacks, etc.²

Upon Project approval, the Specific Plan Development Standards and Design Guidelines (Section 5.0 Design Guidelines) will supersede the regulations of the City's Zoning Ordinance to determine the design and architecture of the Project. While the Project will change the existing visual character of the Site from agriculture to Business Park and Industrial use, this change would not be considered substantial and adverse because the development of the Site would be consistent with an approved Specific Plan and consistent with the land use types allowed for the site envisioned by TOP. The TOP EIR explains this by stating that requiring a Specific Plan would address the various aesthetic conditions of the Project by requiring coordinated site planning and complementary architectural design. Development of the Site consistent with the Design Guidelines of the Specific Plan would ensure a quality, cohesive design for the Project consistent with the intent of TOP and other development adjacent to and within the Ontario Ranch. The design guidelines in Section 5.0 of the Specific Plan include the standards for the General Industrial District and Business Park District, including an organized site with emphasizes pedestrian connectivity and landscaped areas responsive to the public, enhanced paving, accent trees, landscape buffers with screening trees and drought tolerant plants, consistent design throughout the site, design and standards for site design, parking, walls and fences, lighting, and landscaping. For example, development of the Site is required to use four different colors, materials, and/or textures on each building, decorative concrete, stucco, exterior plaster, tile and stone are appropriate primary exterior material for buildings and paint exposed downspouts, service doors and mechanical screens the same color as the adjacent wall. Further, development of the Site is required to use landscaping to aid in the screening and buffering of mechanical equipment, trash collection areas, loading docks and outside storage areas from public view without using berms.

The current agricultural uses on the Site do not provide a unique or special aesthetic value or quality and the change from the rural agricultural character of the Site to the proposed master planned Industrial and Business Park uses would not significantly degrade the Site. The surrounding area is also proposed for similar development and, as the character of the area gradually changes from rural to planned urban development, the design standards within Section 5.0 of the Specific Plan would ensure the Project will not degrade the visual character of the Site and the area. Therefore, implementation of the proposed development and design standards will ensure the change in existing character will not degrade the existing visual character or quality of the Site. As a result, the Project will not substantially degrade the existing visual character or quality of the Site and its surroundings and no significant impact will occur.

² The Ontario Plan Draft EIR, April 2009, page 5.1-9,

AE-2 Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? This impact would be less than significant.

There is minimal light and glare generated by the existing uses on the Site. The existing nighttime light is generated by interior and exterior lighting from the residential units, dairy buildings and shade structures, and the hay/alfalfa facility on the Site. Along the southern boundary of the Site, off-site passenger vehicles and trucks generate nighttime lighting. Glare on the Site presently is due largely to the sun reflecting off the reflective materials and windows of the residential units and dairy buildings, the metal flashing and metal roofing of the dairy shade structures, and on-site vehicles and equipment. The light and glare that is generated from the Site has been an existing condition for years and does not adversely affect the surrounding land uses or motorists on the adjacent streets.

The Project will replace the existing agricultural related light sources with new and more intense light and glare sources compared to the existing conditions. This will include adding light and glare to areas of the Site where presently there are either row crops or vacant land and where there is little to no light or glare. The new sources of nighttime lighting with the Project will include interior and exterior lights associated with the new buildings, building and development signage, parking lot lighting, and street lights. Lights from automobile and truck headlights on the Site will also increase significantly compared to the existing condition. The new sources of glare will include building materials including metal trim and other reflective materials on the building exterior, windows, hardscape surfaces, fencing for enclosures, and on-site vehicles and equipment.

Interior and exterior Project lighting will be visible to the surrounding land uses both directly and by increased ambient light in the nighttime sky. While the Project will increase on-site lighting, all lighting, including construction lighting, must comply with the Ontario Municipal Code. The City does not allow flood lighting and all lighting will be required to be directed downward to reduce high intensity lighting from extending off-site. The Specific Plan Development Standards and Design Guidelines address the parking lot lighting, site lighting, and lighting of the public right-of-way.

To address glare, exterior unfinished surfaces are not permitted on any façade. Landscaping will be provided surrounding the buildings, within the parking areas, and in the “Neighborhood Edges”³ which provide landscape buffers along the major City thoroughfares, including Eucalyptus Avenue, Merrill Avenue, and Carpenter Avenue.

Although the Project will create new sources of light and glare, with implementation of the Specific Plan Development Standards and Design Guidelines and upon compliance with the Ontario Municipal Code and TOP Community Design Element requirements, the increase will not result in substantial light or glare, which could adversely affect day or nighttime views in the area. Therefore, this Project will result in a less than significant light or glare impact.

3.1.6 Cumulative Impacts

The Project, along with the cumulative projects identified in Chapter 2 of this EIR, will result in the development of properties that currently consist of various types of agricultural uses including dairies, field crops, row crops, nurseries, etc. and generate minimal light and glare. The development of the Project along with the cumulative development in the Ontario Ranch area of the City and adjacent cities will change the visual characteristics of the cumulative setting from

³ Ontario Master Plan of Streets and Highways.

largely agricultural to urban development with the development of industrial, residential, and commercial uses. Therefore, the cumulative development will change the existing agricultural landscape and increase the intensity of light and glare in the City and adjacent surrounding cities. All development in the City must meet and comply with applicable TOP Community Design Element goals and policies and similarly the cumulative projects in the cities of Chino and Eastvale will be required to comply with the respective General Plan goals and policies to minimize visual aesthetic impacts. As with the Project, all development within Ontario Ranch is required to have a specific plan that provides design guidelines and development standards to minimize light and glare impacts due to the cumulative change in the existing visual character of the cumulative development from agriculture to industrial, commercial, and residential uses. The compliance of the Project and the cumulative projects with the required design and development standards of their respective jurisdictions would serve to mitigate and reduce potential aesthetic impacts as much as feasible. While the development of the identified cumulative projects would have cumulative aesthetic impacts, development consistent with the approved specific plans within the City would reduce cumulative aesthetic impacts to less than significant levels. For those cumulative impacts in other jurisdictions, the development of projects consistent with the design and development standards conditioned for each project would reduce cumulative aesthetic impacts to less than significant.

In summary, the conversion of existing agricultural land in the City and adjacent surrounding cities to urban (non-agricultural) use would have a cumulative aesthetic impact. However, as discussed above, the conversion of agricultural land to urban development consistent with the respective general plans and with design and development standard conditions would not have a significant aesthetic impact.

The Project will not have significant cumulative impacts to the visual character of the surrounding area or day and nighttime views due to light and glare because the development proposed for the Site along with the cumulative project sites have been planned and anticipated for the respective jurisdictions and projects are required to meet all applicable adopted design guidelines within the jurisdiction.

3.1.7 Mitigation Measures

Since no significant aesthetic impacts have been identified, no mitigation measures are required.

3.1.8 Level of Significance After Mitigation

The Project would not have any significant unavoidable adverse aesthetic impacts.

3.2 AGRICULTURAL RESOURCES

3.2.1 Introduction

This section of the EIR discusses the existing agricultural resources and agricultural operations on the Site and surrounding properties and analyzes the potential impacts associated with the development of the Specific Plan. The IS (Appendix A) identified that the Project may: (i) convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland); (ii) conflict with existing zoning for agricultural use or a Williamson Act contract; and/or (iii) involve other changes in the existing environment which could result in conversion of Farmland, to non-agricultural use.¹

Data used in preparation of this section were taken from various sources including the California Department of Conservation Farmland Mapping and Monitoring Program, the TOP Final EIR (July 2009), other environmental analyses prepared by the City and the City of Chino, and information in the Specific Plan.

3.2.2 Existing Conditions

Regional Conditions

According to the *San Bernardino County Department of Agriculture (SBCDA) 2013 Crop Report*, the top three categories of agricultural resources cultivated in San Bernardino County (by value) are milk, eggs, and cattle and calves (meat). In 2013, the total gross value of agricultural production in San Bernardino County was slightly less than \$387 million, which represents a 17.2% decrease from 2012, when total values slightly exceeded \$466 million.

The total production value for the “west end south” County region, which includes the City of Chino Hills and portions of the cities of Ontario and Chino, was estimated at approximately \$280 million in 2013, which represents nearly three quarters (72.3%) of the County’s total gross value of agricultural production for 2013. The livestock and poultry commodity group, which includes milk, eggs, and chicken, accounted for 88.2% of the production value in the “west end south” County region, and over half (63.7%) of the production value for the County.²

The California Department of Conservation reports that agricultural lands, including dairies, face continuing pressure from urbanization, foreign competition, and rising production costs. According to the California Department of Conservation’s *California Farmland Conversion Report, 2015*, the most recent years for which information has been reported, the County as a whole experienced a net loss of 734-acres of Important Farmland and Grazing land between 2010 and 2012 due to urbanization over that two-year time period.³

According to TOP Final EIR, with the adoption of the New Model Colony General Plan Amendment in 1999, most of the agricultural land in the New Model Colony (now the Ontario

¹ The IS (Appendix A) determined the Project would not: (i) have a substantial adverse effect on forest land, timberland, or timberland zoned Timberland Production; or (ii) result in the loss of forest land or conversion of forest land to non-forest use. As a result, these resource topics are not discussed in the EIR

² San Bernardino County Department of Agriculture 2013 Crop Report.

³ California Department of Conservation, 2015 California Farmland Conversion Report, Table A-28. http://www.conservation.ca.gov/dlrp/fmmp/Pages/FMMP_2010-2012_FCR.aspx

Ranch) has been designated as residential, commercial, industrial, open space, or public land. There are four sections of agricultural preserve in the Ontario Ranch Land Use Plan consisting of a total of 200 acres in the southwestern portion of the City. The change of land use from agriculture to non-agriculture has mostly been a result of increasing population that has put pressure on cities in Southern California to turn Important Farmland into uses that would support residential, economic, and employment needs.⁴

In addition, dairies and farms in the Ontario area have found that dairies and farms in the San Joaquin Valley, which accounts for nearly 90% of the State's production (up from 70% in 1995), are more competitive. The dairy industry in the Inland Empire (western Riverside County and southwestern San Bernardino County) is in a long-term decline. Local pressures from demand for residential development and environmental regulations, combined with external competition from the San Joaquin Valley, have created a situation where the industry is no longer viable (Chang 2013).⁵

Agricultural Resources on the Project Site and Surrounding Properties

The Site is approximately 120-net acres and owned by five landowners as shown in Figure 2-4 in Chapter 2.0 (Project Description). Approximately 2.49 gross acres (1.41 net acres) of land that is located at the northwest area of the Site is within the Parkside Specific Plan and will be incorporated into the Project to allow for the realignment of Eucalyptus Avenue at Carpenter Avenue. Although currently in agricultural use, the land is approved for residential development as part of the Parkside Specific Plan.

The majority of the Site is used for agricultural purposes, including two active dairy farms, row crops, and a hay/alfalfa wholesaler, with the remainder of the site consisting of vacant land previously used for agriculture. Table 3.2-1 summarizes the parcels, agricultural use, and TOP land use and zoning designations for the Site. Photographs of the existing on-site agricultural uses and their location are shown in Figures 2-5 through 2-8 with the photo locations shown in Figure 2-11 in Chapter 2.0.

The properties surrounding the Site are within the City and the existing land uses include: agricultural use to the north and west, a regional concrete-lined storm drain channel (Cucamonga Creek Channel) to the east, and vacant land and urban development to the south and west. Photographs of the land uses, including agricultural uses, surrounding the Site are shown in Figures 2-9 and 2-10 in Chapter 2.0.

**Table 3.2-1
Summary of Existing Parcels and Land Uses on Project Site**

APN	Parcel Size (Acres)	Existing Use	Existing TOP (General Plan)/Zoning Designations
0218-221-09	2.49	Roadway, Utility, and Agriculture (Farming)	Parkside Specific Plan
0218-271-18	21.13	Agricultural (Farming)	Industrial (0.55 FAR)/AG-Specific Plan

⁴ Colony Commerce Center Specific Plan EIR, November 2016, pages 4.2-2.

⁵ Colony Commerce Center Specific Plan EIR, November 2016, pages 4.2-2 and 4.2-3.

0218-261-23	16.06	Agricultural (Farming)	Business Park (0.6 FAR)/ AG-Specific Plan
0218-261-22	20.415	Agricultural (Farming)	Business Park (0.6 FAR)/ AG-Specific Plan
0218-261-32	12.54	Agricultural (Dairy)	Business Park (0.6 FAR)/ AG-Specific Plan
0218-271-08	7.4	Agricultural (Dairy)	Business Park (0.6 FAR)/ AG-Specific Plan
0218-271-13	14.46	Agricultural (Dairy)	Business Park (0.6 FAR)/ AG-Specific Plan
0218-261-16	42.25	Agricultural (Dairy and hay/alfalfa wholesaler)	Industrial (0.55 FAR)/ AG-Specific Plan

Source: MIG Hogle Ireland, January 2017.

REGULATORY SETTING

Farmland Mapping and Monitoring Program

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to track changes in agricultural land use and to help preserve areas of Important Farmland. It divides the State's land into eight categories of land use designation based on soil quality and existing agriculture uses to produce maps and statistical data. These maps and data are used to help preserve productive farmland and to analyze impacts on farmland. Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance are all Important Farmland and are collectively referred to as Important Farmland in this Draft EIR. The highest rated Important Farmland is Prime Farmland.

Each type of farmland is briefly described below:

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

University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.

- *Urban and Built-up Land.* This land is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad, and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
- *Other Land.* This land is not included in any other mapping category. Common examples include low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines or borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.
- *Water.* These are areas with perennial water bodies with an extent of at least 40 acres.

As discussed above, the Site and some of the surrounding properties consist of agricultural or related uses. However, the areas of Urban and Built-up Land and Other Land, as defined above, are increasing as development in the Project area occurs. As a result, the total acreage of agricultural land in the City and adjacent areas, including the City of Chino, is declining. Substantial quantities of existing agricultural land in the Project area are likely to continue to be converted to nonagricultural (urban) uses in the near future as the buildout of TOP and the general plans for the cities of Ontario and Eastvale occur.

USDA Criteria for Defining Prime Farmland

The United States Department of Agriculture (USDA) Natural Resources Conservation Service (NCRS, formerly the Soil Conservation Service [SCS]) defines “prime farmland” as:

...land that is best suited for producing food, feed, forage, fiber, and oilseed crops and also available for these uses (the land could be cropland, pastureland, rangeland, forestland, or other land but not urban built-up land or water). It has the soil quality, length of growing season, and moisture supply needed to produce a sustained high yield of crops economically when treated and managed, including water management, according to modern farming methods.

On a finer level, the specific properties of a particular soil determine its class, with the lower numbers being more suitable for agriculture. Class I and II are considered inherently prime and Class III may sometimes be considered prime with proper irrigation and/or cultivation practices. Variations exist in the form of particular inherent moisture regimes, specific water capacities, temperature ranges, and PH levels. Prime soils also have neither water table problems, nor a water table at excessive depth to allow cultivation of crops common to the area. Other considerations include topsoil coarseness, permeability, erosion factors, flooding frequency, and rooting depth. The definitions have been slightly modified for California soils: rooting depth in particular is not a national criterion.

Prime Farmland on the Project Site

According to the California Department of Conservation, approximately 20 acres in the southwest corner of the Site are designated Prime Farmland and the remainder of the Site is designated Other Land by the California Resource Agency, pursuant to the Farmland Mapping and Monitoring Program (FMMP).⁶ Figure 3.2-1 shows the location of the Prime Farmland on the Site (within PA 1).

Williamson Act Criteria for Prime Farmland

The California Land Conservation Act (Williamson Act) was passed in 1965 for the purpose of protecting specific parcels of land in agricultural and open space use. Landowners enter into 10-year contracts with local governments and in return receive lower property tax assessments. The County's Williamson Act program provides an implementing tool for the General Plan Biological, Agricultural, and Mineral Resources Element. Administration of the program involves two sets of records, one that is the contract(s) between the property owner and the County and the other, which is a series of agricultural preserve maps that establish the boundaries of land under contract. Since the annexation of the Ontario Ranch in 1999, the City has administered this program for the County for the properties under contract within the Ontario Ranch.

The Williamson Act defines Prime Agricultural land as the land designated as Prime by the USDA, but also includes additional economic considerations, which captures a wider variety of soils. Prime Farmland under the Williamson Act meets any of the following criteria:

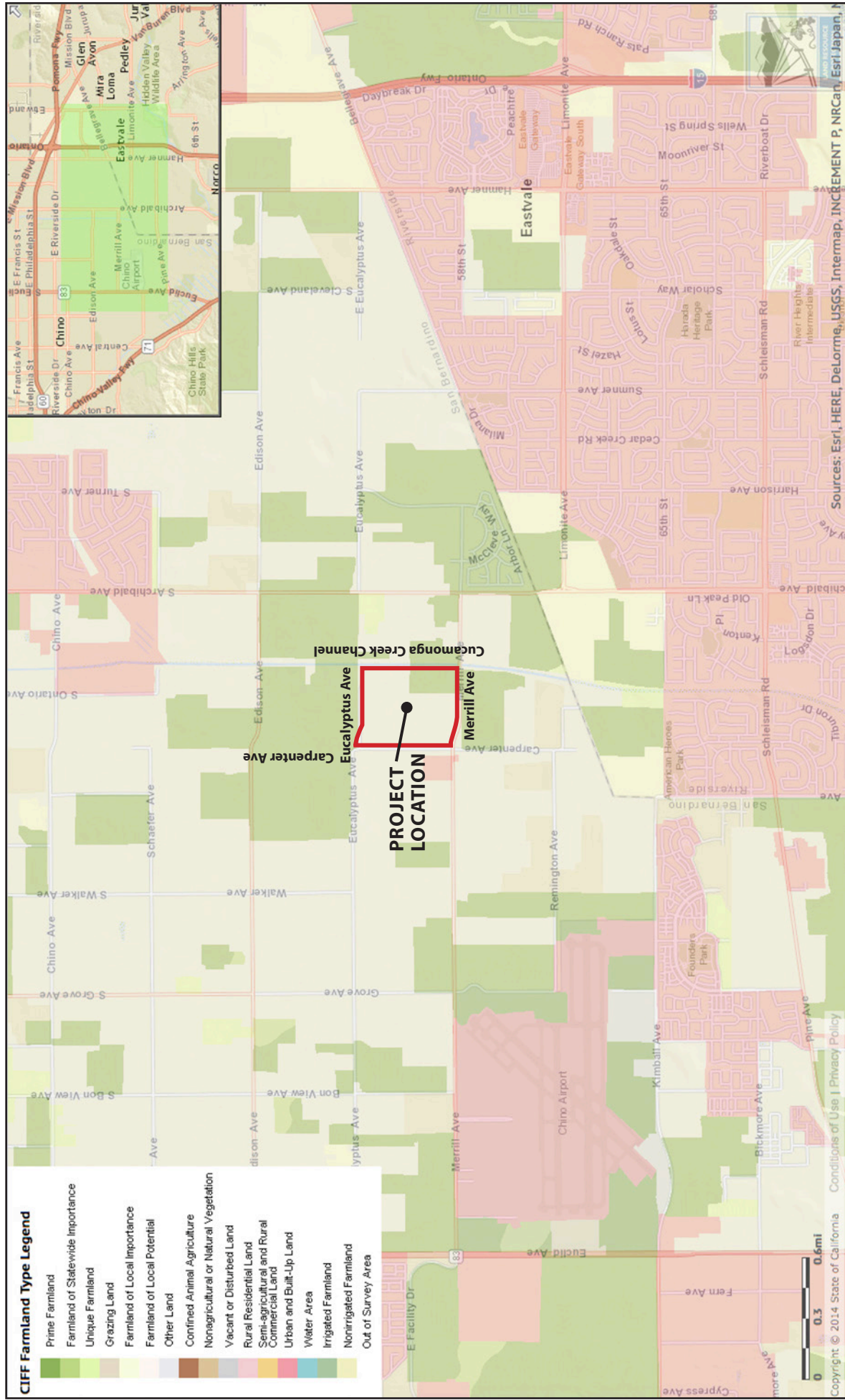
- All land that qualifies for rating as class I or class II in the NCRS) land use capability classifications.
- Land which qualifies for rating 80 - 100 in the Storie Index Rating.
- Land which supports livestock used for the production of food and fiber and which has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the USDA.
- Land planted with fruit- or nut-bearing trees, vines, bushes, or crops which have a nonbearing period of less than five years and which will normally return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than two hundred dollars (\$200) per acre.
- Land which has returned from the production of unprocessed agricultural plant products an annual gross value of not less than two hundred dollars (\$200) per acre for three of the last five years.

Williamson Act Contracts on the Project Site

There are two parcels in the northeast and northwest portions of the Site consisting of approximately 16.06 acres and 13.7 acres, respectively, with active Williamson Act contracts.

There are also two parcels with expired Williamson Act contracts. Figure 3.2-2 shows the locations of the parcels with both active and expired Williamson Act contracts on the Site.

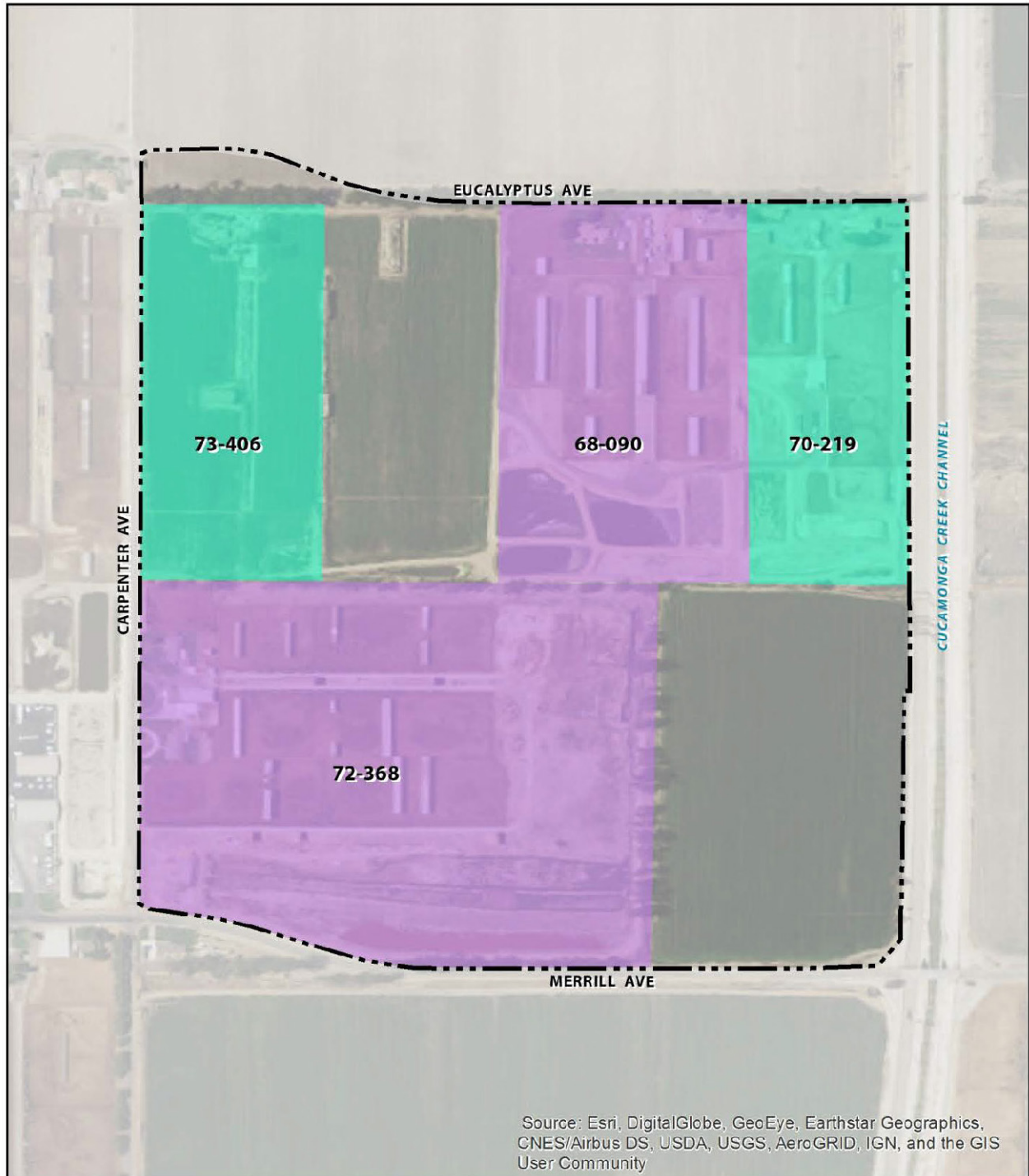
⁶ California Department of Conservation, San Bernardino County Important Farmland 2012, sheet 2 of 2.



Source: California State Dept. of Conservation



Figure 3.2-1 Prime Farmland and Other Important Farmland



Source: West Ontario Commerce Specific Plan



 Specific Plan Boundary



Williamson Act Contract Status

 73-406 Active Contract

 72-368 Expired

Figure 3.2-2
Williamson Act Contract Status

A Notice of Non-Renewal (Williamson Act Land Conservation Contract Number 73-406, APN: 0218-216-23) for approximately 16.06-acres was recorded with the County by the property owner on September 28, 2016. The remaining term of the contract is nine years and the contract will expire on January 1, 2026. Similarly, a Non-renewal of the Land Conservation Contract for the 13.7-acres was deemed effective January 1, 2017 and the termination date is January 1, 2026.

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

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

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

In order to find that the cancellation is in the public interest, the City must find:

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

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

Zoning Designations on the Project Site

The zoning designation for the Site is AG-Specific Plan. The AG-Specific Plan zoning designation allows that, while the underlying land can accommodate the continuation of agricultural uses, a specific plan is required by the City to comprehensively plan for the development of planned land uses. The entire 120-net acre Site is in the Agricultural Overlay Zoning District (as discussed below).

At the northwest corner of the Site, Eucalyptus Avenue will be realigned and extended north of its present location onto the Parkside Specific Plan project site. This area north of the existing alignment of Eucalyptus Avenue is zoned Parkside Specific Plan (PSP03-002) and allows residential development.

Agricultural Overlay Zone (Right to Farm Ordinance)

In January 2001, the City adopted the Agricultural Overlay Zoning District, Section 9-1.2700 of the Ontario Municipal Code, which allows for the continuation of agricultural uses on an interim basis until development is approved for the Ontario Ranch subareas. The Agricultural Overlay Zone (or the Right to Farm Ordinance) provides “buffering” between the existing agricultural uses and urban development occurring within the Ontario Ranch. The intent of the Right to Farm Ordinance is stated as follows:

...to allow for the continuation of agricultural uses and agricultural support uses as defined herein on an interim basis in those areas which The Ontario Plan may designate for more intensive urban uses in the future. The Agricultural Overlay District is further intended to protect vital agricultural uses by limiting land use activity to those uses, which are compatible and supportive of agricultural and related uses and/or agricultural by-products (City of Ontario Development Code, Section 6.01.035).

Agricultural land uses prohibited in the Agricultural Overlay Zone are animal slaughter operations, commercial poultry ranches and commercial hog ranches.⁷

3.2.3 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. Based on the conclusions of the Initial Study (Appendix A), for purposes of this EIR, the Project may have a significant impact on agricultural resources if it would:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.

The IS determined the Project would have a less than significant or no impact to the following agricultural resource thresholds and will not be further evaluated in the EIR:

- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g));
- Result in the loss of forest land or conversion of forest land to non-forest use.

⁷ City of Ontario, 2002.

3.2.4 Methodology

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

3.2.5 Project Impacts

Impact AG-1 Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? This impact would be significant and unavoidable.

The Site includes approximately 20-acres of Prime Farmland with the remaining approximately 100-net acres designated Other Land by the California Department of Conservation. The Project will convert the approximately 20-acres of Prime Farmland from agriculture to urban use, which is a significant impact. This finding regarding the loss of Prime Farmland is consistent with the conclusions of the General Plan EIR. As described in the General Plan EIR, which evaluated the light industrial and warehousing/distribution land uses that would be implemented by the Specific Plan, the impacts to Prime Farmland as a result of such conversion was found to be a significant and unavoidable impact and a Statement of Overriding Considerations was adopted.

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

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

Impact AG-2 Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract? This impact would be significant and unavoidable.

Agricultural Zoning

When the City annexed all of the land within Ontario Ranch, including the Specific Plan area, it was zoned Specific Plan, with an Agricultural Overlay Zoning District (Section F of Division 5.01

of the Ontario Development Code). The Overlay Zoning provides for agricultural uses within the City on an interim basis, until such time that urban development consistent with the General Plan occurs. The operation of the on-site dairy and row crops, and the urban development that is proposed by the Specific Plan is consistent with this ordinance. Therefore, the Specific Plan would not conflict with agricultural zoning, and impacts related to a conflict with agricultural zoning would not occur.

Additionally, the Project includes realignment and extension of Eucalyptus Avenue northward into the Parkside Specific Plan project site. The extension area is zoned Parkside Specific Plan (PSP03-002) and allows residential development. The proposed Specific Plan will change the existing zoning designations of this area to the proposed Specific Plan. This change related to the roadway extension would have no impact related to other agriculturally zoned areas in the vicinity. Thus, impacts related to conflict with agricultural zoning would not occur

Williamson Act Contract

As described previously, there are two parcels in the northeast and northwest areas of the Site consisting of approximately 16.06 acres and 13.7 acres, respectively, currently in Williamson Act contracts. The property owners of the parcels under Williamson Act contracts have followed the standard requirements set forth by the Williamson Act, including the recordation of Non-Renewals in 2016. However, the contracts have remaining terms that will expire on January 1, 2026. A Petition of Cancellation will be filed by the property owner with the City upon Project approval, which would cancel the remaining term of the Williamson Act contract. This would be a significant and unavoidable impact.

In order to approve the Williamson Act contract cancellation, the City must find that the cancellation is consistent with the purposes of the Williamson Act and make specific findings per Government Code section 51282(b). As described in Table 3.2-2, the proposed contract cancellation would be consistent with the required findings; however, cancellation of the remaining term of the Williamson Act contract would result in a significant and unavoidable impact.

Table 3.2-2: Williamson Act Contract Cancellation Required Findings

Required Findings	Specific Plan Consistency with Finding
That the cancellation is for land on which a notice of nonrenewal has been served.	Consistent. As described above, a Petition of Non-Renewal for the Williamson Act Parcel within the Specific Plan area will be filed upon project approval.
That cancellation is not likely to result in the removal of adjacent lands from agricultural use.	Consistent. The areas adjacent to the Specific Plan in the City are being planned for development. Existing residential uses are located to the east, and proposed development is located to the north and west of the project site. Thus, these areas are already within the development process and would not be affected by cancellation of the Williamson Act contract within the Specific Plan area. In addition, lands to the east of the Site are buffered by the Cucamonga Creek Channel and are located within the City. Thus, changes on the Site are

Required Findings	Specific Plan Consistency with Finding
	not likely to result in the removal of adjacent lands from agricultural use.
That cancellation is for an alternative use which is consistent with the applicable provisions of the City or county general plan.	Consistent. The Specific Plan would implement business park, light industrial and warehousing/distribution uses, which are consistent with the General Plan land use designations for the Project area and adjacent lands. Thus, cancellation of the Williamson Act contract is for an alternative use that is consistent with the General Plan.
That cancellation will not result in discontinuous patterns of urban development.	Consistent. Because the cancellation would allow for development of the Project area pursuant to the General Plan land uses for the area, the Project would not result in discontinuous patterns of urban development.
That there is no proximate, noncontracted land which is both available and suitable for the proposed use or that development of the contracted land would provide more contiguous patterns of urban development.	Consistent. The Project would implement the pattern of urban development that has been planned by the City’s General Plan. The development of the Site would provide contiguous patterns of development that is consistent with the planned uses adjacent to the Site.

Impact AG-3 Would the Project involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use? This impact would be significant and unavoidable.

As discussed in AG-1 above, the development of the Project will result in the conversion of the existing agricultural uses that include approximately 20-acres of Prime Farmland to an urban or non-agricultural use. The development of the Specific Plan, which is consistent with the City’s General Plan, would occur as part of a wider pattern of development in the Ontario Ranch area and other agricultural land would likely be converted to non-agricultural use as allowed by the General Plan land use designations. The conversion of agricultural lands to nonagricultural uses was analyzed in the General Plan EIR, which determined that there would be no agricultural land use designations in the City except for the 200 acres of preserves and impacts to agricultural lands as a result of the General Plan build out were found to be significant and unavoidable.

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

Therefore, although implementation of the Specific Plan would result in the conversion of agricultural land to other uses, it is occurring consistent with that previously identified policies in the General Plan EIR. Thus, consistent with the findings of the General Plan EIR, Project impacts

related to other changes in the environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural would be significant and unavoidable.

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

3.2.6 Cumulative Impacts

Throughout the County, planned and approved development proposals, including the Project and the cumulative projects identified in Chapter 2 (Cumulative Projects) in this EIR, will result in the loss of conversion of Prime Farmland and Important Farmland to non-agricultural land uses. This will occur on the Site and the sites for the defined cumulative projects. Therefore, the Project, along with the cumulative projects, will result in a cumulative impact due to the conversion of Prime Farmland to non-agricultural uses. The implementation of Mitigation Measure AG-1, which serves to minimize conflicts between agricultural and other uses within the Project area, will reduce the Project’s incremental contribution to this cumulative impact to the extent feasible. However, this cumulative impact will remain significant and unavoidable.

Similarly, the acceleration of the Williamson Act contract non-renewal would constitute a cumulatively considerable contribution to a conflict with a Williamson Act Contract. Consequently, the cumulative impact of the proposed Specific Plan on agricultural lands and conflict with an existing Williamson Act contract would be significant and unavoidable. In addition, the implementation of the Project and the cumulative projects will increase pressures to convert the remaining Farmland in the project area and the vicinity of the cumulative projects to non-agricultural uses, resulting in a significant cumulative impact.

3.2.7 Mitigation Measures

The following mitigation measure is recommended:

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

As described previously, the Ontario Ranch Area is designated for urban development pursuant to the General Plan. Existing agricultural uses are in various stages of converting to urban uses that are consistent with the General Plan. As the agricultural uses diminish, so too are the needed support uses such as feed stores, agricultural equipment sales and rentals, and manure services. In addition, as described previously, dairy farming has become less and less viable in the Ontario region. The local pressures for urban development, combined with dairy competition from the San Joaquin Valley has created a situation where the dairy industry in is no longer locally viable⁸. The dairy industry in the County has consistently and sharply declined since 2000, and incentives to convert to urban uses increase. Accordingly, there are no feasible mitigation measures to address the loss of agriculture within the project site or in the City.

The Specific Plan would implement the City's urban development plan for the Specific Plan area; thus, the only method to substantially reduce impacts to the loss or conversion of agricultural land would be to avoid development of the agricultural land. However, this avoidance (retention of the agricultural uses on the site) is inconsistent with the City's General Plan designations for the area that have been assigned to the properties because agricultural production in the region continues to decline due to economic viability. The continuation of crop and dairy operations in proximity to existing and future urban uses would negatively affect such uses and would create a nuisance for people living and working in the area although the deed disclosure required by the Agricultural Overlay Zone/Right to Farm ordinance and Mitigation Measure AG-1 ensures that new land users within the Specific Plan area are made aware of nearby agricultural operations, thereby reducing potential conflicts between existing agricultural use and other non-agricultural uses.

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

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

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

⁸ Chang, Andre et al. 2013. An Analysis of the Inland Empire Dairy Industry. Available at: <http://www.cityofchino.org/home/showdocument?id=9206>.

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

The City has considered but rejected the collection of fees for offsite mitigation of agricultural impacts. Neither the City nor the adjoining counties have adopted fee programs. Absent viable programs in the region, the imposition of fees would not serve to mitigate the impacts of the Project. Furthermore, an offsite fee mitigation program would not avoid the loss of farmland; would not minimize the effect of the Project; would not repair, rehabilitate, or restore the affected farmland; and, absent a viable fee program, would not replace affected farmland with substitute farmland. Thus, such a program would not actually mitigate or substantially lessen the significant impact of the Project (CEQA Guidelines Section 15370; *San Franciscans for Reasonable Growth v. City and County of San Francisco* (1989) 209 Cal.App.3d 1502, 1519). The same factors that make onsite mitigation infeasible would apply offsite in the region as well. The challenges to continued agricultural production in the Chino Basin area, also challenge agriculture throughout Southern California (*Defend the Bay v. City of Irvine* [2004] 119 Cal. App. 4th 1261, 1270-72).

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

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

3.2.8 Level of Significance After Mitigation

While mitigation measure AG-1 is recommended, no feasible mitigation measures have been identified that would substantially reduce Impacts AG-1 and AG-3 below a level of significance. Therefore, agricultural impacts would remain significant and unavoidable.

3.3 AIR QUALITY

3.3.1 Introduction

This section of the EIR discusses the existing air quality conditions for the Site and analyzes the potential air quality impacts associated with development of the West Ontario Commerce Center Specific Plan. The IS (Appendix A) identified the following potential air quality impacts of the Project that are addressed in this EIR: (i) potential to conflict with or obstruct implementation of the applicable air quality plan; (ii) violate an air quality standard or contribute substantially to an existing or projected air quality violation; (iii) result in a cumulatively considerable net increase of any criteria pollutant for which the project region is not in attainment; (iv) expose sensitive receptors to substantial pollutant concentrations; and (v) create objectionable odors affecting a substantial number of people.

Data used in preparation of this section were taken from the air quality assessment¹ and a health risk assessment² provided in Appendix C to this EIR.

3.3.2 Existing Conditions

The Site is currently in agricultural use, which includes dairy operations with approximately 1,400 dairy cows. The dairy cows generate methane gas, which is a GHG. According to the “Guidelines for Calculating Emissions from Dairy and Poultry Operations,”³ volatile organic compounds (VOC) emissions from milking cows is 12.8 pounds per cow per year, which in this case generates approximately 49.10 pounds of VOC per day. Most of the VOC emissions are in the form of methane, which has a global warming potential of 25⁴. The dairy cows that are currently on the Site generate approximately 203.2 metric tons of equivalent CO₂ per year (MTCO₂EQ/YR).

Sensitive Receptors

Land uses that are considered ones with sensitive receptors for air quality impacts (including the assessment of health risks from Diesel Particulate Matter [DPM]) consist of residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. As shown in Figure 3.3-1, the closest residence is approximately 100 feet south of the Site. There are approximately three (3) residences located 0.2 of a mile west of the Site along both sides of Merrill Avenue. There are also single-family homes located approximately 0.4 of a mile southeast of the Site in the southeast quadrant of Merrill Avenue and South Archibald Avenue. These sensitive land uses are adjacent to Merrill Avenue, which is a designated truck route⁵ and would serve the Project.

Federal, State, and Local Air Quality Agencies

The United States Environmental Protection Agency (U.S. EPA) is the primary federal agency for regulating air quality. The U.S. EPA implements the provisions of the Federal Clean Air Act (FCAA). This Act establishes National Ambient Air Quality Standards (NAAQS) that are applicable nationwide.

¹ Air Quality Assessment for the West Ontario Commerce Center, Greve & Associates, LLC, July 14, 2017.

² Health Risk Assessment for the West Ontario Commerce Center, Greve & Associates, LLC, July 14, 2017.

³ SCAQMD, December 2016.

⁴ Gases have different potentials for trapping heat in the atmosphere, called global warming potential (“GWP”). For example, one pound of methane has 21 times more heat capturing potential than one pound of carbon dioxide. When dealing with an array of emissions, the gases are converted to carbon dioxide equivalents (CO₂EQ) for comparison purposes. For comparison, methane = 25, carbon dioxide = 1, nitrous oxide = 198.

⁵ TOP EIR, Figure 5.16-1.

The EPA designates areas with pollutant concentrations that do not meet the NAAQS as non-attainment areas for each criteria pollutant. States are required by the FCAA to prepare State Implementation Plans (SIP) for designated non-attainment areas. The SIP is required to demonstrate how the areas would attain the NAAQS by the prescribed deadlines and what measures would be required to attain the standards. Areas that achieve the NAAQS after a non-attainment designation are redesignated as maintenance areas and must have approved Maintenance Plans to ensure continued attainment of the NAAQS.

The California Air Resources Board (CARB) was established in 1967 by the California legislature to attain and maintain healthy air quality, conduct research into the causes and solutions to air pollution, and systematically attack the serious problem caused by motor vehicles, which are the major causes of air pollution in the State. CARB sets and enforces emission standards for motor vehicles, fuels, and consumer products in the State of California. It sets the health-based California Ambient Air Quality Standards (CAAQS) and monitors air quality levels throughout the state. CARB is also responsible for compiling the SIP for submission to the U.S. EPA.

There are 15 air basins defined for the State of California. The Project is located in the South Coast Air Basin (SCAB). The SCAB is comprised of parts of Los Angeles, Riverside, and San Bernardino Counties and all of Orange County. The SCAB is bounded on the west side by the Pacific Ocean and surrounded on the other sides by mountains. To the north lie the San Gabriel Mountains, to the north and east the San Bernardino Mountains, to the southeast the San Jacinto Mountains, and to the south the Santa Ana Mountains. The SCAB forms a low plain and the mountains channel and confine airflow, which trap air pollutants.

The state has established 35 air pollution control districts to set and enforce regulations to control pollutant emissions from local pollution sources within their jurisdictions. The local air districts are responsible for preparing the portion of the SIP applicable within their boundaries. The districts also adopt and enforce regulations for stationary sources as well as develop and implement indirect source and transportation control measures. In addition, the districts receive and investigate odor complaints from residents. The air district responsible for the SCAB is the South Coast Air Quality Management District (SCAQMD).

The Southern California Association of Governments (SCAG) is an important partner to the SCAQMD, as it is the designated metropolitan planning authority for the area. SCAG is responsible for preparing the portion of the SIP that relates to transportation control measures (TCM) as well as providing land use and population projections. TCMs are intended to reduce and improve vehicular travel and associated pollutant emissions.

The California Clean Air Act (CCAA) required all air pollution control districts to prepare a plan to reduce pollutant concentrations exceeding the CAAQS and ultimately achieve the CAAQS. The districts are required to review and revise these plans every three years. The SCAQMD satisfies this requirement through the publication of an Air Quality Management Plan (AQMP). The AQMP is developed by SCAQMD and SCAG in coordination with local governments and the private sector. The AQMP is incorporated into the SIP by CARB to satisfy the FCAA requirements discussed above. The AQMP is discussed further below.

Criteria Pollutants, Health Effects, and Standards

The U.S. EPA established the NAAQS for six major pollutants, referred to as criteria pollutants: ozone (O₃), respirable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. The NAAQS for these pollutants are two tiered: primary to

protect public health; and secondary to prevent degradation to the environment (i.e., impairment of visibility, damage to vegetation and property).

The CAAQS have been established for the six criteria pollutants as well as four additional pollutants: visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. Table 3.3-1 presents the NAAQS and CAAQS for these pollutants. A brief explanation of each pollutant and their health effects is presented below.

Ozone (O₃)

Ozone is a secondary pollutant; it is not directly emitted. Ozone is the result of chemical reactions between VOC (also referred to as reactive organic gasses [ROG]) and nitrogen oxides (NO_x), which occur only in the presence of bright sunlight. Sunlight and hot weather cause ground-level ozone to form in the air. As a result, it is known as a summertime air pollutant. Ground-level ozone is the primary constituent of smog. Because ozone is formed in the atmosphere, high concentrations can occur in areas well away from sources of its constituent pollutants.

People with lung disease, children, older adults, and people who are active can be affected when ozone levels are unhealthy. Numerous scientific studies have linked ground-level ozone exposure to a variety of problems, including:

- lung irritation that can cause inflammation much like a sunburn;
- wheezing, coughing, pain when taking a deep breathe, and breathing difficulties during exercise or outdoor activities;
- permanent lung damage to those with repeated exposure to ozone pollution; and
- aggravated asthma, reduced lung capacity, and increased susceptibility to respiratory illnesses like pneumonia and bronchitis.

Ground-level ozone can have detrimental effects on plants and ecosystems. These effects include:

- interfering with the ability of sensitive plants to produce and store food, making them more susceptible to certain diseases, insects, other pollutants, competition and harsh weather;
- damaging the leaves of trees and other plants, negatively impacting the appearance of urban vegetation, national parks, and recreation areas; and
- reducing crop yields and forest growth, potentially impacting species diversity in ecosystems.

Particulate Matter (PM₁₀ and PM_{2.5})

Particulate matter includes both aerosols and solid particles of a wide range of size and composition. Of particular concern are those particles smaller than 10 microns in size (PM₁₀) and smaller than or equal to 2.5 microns (PM_{2.5}). The size of the particulate matter is referenced to the aerodynamic diameter of the particulate. Smaller particulates are of greater concern because they can penetrate deeper into the lungs than large particles.

**Table 3.3-1
Ambient Air Quality Standards**

Pollutant	Averaging Time	California Standards ¹		National Standards ²			
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷	
Ozone (O ₃) ⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry	
	8 Hour	0.070 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)			
Respirable Particulate Matter (PM ₁₀) ⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	Annual Arithmetic Mean	20 µg/m ³		—			
Fine Particulate Matter (PM _{2.5}) ⁹	24 Hour	—	—	35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³			15 µg/m ³
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	—	Non-Dispersive Infrared Photometry (NDIR)	
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)			
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		—			
Nitrogen Dioxide (NO ₂) ¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m ³)	—	Gas Phase Chemiluminescence	
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)			Same as Primary Standard
Sulfur Dioxide (SO ₂) ¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)	
	3 Hour	—		—			0.5 ppm (1300 µg/m ³)
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹⁰			—
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) ¹⁰			—
Lead ^{12,13}	30 Day Average	1.5 µg/m ³	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption	
	Calendar Quarter	—		1.5 µg/m ³ (for certain areas) ¹²			Same as Primary Standard
	Rolling 3-Month Average	—		0.15 µg/m ³			
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No National Standards			
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography				
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence				
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography				

Source: California Air Resources Board website 10/1/15

Source: California Air Resources Board Website, October 1, 2015.

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
9. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
10. On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
11. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
12. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
13. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

The principal health effect of airborne particulate matter is on the respiratory system. Short-term exposures to high PM_{2.5} levels are associated with premature mortality and increased hospital admissions and emergency room visits. Long-term exposures to high PM_{2.5} levels are associated with premature mortality and development of chronic respiratory disease. Short-term exposure to high PM₁₀ levels is associated with hospital admissions for cardiopulmonary diseases, increased respiratory symptoms, and possible premature

mortality. The U.S. EPA has concluded that available evidence does not suggest an association between long-term exposure to PM_{10} at current ambient levels and health effects.

$PM_{2.5}$ is directly emitted in combustion exhaust and formed from atmospheric reactions between of various gaseous pollutants. PM_{10} is generally emitted directly as a result of mechanical processes that crush or grind larger particles or the re-suspension of dusts most typically through construction activities and vehicular travels. $PM_{2.5}$ can remain suspended in the atmosphere for days and weeks and can be transported long distances. PM_{10} generally settles out of the atmosphere rapidly and are not readily transported over large distances.

Carbon Monoxide (CO)

Carbon monoxide is a colorless and odorless gas, which, in the urban environment, is associated primarily with the incomplete combustion of fossil fuels in motor vehicles. Carbon monoxide combines with hemoglobin in the bloodstream and reduces the amount of oxygen that can be circulated through the body. High carbon monoxide concentrations can lead to headaches, aggravation of cardiovascular disease, and impairment of central nervous system functions. Carbon monoxide concentrations can vary greatly over comparatively short distances. Relatively high concentrations are typically found near crowded intersections, along heavily used roadways carrying slow-moving traffic, and at or near ground level. Even under the most severe meteorological and traffic conditions, high concentrations of carbon monoxide are limited to locations within a relatively short distance (300 to 600 feet) of heavily traveled roadways. Overall carbon monoxide emissions are decreasing as a result of the Federal Motor Vehicle Control Program, which has mandated increasingly lower emission levels for vehicles manufactured since 1973.

Nitrogen Dioxide (NO₂)

Nitrogen gas, normally relatively inert (unreactive), comprises about 80% of the air. At high temperatures (i.e., in the combustion process) and under certain other conditions it can combine with oxygen, forming several different gaseous compounds collectively called nitrogen oxides (NO_x). Nitric oxide (NO) and nitrogen dioxide (NO_2) are the two most important compounds. Nitric oxide is converted to nitrogen dioxide in the atmosphere. Nitrogen dioxide (NO_2) is a red-brown pungent gas. Motor vehicle emissions are the main source of NO_x in urban areas.

Nitrogen dioxide is toxic to various animals as well as to humans. Its toxicity relates to its ability to form nitric acid with water in the eye, lung, mucus membrane and skin. In animals, long-term exposure to nitrogen oxides increases susceptibility to respiratory infections lowering their resistance to such diseases as pneumonia and influenza. Laboratory studies show susceptible humans, such as asthmatics, exposed to high concentrations of NO_2 can suffer lung irritation and potentially, lung damage. Epidemiological studies have also shown associations between NO_2 concentrations and daily mortality from respiratory and cardiovascular causes and with hospital admissions for respiratory conditions.

NO_x is a combination of primarily NO and NO_2 . While the NAAQS only addresses NO_2 , NO and the total group of nitrogen oxides is of concern. NO and NO_2 are both precursors in the formation of ozone and secondary particulate matter. Because of this, and that NO emissions largely convert to NO_2 , NO_x emissions are typically examined when assessing potential air quality impacts.

Sulfur Dioxide (SO₂)

Sulfur oxides (SO_x) constitute a class of compounds of which sulfur dioxide (SO_2) and sulfur trioxide (SO_3) are of greatest importance. Ninety-five percent of pollution related SO_x emissions are in the form of SO_2 .

SO_x emissions are typically examined when assessing potential air quality impacts of SO₂. Combustion of fossil fuels for generation of electric power is the primary contributor of SO_x emissions. Industrial processes, such as nonferrous metal smelting, also contribute to SO_x emissions. SO_x is also formed during combustion of motor fuels. However, most of the sulfur has been removed from fuels greatly reducing SO_x emissions from vehicles.

SO₂ combines easily with water vapor, forming aerosols of sulfurous acid (H₂SO₃), a colorless, mildly corrosive liquid. This liquid may then combine with oxygen in the air, forming the even more irritating and corrosive sulfuric acid (H₂SO₄). Peak levels of SO₂ in the air can cause temporary breathing difficulty for people with asthma who are active outdoors. Longer-term exposures to high levels of SO₂ gas and particles cause respiratory illness and aggravate existing heart disease. SO₂ reacts with other chemicals in the air to form tiny sulfate particles which are measured as PM_{2.5}.

Lead (Pb)

Lead is a stable compound, which persists and accumulates both in the environment and in animals. In humans, it affects the blood-forming or hematopoietic, the nervous, and the renal systems. In addition, lead has been shown to affect the normal functions of the reproductive, endocrine, hepatic, cardiovascular, immunological, and gastrointestinal systems, although there is significant individual variability in response to lead exposure. Since 1975, lead emissions have been in decline due in part to the introduction of catalyst-equipped vehicles and decline in production of leaded gasoline. In general, an analysis of lead is limited to projects that emit significant quantities of the pollutant (i.e. lead smelters) and are not applied to transportation projects.

Visibility Reducing Particulates

Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size, chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt. The Statewide standard is intended to limit the frequency and severity of visibility impairment due to regional haze. A separate standard for visibility-reducing particles that is applicable only in the Lake Tahoe Air Basin is based on reduction in scenic quality.

Sulfates (SO₄)

Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized to sulfur dioxide (SO₂) during the combustion process and subsequently converted to sulfate compounds in the atmosphere. The conversion of SO₂ to sulfates takes place comparatively rapidly and completely in urban areas of California due to regional meteorological features.

The CARB's sulfates standard is designed to prevent aggravation of respiratory symptoms. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide (H₂S)

Hydrogen sulfide (H₂S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. It can also be present in sewer gas and some natural gas as well as emitted as the result of geothermal energy exploitation. Breathing H₂S at levels above the standard would result in exposure to a very disagreeable odor. In 1984, a CARB committee concluded that the ambient standard for H₂S is adequate to protect public health and to significantly reduce odor annoyance.

Vinyl Chloride (Chloroethene)

Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Short-term exposure to high levels of vinyl chloride in air causes central nervous system effects, such as dizziness, drowsiness, and headaches. Long-term exposure to vinyl chloride through inhalation and oral exposure causes liver damage. Cancer is a major concern from exposure to vinyl chloride via inhalation. Vinyl chloride exposure has been shown to increase the risk of angiosarcoma, a rare form of liver cancer in humans.

Methane

The environmental concerns for methane are due primarily from the operation of the former dairy farms. Typical of dairy farms, there is a risk to construction workers and Project residents to hazards during construction and throughout the life of the Project with the presence of methane gas, which is commonly associated with manure stockpiles. Based on the Limited Phase II ESAs that were prepared, no levels of methane gas were detected on the site.

Toxic Air Contaminants

Air quality regulations also focus on toxic air contaminants (TACs). In general, for those TACs that may cause cancer, there is no concentration that does not present some risk. In other words, there is no safe level of exposure. This contrasts with the criteria air pollutants, for which acceptable levels of exposure can be determined and for which the ambient standards have been established. Instead, the USEPA and CARB regulate HAPs and TACs, respectively, through statutes and regulations that generally require the use of the MACT or best available control technology (BACT) for toxics and to limit emissions. These statutes and regulations, in conjunction with additional rules set forth by the districts, establish the regulatory framework for TACs.

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

measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate BACT to minimize emissions.

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

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

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

South Coast Air Basin Air Quality Attainment Designations

Based on monitored air pollutant concentrations, the U.S. EPA and CARB designate areas relative to their status in attaining the NAAQS and CAAQS, respectively. Table 3.3-2 lists the current non-attainment designations for the SCAB. For the federal standards, the required attainment date is also shown.

**Table 3.3-2
Designations of Criteria Pollutants for the SCAB**

Standard	Concentration	Classification	Latest Attainment Year
2008 8-hour Ozone	75 ppb	Extreme	2031
2012 Annual PM _{2.5}	12 µg/m ³	Moderate Serious	2021 2025
2006 24-hour PM _{2.5}	35 µg/m ³	Serious	2019
1997 8-hour Ozone	80 ppb	Extreme	2023
1979 1-hour Ozone	120 ppb	Extreme	2022

Source: Executive Summary, Draft Final Air Quality Management Plan, Table ES-1, SCAQMD.

Table 3.3-2 shows that the U.S. EPA has designated SCAB as Extreme Non-attainment for ozone, Moderate Non-attainment for PM_{2.5}, and attainment/maintenance for CO and NO₂. The SCAB is designated as in attainment of the Federal SO₂ and lead NAAQS as well as the state CO, NO₂, SO₂, lead, hydrogen sulfide, and vinyl chloride CAAQS.

Air Quality Management Plan (AQMP)

As discussed above, the FCAA requires plans to demonstrate attainment of the NAAQS for which an area is designated as nonattainment. Further, the CCAA requires the SCAQMD to revise its plan to reduce pollutant concentrations exceeding the CAAQS every three years. In the SCAB, SCAQMD and SCAG, in coordination with local governments and the private sector, develop the AQMP for SCAB to satisfy these requirements. The AQMP is the most important air management document for the SCAB because it provides the blueprint for meeting state and federal ambient air quality standards.

On December 7, 2012, the 2012 AQMP was adopted by the SCAQMD Governing Board. The primary task of the 2012 AQMP is to bring the SCAB into attainment with Federal health-based standards for unhealthy fine particulate matter (PM_{2.5}) by 2014. The document states that to have any reasonable expectation of meeting the 2023 ozone deadline, the scope and pace of continued air quality improvement must greatly intensify.

The SCAQMD developed the 2016 AQMP, which is a comprehensive and integrated plan primarily focused on addressing ozone and PM_{2.5} standards. The 2016 AQMP developed integrated strategies and measures to meet the following NAAQS: 8-hour ozone by 2032; annual PM_{2.5} by 2021 to 2025; 1-hour ozone by 2023; and 24-hour PM_{2.5} by 2019. The draft 2016 AQMP was released in June 2016 and a revised draft was released in October 2016. The SCAQMD Governing Board adopted the 2016 AQMP on March 3, 2017.

SCAQMD Rules and Regulations

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

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

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

Rule 403 – Fugitive Dust. SCAQMD Rule 403 governs emissions of fugitive dust during and after construction. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires project applicants to control fugitive dust using the best available control measures such that dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from

creating an offsite nuisance. Applicable Rule 403 dust suppression (and PM10 generation) techniques to reduce impacts on nearby sensitive receptors may include, but are not limited to, the following:

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

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

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

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

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

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

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

Climate

The climate in and around the Project area, as with all of Southern California, is controlled largely by the strength and position of the subtropical high-pressure cell over the Pacific Ocean. It maintains moderate temperatures and comfortable humidity, and limits precipitation to a few storms during the winter “wet” season. Temperatures are normally mild, excepting the summer months, which commonly bring substantially higher temperatures. In all portions of the SCAB, temperatures well above 100 degrees Fahrenheit have been recorded in recent years. The annual average temperature in the SCAB is approximately 62 degrees Fahrenheit.

Winds in the Project area are usually driven by the dominant land/sea breeze circulation system. Regional wind patterns are dominated by daytime onshore sea breezes. At night, the wind generally slows and reverses direction, traveling towards the ocean. The wind direction is altered by local canyons, with wind tending to flow parallel to the canyons. During the transition period from one wind pattern to the other, the dominant wind direction rotates into the south and causes a minor wind direction from the south. The frequency of calm winds (less than two miles per hour) is less than 10%. As a result, there is little stagnation of the air in the Project vicinity, especially during the busy daytime traffic hours.

Southern California frequently has temperature inversions, which inhibit the dispersion of pollutants. Inversions may be either ground based or elevated. Ground based inversions, sometimes referred to as radiation inversions, are the most severe during clear, cold, early winter mornings. Under conditions of a ground-based inversion, very little mixing or turbulence occurs, and high concentrations of primary pollutants may occur local to major roadways. Elevated inversions can be generated by a variety of meteorological phenomena. Elevated inversions act as a lid or upper boundary and restrict vertical mixing. Below the elevated inversion, dispersion is not restricted. Mixing heights for elevated inversions are lower in the summer and more persistent. This low summer inversion puts a lid over the SCAB and is responsible for the high levels of ozone observed during summer months in the air basin.

Monitored Air Quality

Air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the SCAB. Estimates for the SCAB have been made for existing emissions (Final 2016 AQMP, March 2016). The data indicate that on-road (e.g., automobiles, busses and trucks) and off-road (e.g., trains, ships, and construction equipment) mobile sources are the major sources of current emissions in the SCAB. Mobile sources account for approximately 58% of VOC emissions, 88% of NO_x emissions, 35% of direct PM_{2.5} emissions, 44% of SO_x emissions, and 95% of CO emissions. Area sources (e.g., architectural coatings, residential water heaters, and consumer products) account for approximately 37% of VOC emissions and 42% of direct PM_{2.5} emissions. Point sources (e.g., chemical manufacturing, petroleum production, and electric utilities) account for approximately 50% of SO_x emissions. Entrained road dust account for approximately 13% of direct PM_{2.5} emissions.

The SCAQMD is divided into 38 source receptor areas (SRA) with a designated ambient air monitoring station in most areas. The Site is located in the Southwest San Bernardino Valley SRA (SRA 33). The Ontario monitoring station is the representative facility for SRA 33. The air pollutants measured at the Ontario station include ozone, carbon monoxide (CO), PM₁₀, nitrogen dioxide, and sulfur dioxide. The air quality data monitored from 2014 to 2016 are presented in Table 3.3-3. The air quality data monitored were obtained from the CARB air quality data website (www.arb.ca.gov/adam/).

The Ontario monitoring data presented in Table 3.3-3 shows that air quality levels in the Ontario area are generally good. The area only has exceedances of the ozone and rare exceedances of the PM_{2.5} and PM₁₀ standards.

**Table 3.3-3
Air Quality Measured at the Ontario Station¹**

Pollutant	California Standard	National Standard	Year	Max. Level	Days State Standard Exceeded	Days National Standard Exceeded
Ozone	0.09 ppm	None	2016	0.127	20	1
1 Hour			2015	0.136	30	2
Average			2014	0.123	22	0
Ozone	0.070 ppm	0.08 ppm ⁴	2016	0.092	29	26
8 Hour			2015	0.098	55	53
Average			2014	0.099	56	53
CO	9.0 ppm	9 ppm	2016	N/A	N/A	N/A
8 Hour			2015	N/A	N/A	N/A
Average			2014	N/A	N/A	N/A
Fine Particulates	None	35 µg/m ³	2016	41.6	N/A	2
PM_{2.5} (24 Hour)			2015	52.7	N/A	10
			2014	N/A	N/A	N/A
Fine Particulates	13 µg/m ³	12 µg/m ³	2016	N/A	N/A	N/A
PM_{2.5} (Annual)			2015	14.5	Exceeded	Exceeded
			2014	N/A	N/A	N/A
Fine Particulates	50 µg/m ³	150 µg/m ³	2016	N/A	N/A	N/A
PM₁₀ 24 Hour Average			2015	N/A	N/A	N/A
			2014	67.0	3	0
Fine Particulates	20 µg/m ³	35 µg/m ³	2016	N/A	N/A	N/A
PM₁₀ AAM			2015	N/A	N/A	N/A
			2014	N/A	N/A	N/A

Source: CARB Air Quality Data Statistics website (www.arb.ca.gov/adam/) accessed February 22, 2017.

¹ Data for Ozone from Pomona Station.

N/A = Data not available

City of Ontario

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

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

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

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

Policy CD2-7: Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping, and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials, and construction technique.

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

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

3.3.3 Thresholds of Significance

Air quality impacts are usually divided into short-term and long-term. Short-term impacts are usually the result of construction activities. Long-term impacts are associated with the operation of the Project. Impacts are further divided into regional and local air impacts. Regional impacts are associated with emissions that might contribute to an elevation of regional pollutants such as ozone. Local impacts occur adjacent or near to the source of emissions. The thresholds of significance for regional and local as well as short-term construction and long-term operational emissions are discussed below. In addition, thresholds of significance increased cancer risk due to DPM are defined.

Regional Air Quality

In the *1993 CEQA Air Quality Handbook*, SCAQMD has established significance thresholds to assess the regional impact of project related air pollutant emissions. Table 3.3-4 presents the significance thresholds for both short-term construction and long-term operational emissions. A project with daily emission rates below these thresholds would have a less than significant effect on regional air quality throughout the SCAB.

**Table 3.3-4
SCAQMD Regional Pollutant Emission Thresholds of Significance**

	Regional Significance Thresholds (Pounds per Day)				
	CO	VOC	NO _x	PM ₁₀	SO _x
Construction	550	75	100	150	150
Operation	550	55	55	150	150

Source: *1993 CEQA Air Quality Handbook*, SCAQMD

Local Air Quality

As part of the SCAQMD's environmental justice program, attention is focused on localized effects of air quality. In accordance with Governing Board direction, SCAQMD developed localized significance threshold (LST) methodology and mass rate look-up tables by SRA that are used to determine whether or not a project would generate significant adverse localized air quality impacts. The LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each SRA. The LST methodology is described in the document titled *Final Localized Significance Threshold Methodology* which was updated in 2009 by the SCAQMD and is available on the SCAQMD website at <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

The LST mass rate look-up tables provided by the SCAQMD provide thresholds for localized air quality impacts. If the calculated on-site emissions for the Project's construction activities or ongoing operation are below the LST emission levels on the mass rate look-up tables then impacts related to local air quality would be less than significant. The LST mass rate look-up tables are applicable to the following pollutants only: oxides of nitrogen (NO_x); carbon monoxide (CO); respirable particulate matter (PM₁₀); and fine particulate matter (PM_{2.5}). LSTs are derived based on the location of the activity (i.e., the source/receptor area), the emission rates of NO_x, CO, PM₁₀, and PM_{2.5}, and the distance to the nearest exposed individual.

The LST methodology presents mass emission rates for each SRA, project sizes of 1, 2, and 5 acres, and the nearest receptor distance of 25, 50, 100, 200, and 500 meters. If receptors are within 25 meters of the site, the methodology document says that the threshold for the 25-meter distance should be used.

The Site is located in SRA 33. The nearest existing sensitive land use are the residences west of the Site, about 1,300 feet from any significant construction area and a single-family residence that is 100 feet south of the Site, adjacent to and south of Merrill Avenue. To provide a conservative analysis, the analysis is based on a 5-acre site. Table 3.3-5 summarizes the LSTs for the Project's construction activities and ongoing operation.

**Table 3.3-5
Localized Significance Thresholds at Nearest Sensitive Land Use**

Localized Significance Thresholds (Pounds per Day)				
Description	NO_x	CO	PM₁₀	PM_{2.5}
Construction Activities – closest (100 feet)	352	4,424	70	18
Construction Activities – second closest (1,300 feet)	677	22,563	259	127
Operation – closest (100 feet)	352	4,424	17	4
Operation – second closest (1,300 feet)	677	22,563	63	31

Another measure of whether an impact to local air quality would occur is if the Project results in increased traffic volumes and/or decreases in Level of Service (LOS) that would result in an exceedance of the CO ambient air quality standards of 20 ppm for 1-hour Carbon Monoxide (CO) concentration levels and 9 ppm for 8-hour CO concentration levels.

Diesel Particulate Emissions

The SCAQMD's *CEQA Air Quality Analysis Guidance Handbook* recommends significance thresholds for new sources of TACs in the SCAB. A significant impact of a proposed project would occur if the following significance thresholds from diesel truck pollutant emissions occur:

- Cancer risk due to exposure of DPM from the proposed project is greater than 10 in a million; or
- Chronic Hazard Index due to exposure of DPM from the proposed project is greater than 1.

3.3.4 Methodology

This analysis focuses on the nature and magnitude of the change in the air quality environment due to the development of the Specific Plan, including the development of up to 100,000 square feet of refrigerated warehouse use.

Air pollutant emissions associated with the Specific Plan would result from the operation of construction equipment and construction-related traffic. Additionally, emissions would be generated from the operation of the uses allowed by the Specific Plan and traffic generated by the uses. The net increase in emissions generated by these activities and other secondary sources have been quantitatively estimated and compared to the applicable thresholds of significance recommended by SCAQMD.

Construction

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

In addition, to determine whether or not construction activities associated with the Specific Plan would create significant adverse localized air quality impacts on nearby sensitive receptors, the worst-case daily emissions generated by the Specific Plan were compared to SCAQMD's LSTs that are based on the pounds of emissions per day that can be generated by a project without causing or contributing to adverse localized air quality impacts. The daily total on-site combustion, mobile, and fugitive dust emissions associated with each construction phase were combined and evaluated against SCAQMD's LSTs for a 5-acre site.

Operations

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

Onsite Equipment Emissions

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

The operational equipment for the Specific Plan includes six-yard tractors operating at 4 hours a day for 365 days of the year. In addition to the use of yard trucks operating at the Site, forklifts are a common piece of equipment used in warehouse operations. The Specific Plan includes six eighty-nine (89) hp yard forklifts operating at four (4) hours a day for 365 days of the year interior to the building. The Specific Plan would power all outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) by non-diesel fueled engines and all indoor forklifts would be powered by electricity, as included in the Specific Plan's Sustainable Design Features listed in Chapter 3. In addition, the air quality analysis assumed that up to 100,000 square feet of warehouse space would be refrigerated.

3.3.5 Project Impacts

Impact AQ-1 Would the Project conflict with or obstruct implementation of the applicable air quality plan? This impact would be significant and unavoidable.

The SCAQMD's *CEQA Air Quality Analysis Guidance Handbook* states that, "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." A project should be considered consistent with the plan if it furthers one or more policies and does not obstruct other policies. The Handbook identifies two key indicators of consistency:

- (1) Whether the project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- (2) Whether the project would exceed the assumptions in the AQMP or the increments based on the year of the project buildout or phase.

Both of these criteria are evaluated as follow:

Criterion 1 - Increase in the Frequency or Severity of Violations?

As discussed in Impact AQ-2 below, ROG emissions during short-term construction activities are estimated to exceed the SCAQMD regional significance thresholds. However, with the incorporation of Mitigation Measure AQ-1, construction ROG emissions would be reduced to below the thresholds, and, thus, less than significant. In addition, there would not be exceedances of the SCAQMD LSTs and the local concentrations of NO_x would not be an impact of the Project. Therefore, short-term construction activities would not increase the frequency or severity of existing air quality violations.

As discussed in Impact AQ-2 below, NO_x emissions during the operation of the Project would exceed the SCAQMD regional significance thresholds. With incorporation of Mitigation Measure AQ-2, operational NO_x emissions would be reduced to the extent feasible, however the emissions would continue to exceed

SCAQMD operational air emission thresholds. These emissions are largely related to vehicular emissions, and neither the applicant nor the City have the ability to reduce emissions from vehicles. Therefore, the Project is not consistent with the AQMP for the first criterion, and impacts would be significant and unavoidable.

Criterion 2 - Exceed Assumptions in the AQMP?

AQMP assumptions are based on projections from the local general plans, including TOP. Projects that are consistent with the local general plan are consistent with the AQMP assumptions. While the Project is consistent with the Business Park and Industrial land uses designated for the Site, the Project would require a General Plan Amendment and Zone Change to: 1) decrease the designated Business Park area by 40-acres to a total of 21.09-acres; and 2) increase the designated Industrial land use by 40-acres to a total of 98.09-acres. While the required General Plan Amendment would revise the acreages of the on-site land uses for the Site, the Specific Plan proposes approximately 87,124 square feet of development less than allowed by TOP. Thus, the Project would not exceed the growth assumptions in the AQMP.

Although the Project is consistent with the second criterion and would not exceed growth projections in the AQMP, Project operational emissions would exceed SCAQMD thresholds; therefore, impacts would be significant and unavoidable impact.

Impact AQ-2 Would the Project violate any air quality standard or contribute substantially to an existing or projected air quality violation? This impact would be significant and unavoidable.

Potential Impacts from Construction Activities

Regional Construction Emissions

The Project's estimated regional construction peak air emissions are shown in Table 3.3-6. Daily emissions that exceed the SCAQMD significance thresholds are shown in ***bold-italics***.

**Table 3.3-6
Peak Construction Regional Emissions for Project by Phase**

Activity	Pollutant Emissions (Pounds Per Day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Phase 1A	<i>873.6</i>	75.0	76.1	0.2	20.8	12.4
Phase 1B	<i>873.4</i>	69.5	69.7	0.2	20.7	12.2
Phase 2	<i>291.8</i>	<i>63.4</i>	64.5	0.2	15.1	5.4
Significance Threshold	75	100	550	150	150	55
Would Phase Exceed Regional Threshold?	<i>Yes</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Table 3.3-6 indicates that the peak construction emissions for ROG in Phases 1A, 1B, and 2 would exceed the SCAQMD regional significance thresholds. None of the other pollutants would exceed the regional thresholds. ROG emissions are projected to exceed the SCAQMD thresholds only during the painting phase of construction. The CalEEMod is extremely conservative when assessing painting emissions, as it assumes that nearly the entire building would be painted both inside and out. This is rarely the case for warehouse and business offices. However, Mitigation Measure AQ-1 has been included to reduce ROG

emissions during construction activities (painting of structures) for Phases 1A, 1B, and 2 to a less than significant level.

Localized Construction Emissions

The localized on-site construction emissions were calculated utilizing CalEEMod. The Project's estimated localized construction air emissions are shown in Table 3.3-7. The emissions are those that would only be emitted from construction activities on the Site. The total construction emissions are compared to the LSTs described above. Worksheets showing the emission calculations are provided in the appendix to the air quality assessment in Appendix C to this EIR.

**Table 3.3-7
Localized On-Site Construction Emissions for Project By Phase**

Activity	Daily Emissions (Pounds per Day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Closest Residence – 100 feet				
Phase 1A	75.0	76.1	20.8	12.4
Phase 1B	69.5	69.7	20.7	12.2
Phase 2	63.4	64.5	15.1	5.4
LST Thresholds	352	4,424	70	18
Exceed Threshold?	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
Second Closest Residence – 1,300 feet				
Phase 1A	75.0	76.1	20.8	12.4
Phase 1B	69.5	69.7	20.7	12.2
Phase 2	63.4	64.5	15.1	5.4
LST Thresholds	677	22,563	259	127
Exceed Threshold?	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

As shown in Table 3.3-7, none of the construction emissions would exceed the LST thresholds. Therefore, no significant impact from localized air emissions during construction activities would occur.

Diesel Particulate Matter Emissions During Construction

In 1998, CARB identified particulate matter from diesel-fueled engines (DPM) as a Toxic Air Contaminant (TAC). It is assumed that the majority of the heavy construction equipment utilized during construction would be diesel fueled and emit DPM. Impacts from toxic substances are related to cumulative exposure and are assessed over a 70-year period. Cancer risk is expressed as the maximum number of new cases of cancer projected to occur in a population of one million people due to exposure to the cancer-causing substance over a 70-year lifetime.⁶

Grading for the Project, when the peak diesel exhaust emissions would occur, is expected to take less than four months. Construction for Phases 1A and 1B, when construction is most intense, is expected to be completed in about two years. Construction of the business park for Phase 2 could be spread out over three

⁶ California Environmental Protection Agency, Office of Environmental Health Hazard Assessment, Guide to Health Risk Assessment.

years. Because of the relatively short duration of construction compared to a 70-year lifespan, diesel emissions resulting from the construction of the Project would be a less than significant impact.

Potential Impacts from Project Operations

The operation of the Project will have the potential to result in regional and local air quality impacts. The following provides an analysis of these potential impacts of the Project.

Regional Operational Emissions

The air pollutant emissions during the ongoing operation of the Project were calculated using the CalEEMod program and includes up to 100,000 square feet of refrigeration for cold storage. The types of uses allowed for development by the Specific Plan as either a permitted use, conditionally permitted or administratively permitted include:

- Internet fulfillment
- Warehousing
- Distribution
- E-commerce
- Industrial retail sales
- Electronic shopping and mail-order houses
- Vending machine operators
- Warehousing and storage (air quality analysis assumed 100,000 square feet of cold storage)
- Religious assembly
- Parking facilities
- Vocational/trade schools

The operational emissions for Phases 1 and 2 of the Project and took into account the existing methane gas emissions of the approximately 1,400 dairy cows on the Site. Operational emission sources from the Project include cars and trucks going to and from the Site, natural gas for space heating, maintenance painting, and other miscellaneous sources. For Phase 1 industrial uses (with potential warehousing), trucks would be a major component of the generated traffic. The Traffic Impact Analysis⁷ estimated the following percentage of vehicles for Phase 1: 79.57% passenger vehicles; 3.46% large 2-axle trucks; 4.64% 3-axle trucks; and 12.33% 4-axle trucks.

Table 3.3-8 presents the maximum daily air pollutant emissions for Phases 1 and 2 of the Project. The analysis addressed three timeframes: year 2020 which is the completion of construction for Phase 1 (sub-phases 1A and 1B) and full operation of the industrial uses (including the potential warehousing); year 2023 which is the completion of construction for Phase 2 and full operation of the business park uses; and year 2040 which provides as a future horizon year. Daily emissions that exceed the SCAQMD significance thresholds are shown in ***bold-italics***.

Table 3.3-8 shows that the operational emissions of the Project exceed the SCAQMD regional significance thresholds for NO_x. The other pollutants are below the SCAQMD significance thresholds and would be less than significant. Mitigation Measure AQ-2 is provided to reduce the NO_x emissions; however, the NO_x emissions are due almost exclusively to motor vehicle trips, most notably the truck trips associated with the Project. Neither the applicant nor the City can reduce emissions from vehicles, and NO_x emissions would

⁷ West Ontario Commerce Center Specific Plan Traffic Impact Analysis, Ontario, CA November 2017.

continue to exceed thresholds with implementation of mitigation. Therefore, operational emissions related to NO_x would remain significant and unavoidable.

**Table 3.3-8
Project Operational Emissions (Pounds per Day)**

Source	Daily Emissions (lbs./day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Opening Year for Phase 1 (2020)						
Phase 1 Operations	62.6	253.0	207.5	1.1	73.9	21.1
Less Cow Emissions	49.1	0.0	0.0	0.0	13.7	13.7
Net Emissions	13.5	253.0	207.5	1.1	60.2	7.4
Opening Year for Phase 2 (2023)						
Phase 1 Operations	56.7	145.1	155.9	1.0	73.0	20.2
Phase 2 Operations	22.8	47.2	132.7	0.5	47.9	13.1
Total Operations	79.5	192.3	288.6	1.5	121.0	33.3
Less Cow Emissions	49.1	0.0	0.0	0.0	13.7	13.7
Net Emissions	30.4	192.3	288.6	1.5	107.3	19.6
Full Operation (2040)						
Phase 1 Operations	52.3	121.7	91.5	0.8	72.5	19.8
Phase 2 Operations	18.3	38.1	71.4	0.4	47.7	12.9
Total Operation	70.6	159.8	162.9	1.3	120.2	32.7
Less Cow Emissions	49.1	0.0	0.0	0.0	13.7	13.7
Net Emissions	21.5	159.8	162.9	1.3	106.5	19.0
SCAQMD Thresholds	55	55	550	150	150	55
Exceed Regional Threshold?	No	Yes	No	No	No	No

Bold – exceed threshold

Local On-Site Operational Emissions

The on-site operational emissions were calculated utilizing CalEEMod and includes emissions associated with up to 100,000 square feet of refrigeration for cold storage. As shown in Table 3.3-9, the Project would not exceed the LST significance thresholds and the closest residences would not be adversely affected by on-site operation of the Project. Therefore, the on-site operations of the Project would result in a less than significant impact to local air quality.

**Table 3.3-9
On-Site Local Emissions from Project Operations (Year 2023)**

Activity	Daily Emissions (Pounds per Day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Phase 1 Operations	85.5	37.3	2.6	0.9
Phase 2 Operations	23.7	26.9	1.0	0.3
Total Emissions	109.1	64.2	3.5	1.2
LST Thresholds	352	4,424	17	4
Exceed Threshold?	No	No	No	No

Local Operational Emissions at Intersections Near Project Site

To assess the local off-site air quality impacts, the peak hour Project-generated traffic was related to the Ambient Air Quality Standards that are the significance threshold for this type of impact. Table 3.3-10

provides the a.m. and p.m. peak traffic volumes for the horizon year 2040. The data in Table 3.3-10 shows the intersections in the Project area would be below the intersection volumes used for the CO modeling (included in the U.S. EPA approved 2005 SCAB CO Redesignation Request). The highest link traffic volume for the Project is calculated to be 5,847 vehicles per hour, which is below the highest peak p.m. volume of 8,674 of the U.S. EPA 2005 SCAB CO Redesignation Request. Therefore, the Project-generated traffic in the year 2040 would have a less than significant impact on local air quality at any intersections in the Project study area.

Table 3.3-10
Intersection Volumes (Vehicles Per Hour) for Analysis of
Local Emissions from Project Operation (Year 2040)

Roadway	Extent	Baseline		Project		Base + Project	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
Walnut Avenue	Euclid to Grove	992	1,167	2	2	994	1,169
Riverside Drive	Euclid to Grove	1,597	2,044	3	2	1,600	2,046
Riverside Drive	Turner to Haven	890	1,542	5	11	895	1,553
Chino Avenue	Euclid to Grove	984	1,077	3	2	987	1,079
Schaefer Avenue	Euclid to Grove	278	339	0	1	278	340
Grand Avenue	Roswell to Ramona	2,307	3,819	145	299	2,452	4,118
Grand Avenue	Mountain to Euclid	1,618	2,119	202	336	1,820	2,455
Edison Avenue	Haven to Milliken	3,047	4,684	228	183	3,275	4,873
Edison Avenue	Milliken to I-15	4,636	4,690	228	183	4,864	6,675
Eucalyptus Avenue	Grove to Project Site	137	173	389	366	526	539
Merrill Avenue	Grove to Project Site	1,272	1,367	272	291	1,544	1,658
Limonite Avenue	Sumner to Hamner	6,379	7,954	221	218	6,600	8,172
Limonite Avenue	I-15 Ramps	5,554	6,821	121	65	5,675	6,886
Euclid Avenue	SR-60 Ramps	2,823	3,001	57	60	2,880	3,061
Euclid Avenue	Riverside to Chino	2,721	3,080	94	79	2,815	3,159
Euclid Avenue	Merrill to Pine	2,694	2,849	103	119	2,797	2,968
Grove Avenue	SR-60 Ramps	2,191	2,202	89	94	2,280	2,296
Grove Avenue	Riverside to Chino	618	745	249	116	867	861
Archibald Avenue	SR-Ramps	3,171	3,497	203	93	3,374	3,590
Archibald Avenue	Riverside to Chino						3,9717
		3,393	3,759	266	212	3,659	06
Archibald Avenue	Edison to Eucalyptus	5,142	5,873	498	404	5,640	6,277
Archibald Avenue	Limonite to Schleisman	5,866	6,881	92	86	5,958	6,967
Hamner Avenue	Limonite to Schleisman	2,615	3,538	38	35	2,653	3,573

Roads with substantial diesel truck volumes have the potential to result in particulate hot spots. The Federal Highway Administration (FHWA) has published guidance on performing a qualitative analysis of particulate hot spots and established a screening threshold for potential impacts. The FHWA guidance considers a road with an average daily diesel truck volume of 10,000 or less does not have the potential to result in a particulate hot spot.

The only roadway in the Project study area with an average daily diesel truck volume greater than 10,000 is State Route 60 (SR-60) located approximately three miles north of the Project. Current California

Department of Transportation (Caltrans) data shows that there are approximately 18,000 daily diesel trucks on SR-60 through the Project area. Project-generated traffic would utilize SR-60 to reach regional locations. The Project would generate less than 1,900 heavy diesel truck trips per day. Even if there were particulate hotspots along SR-60 where the particulate Ambient Air Quality Standards are exceeded, the Project would not make a considerable contribution to the emissions and cause an exceedance. Therefore, the Project would not result in a significant impact due to particulate hot spots from diesel emissions.

Diesel Particulate Matter During Operations

The following assesses the potential impacts of DPM emitted from diesel trucks serving the Project on the existing land uses surrounding the Site as well as on-site workers. The Traffic Impact Analysis⁸ provided the truck activity levels consisting of the Average Daily Traffic (ADT) volumes, a.m. peak and p.m. peak hour traffic volumes for the roadway network, and truck percentages for Project.

The closest sensitive receptors to the truck activity are shown in Figure 3.3-1. Three receptors (Receptors 1, 2, 5) are located along Merrill Avenue west and south of the Site. Receptor 5 represents the residential area closest to the Site. A third receptor (Receptor 3) is a residential area near the corner of Archibald Avenue and Merrill Avenue, which is the closest residence to the east. A fourth receptor (Receptor 4) was modeled on the Site to represent worker exposure to DPM.

The cancer risk is determined by multiplying the “dose” with the Cancer Risk Potency Factor. The Cancer Risk Potency Factor describes the potential risk of developing cancer per unit of average daily dose over a 70-year lifetime. The cancer inhalation potency factors have been determined by OEHHA or by the U.S. EPA and endorsed by the OEHHA. The inhalation potency factor determined by OEHHA is 1.1 (mg/kg-day). Multiplying this factor by the dose and by 1,000,000 (one million) gives the cancer risk caused by the DPM in terms of number of cancers per million of exposed persons.

Table 3.3-11 shows the results of the dispersion modeling and the projected DPM concentrations for the four receptors. As shown, the highest annual average DPM concentration of 0.003595 $\mu\text{g}/\text{m}^3$ is projected to occur at Receptor 4, which is on the Site and representative of worker exposure. The maximum concentration for a residential receptor area is 0.001140 $\mu\text{g}/\text{m}^3$ at Receptor 3. More trucks travel to the east of the Site along Merrill Avenue than to the west, which explains why the concentrations are higher at Receptor 3 than for Receptors 1, 2 or 5. The highest projected 24-hour average DPM concentration of 0.01108 $\mu\text{g}/\text{m}^3$ occurs within the Site. The 24-hour maximum concentration for a sensitive receptor area is 0.00408 $\mu\text{g}/\text{m}^3$ and occurs at Receptor 3.

**Table 3.3-11
Diesel Particulate Matter During Operations**

DPM Concentrations ($\mu\text{g}/\text{m}^3$) Receptor	24 Hour	Annual	Distance to Receptor
1	0.00125	0.000355	5,000 feet west
2	0.00159	0.000377	1,800 feet west
3	0.00408	0.001140	2,200 feet east
4	0.01108	0.003595	On-Site
5	0.00243	0.000311	100-feet south

⁸ West Ontario Commerce Center Specific Plan Traffic Impact Analysis, Ontario, CA November 2017.



Source: Greve & Associates, LLC



Figure 3.3-1
Location of Sensitive Receptors

Table 3.3-12 shows the maximum annual average DPM concentrations for the four sensitive receptors near the Site. SCAQMD data indicates that the cancer risk from DPM represents approximately 70% of the total cancer risk from all TACs. The final column shows the overall increase in cancer risk due to exposure to all TACs. As shown, the maximum cancer risk increase due to the Project is 0.7 in a million, which is well below the significance threshold of 10 in a million. Therefore, the Project would not result in a significant impact due to increased cancer risk from DPM emissions.

**Table 3.3-12
Cancer Risk Increase at Receptors**

Receptor	Use	Annual DPM Conc. ($\mu\text{g}/\text{m}^3$)	Increase in Cancer Risk Per Million	
			DPM	All TAC ¹
1	Resident	0.000355	0.15	0.22
2	Resident	0.000377	0.16	0.23
3	Resident	0.001140	0.49	0.70
3	Teacher	0.001140	0.06	0.08
3	Student	0.001140	0.05	0.07
4	Worker	0.003595	0.24	0.34
5	Resident	0.000311	0.13	0.19

¹ Estimated Assuming DPM Represents 70% of Total Cancer Risk

Table 3.3-13 presents the Hazard Index due to potential exposure to DPM. As shown, the maximum Chronic Hazard Index due to the Project is 0.0022 and below the significance threshold of 1. Therefore, the Project would not result in a significant impact due to non-cancer health risks from DPM emissions.

**Table 3.3-13
Chronic Hazard Index at Receptors**

Receptor	Use	24-Hour DPM Conc. ($\mu\text{g}/\text{m}^3$)	Hazard Index
1	Resident	0.00125	0.0003
2	Resident	0.00159	0.0003
3	Resident	0.00408	0.0008
3	Teacher	0.00408	0.0008
3	Student	0.00408	0.0008
4	Worker	0.01108	0.0022
5	Resident	0.00243	0.0005

Impact AQ-3 Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? This impact would be significant and unavoidable.

According to SCAQMD's methodology, if an individual project results in criteria pollutant emissions (ROG, CO, NO_x, SO_x, PM₁₀, and PM_{2.5}) that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the proposed project region is in non-attainment under an applicable federal or state ambient air quality standard. As discussed in Impacts AQ-1 and AQ-2, operation of the Project would result in a significant impact to air quality due to exceedances of the SCAQMD significance threshold for NO_x. Mitigation Measure AQ-2 would reduce NO_x emissions, however, due to the volume of vehicular

trips that would result from the project, the operational air quality impacts would remain significant and unavoidable. Because NO_x operational emissions would exceed significance thresholds after implementation of mitigation, the cumulative long-term air quality impact associated with NO_x emissions would be significant and unavoidable.

Impact AQ-4 Would the Project expose sensitive receptors to substantial pollutant concentrations? This impact would be less than significant.

As discussed in Impact AQ-2 above, construction activities would not result in an exceedance of the LST significance thresholds. Therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations, and the impacts would be less than significant impact.

No construction emissions would exceed the LST thresholds and the localized Project emissions would not adversely impact any nearby residences during construction activities for any of the Project phases. Therefore, no significant impact from localized air emissions during construction activities would occur.

No local operational emissions of the project would exceed the LST significance thresholds and the closest residences would not be adversely affected by on-site Project operations. Therefore, the on-site operations of the Project would result in a less than significant impact to local air quality.

The Project-generated traffic in the year 2040 would have a less than significant impact on local air quality at intersections in the Project area.

The Project will generate less than 1,900 heavy diesel truck trips per day, some of which will utilize SR-60 for regional travel. Even if there were particulate hotspots along SR-60 where the particulate Ambient Air Quality Standards are exceeded, the Project would not generate a considerable contribution to the emissions causing the exceedance. Therefore, the Project will not result in a significant impact due to particulate hot spots from diesel emissions.

The maximum cancer risk increase due to the Project is 0.7 in a million, which is below the significance threshold of 10 in a million. Therefore, the Project would not result in a significant impact due to increased cancer risk from DPM emissions. The maximum annual average DPM concentrations for the four receptors near the Project and the Hazard Index due to potential exposure to DPM from the Project is 0.0022, which is below the significance threshold of 1. Therefore, the Project would not result in a significant impact due to non-cancer health risks from DPM emissions at the sensitive receptors.

Impact AQ-5 Would the Project create objectionable odors affecting a substantial number of people? No impact would occur.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Odors generated by the operation of the Business Park and Industrial uses are not expected to be significant or highly objectionable and would be required to be in compliance with SCAQMD Rule 402, which would prevent odor nuisances to sensitive land uses. During operations, consistent with City requirements (Ontario Municipal Code, Chapter 3 Integrated Solid Waste Management), all project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations. Compared to existing conditions, the Project would result in a positive impact through the elimination of current dairy and farming operations that produce odors in close proximity to the existing residence located approximately 100 feet south and the

next closest residences located approximately 1,300 feet west of the Site. The construction activities and operation of the Project will not result in any significant odor impacts.

3.3.6 Cumulative Impacts

During operations, the Project would exceed the SCAQMD regional significance threshold for NO_x and a significant impact would occur. Mitigation Measure AQ-2 would reduce the Project's impacts; however, due to the volume of vehicular trips that would result from the project, NO_x emissions would remain significant and unavoidable after implementation of mitigation. Thus, the cumulative air quality impacts would be significant and unavoidable.

3.3.7 Mitigation Measures

The following measures are recommended to reduce potential air quality impacts.

AQ-1 Prior to the issuance of building permits, the developer shall provide to the City for its review and approval a Painting Plan that provides evidence that only paints with a VOC of 50 grams per liter (g/l) or less shall be used for the painting of all buildings. Additionally, the area that can be painted combined inside and out shall not exceed: 150,000 square feet for Phase 1A; 150,000 square feet for Phase 1B; and 700,000 square feet for Phase 2. A Painting Plan shall be provided to the City indicating the areas that will be painted and the total area to be painted for each phase. The paints to be used along with their VOC ratings shall be included in the Painting Plan.

AQ-2 Prior to the issuance of building permits, the developer shall submit to the Planning Director for review and approval a plan that states the following NO_x reduction measures shall be incorporated via such mechanisms as conditions of approval for sales or conditions of leases into the operations of the Project:

- All fleet vehicles to conform to 2010 air quality standards or better. Users shall maintain compliance through normal course of business.
- All space utilizing refrigerated storage, including restaurants and food or beverage stores, shall provide an electrical hookup for refrigeration units on delivery trucks. Trucks incapable of utilizing the electrical hookup for powering refrigeration shall be prohibited from accessing the site.
- Install catalytic converters on gasoline-powered equipment.
- Electrical powered equipment shall be used in-lieu of gasoline-powered engines when available.
- Electrical equipment shall be used for landscape maintenance.
- All forklifts shall be electric or natural gas powered.
- Prohibit idling of trucks for periods exceeding three minutes.
- The project plans and specifications shall include signs at loading dock facilities that identify CARB anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for trucks drivers to restrict idling to no more than 3 minutes once the vehicle is stopped, the transmission is set to “neutral” or “park”, and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and CARB to report violations.

3.3.8 Level of Significance after Mitigation

Mitigation Measure AQ-1 will reduce ROG construction emissions to less than significant. While Mitigation Measure AQ-2 is recommended to reduce NO_x emissions, no feasible mitigation measure has been identified that would mitigate NO_x emissions associated with Impact AQ-2 and AQ-3 to below a level of significance due to the volume of vehicular trips that would result from the Project. Therefore, operational NO_x emissions, even with Mitigation Measure AQ-2, would remain significant and unavoidable. AQ-1 would mitigate NO_x emissions associated with AQ-1, AQ-2 and AQ-3 to below a level of significance.

3.4 BIOLOGICAL RESOURCES

3.4.1 Introduction

This section of the EIR discusses the existing biological resources that are known and may potentially occur in the Project vicinity and analyzes the potential impacts associated with development of the Specific Plan. The IS (Appendix A) identified that the following potential impacts of the Project will be addressed in this EIR: (i) a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFW); and (ii) a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFW.¹ Data used in preparation of this section is from a general habitat assessment prepared for the Site included in the biology report that is included as Appendix D of this EIR.

3.4.2 Existing Conditions

General Site Characteristics.

The Site consists of approximately 120-net acres. The majority of the Site is currently used for agricultural purposes, including two active dairy farms with single-family residences, row crops, and a hay/alfalfa wholesaler, with the remainder of the site consisting of vacant land that was previously used for agriculture. This vacant land consists of ruderal/disturbed areas that support mostly invasive, non-native annual species. Manure, associated with the ongoing dairy operation, is present throughout most of the Site. The cattle feeding areas are barren ground covered in manure and mud.

The Site is relatively level with the exception of: isolated areas where soil and debris from demolished structures have been mounded; depressed areas with holding ponds for storm water and wastewater from dairy operations; and an earthen drainage channel that extends along Merrill Avenue along the southern Project boundary.

Vegetation

The ruderal plants recorded on the Site within the vacant areas previously used for agriculture included various non-native grasses and weedy species such as foxtail chess (*Bromus madritensis spp. rubens*), riggut grass (*Bromus diandrus*), Bermuda grass (*Cynodon dactylon*), Mediterranean grass (*Schismus barbatus*), filaree (*Erodium sp.*), Lamb's quarter's (*Chenopodium album*), milk thistle (*Silybum marianum*), Russian thistle (*Salsola tragus*), puncture vine (*Tribulus terrestris*), black mustard (*Brassica nigra*), cheeseweed (*Malva parviflora*), nettle (*Urtica sp.*), tree tobacco (*Nicotiana glauca*), and gum (*Eucalyptus sp.*).

¹ The IS (Appendix A) determined the Project will not: (i) have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means; (ii) interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; (iii) conflict with any local policies or ordinance protecting biological resources, such as tree preservation policy or ordinance; or (iv) conflict with the provisions of an adopted Habitat Conservation plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Wildlife

Reptile species recorded on the Site included western fence lizard (*Sceloporus occidentalis*). Birds observed included those species that are accustomed to nearby human presence such as turkey vulture (*Cathartes aura*), red-tailed hawk (*Buteo jamaicensis*), common raven (*Corvus corax*), American crow (*Corvus brachyrhynchos*), Brewer's blackbird (*Euphagus cyanocephalus*), European starling (*Sturnus vulgaris*), rock dove (*Columba livia*), mourning dove (*Zenaidura macroura*), house finch (*Carpodacus mexicanus*), and house sparrow (*Passer domesticus*). Common small mammals were observed, or sign was detected, included California ground squirrel (*Spermophilus beecheyi*) and desert cottontail (*Sylvilagus auduboni*).

General Soils Analysis/Soil Conservation Map Review

The soil maps prepared for the Project area by the Natural Resource Conservation Service (NRCS 2015) were reviewed and indicate the Site is located within an area mapped as containing Delhi fine sand (Db) and Hilmar loamy fine sand (Hr). Figure 3.4-1 shows the location of the three types of soil identified on the Project area on the NRCS soil maps. Because of recurring and long-standing anthropogenic Site disturbances, the Site's mapped surface soil characteristics have been significantly altered. A general soils analysis was conducted due to the close association of Db soils and Delhi sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*) (DSFF), a federally-listed endangered species. No characteristic Db soils associated with potential DSFF habitat were recorded on the Site.

Sensitive Biological Resources

The following section discusses plant and wildlife species that are potentially present in the Project area that have been afforded special recognition by federal or state agencies. The focus of this discussion is on those species that have high sensitivity status (listed or proposed for listing as rare, threatened, or endangered) with state and/or federal resource agencies. In addition, the plants included on Lists 1, 2, 3, or 4 of the CNPS inventory are special-status. Vegetation communities that are unique, of relatively limited distribution, or of particular value to wildlife and considered sensitive by state and/or federal resource agencies are also generally discussed.

Special-status plant species and special-status wildlife species known from the region that could potentially occur within the Site are summarized below in Tables 3.4-1 and 3.4-2, respectively. The occurrence potential of special-status plant and wildlife species is primarily based on habitat types present, occurrence records of sensitive species from the Site vicinity, and results of the on-site reconnaissance surveys. Aside from the burrowing owl study, no focused wildlife or botanical surveys were conducted as they were not required.

Special-Status Plant Species

As shown in Table 3.4-1, the only special-status species with potential to occur is paniculate tarplant (*deinandra paniculata*), which was not identified onsite and has a low potential to occur. Long-standing weed abatement/fire break discing and other anthropogenic disturbances have likely altered soil chemistry and other substrate characteristics such that on-site soils may not currently be capable of supporting sensitive plant species. No other special-species have a potential to occur due to lack of suitable habitat. No special-status plant species were detected during the reconnaissance surveys.

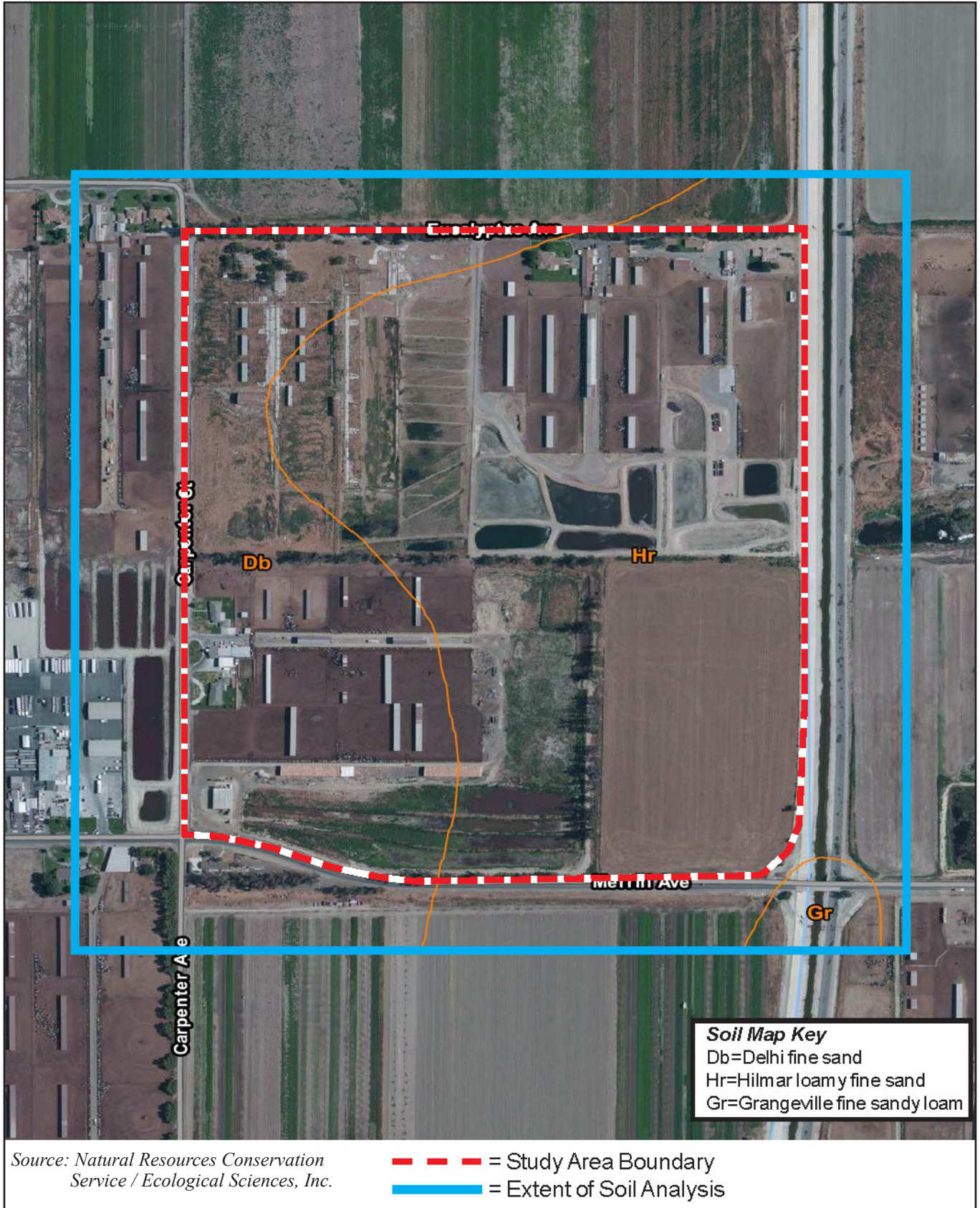


Figure 3.4-1
On-Site Soils Map

**Table 3.4-1
Special-Status Plant Species Potentially Occurring in the Site Vicinity¹**

Common Name <i>Scientific Name</i>	Status			Habitat Requirements	Occurrence Potential
	Federal	State	CNPS		
Paniculate tarplant <i>Deinandra paniculata</i>	--	--	4	Valley grassland	Low Potential: marginally suitable habitat present
Coulter's saltbush <i>Atriplex coulteri</i>	--	--	1B	Coastal bluff scrub, coastal dunes, coastal scrub, and valley and foothill grassland; sometimes associated with alkaline low places and clay soil.	Not Expected: suitable habitat not present
South Coast saltscale <i>Atriplex pacifica</i>	FSC	--	1B	Coastal bluff scrub, playas, chenopod scrub	Not Expected: suitable habitat not present
Long-spined spineflower <i>Chorizanthe polygonoides</i> var. <i>longispina</i>	FSC	--	1B	Chaparral, sage scrub, grasslands, often with clay soils	Not Expected: suitable habitat not present
California spineflower <i>Mucronea californica</i>	--	--	4	Chaparral, cismontane woodland, coastal dunes, coastal scrub, grasslands with sandy soils	Not Expected: suitable habitat not present
Palmer's grapplinghook <i>Harregonella palmeri</i>	FSC	--	2	Chaparral, grasslands, sage scrub with clay soils	Not Expected: suitable habitat not present
Round-leaved filaree <i>Erodium macrophyllum</i>	--	--	2	Cismontane woodland, valley and foothill grassland with clay soils	Not Expected: suitable habitat not present
California muhly <i>Muhlenbergia californica</i>	--	--	4	Chaparral, coastal scrub, lower montane coniferous forest; moist conditions	Not Expected: suitable habitat not present
Plummer's mariposa lily <i>Calochortus plummerae</i>	FSC	--	1B	Chaparral, cismontane woodlands, coastal scrub, Lower coniferous forests, and grasslands; associated with granitic soils.	Not Expected: suitable habitat not present
Intermediate mariposa lily <i>Calochortus weedii</i> var. <i>intermedius</i>	FSC	--	1B	Chaparral, coastal scrub, grasslands; often associated with dry, rocky, open slopes.	Not Expected: suitable habitat not present
Parry's spineflower <i>Chorizanthe parryi</i> ssp. <i>parryi</i>	FSC	--	3	Chaparral and coastal scrub; associated with sandy or rocky openings.	Not Expected: suitable habitat not present
Many-stemmed dudleya <i>Dudleya multicaulis</i>	FSC	--	1B	Chaparral, coastal scrub, and grasslands; often associated with clay soils.	Not Expected: suitable habitat not present
Santa Ana River woollystar <i>Eriastrum densifolium</i> ssp. <i>sanctorum</i>	FE	CE	1B	Coastal scrub, chaparral, and alluvial scrub; associated with sandy soil in river floodplains or terraced fluvial deposits.	Not Expected: suitable habitat not present
Smooth tarplant <i>Centromadia pungens</i> ssp. <i>laevis</i>	FSC	--	1B	Chenopod scrub, meadows, playas, riparian woodland, and valley and foothill grasslands; associated with alkaline areas.	Not Expected: suitable habitat not present
San Diego ambrosia <i>Ambrosia pumila</i>	FE	--	1B	Chaparral, coastal scrub, grasslands, vernal pools with sandy loam or clay soils (20-415M)	Not Expected: suitable habitat not present
Slender-horned spineflower <i>Dodecahema leptoceras</i>	FE	CE	1B	Chaparral, alluvial fan sage scrub; terraces and washes	Not Expected: suitable habitat not present

Common Name <i>Scientific Name</i>	Status			Habitat Requirements	Occurrence Potential
	Federal	State	CNPS		
Many-stemmed dudleya <i>Dudleya multicaulis</i>	--	--	1B	Chaparral, coastal scrub, valley and foothill grassland/ often clay soils	Not Expected: suitable habitat not present
Coulter's goldfields <i>Lasthenia glabrata</i> ssp. <i>Coulteri</i>	FSC	--	1B	Playas, vernal pools	Not Expected: suitable habitat not present
Heart-leaved pitcher sage <i>Lepechinia cardiophylla</i>	--	--	1B	Closed cone coniferous forest, chaparral, cismontane woodland	Not Expected: suitable habitat not present
Payson's jewel-flower <i>Caulanthus simulans</i>	--	--	4	Chaparral, coastal sage; burned areas; streambed; rocky slopes	Not Expected: suitable habitat not present
California saw-grass <i>Cladium californicum</i>	--	--	2	Freshwater and alkali marshes; seeps	Not Expected: suitable habitat not present
Mesa horkelia <i>Horkelia cuneata</i> ssp. <i>Puberula</i>	--	--	1B	Chaparral, cismontane woodland, coastal scrub; sandy or gravelly	Not Expected: suitable habitat not present
Prostrate vernal pool navarretia <i>Navarretia prostrata</i>	--	--	1B	Valley and foothill grassland, coastal scrub, vernal pools	Not Expected: suitable habitat not present
Santiago Peak phacelia <i>Phacelia suaveolens</i> ssp. <i>Keckii</i>	--	--	1B	Closed cone coniferous forests and chaparral; sometimes along creeks	Not Expected: suitable habitat not present
San Bernardino aster <i>Symphotrichum</i> <i>defoliatum</i>	--	--	1B	Meadows and seeps, marshes and swamps; coastal scrub, woodlands; mesic grassland; ditches	Not Expected: suitable habitat not present
Robinson's pepper-grass <i>Lepidium virginicum</i> var. <i>robinsonii</i>	--	--	1B	Chaparral and coastal scrub; associated with dry soils; known to occur on roadsides.	Not Expected: suitable habitat not present
Chaparral sand verbena <i>Abronia villosa</i> var. <i>aurita</i>	--	--	1B	Chaparral, coastal scrub with sandy soils	Not Expected: suitable habitat not present
Salt spring checkerbloom <i>Sidalcea neomexicana</i>	--	--	2	Chaparral, coastal scrub, lower montane coniferous forest, Mohavean desert scrub, coastal brackish marsh, and alkali playas, seeps, and marshes; associated with moist, alkaline soils.	Not Expected: suitable habitat not present
Vernal barley <i>Hordeum intercedans</i>	--	--	3	Coastal dunes, coastal scrub, grasslands (saline flats and depressions)	Not Expected: suitable habitat not present
Southern California black walnut <i>Juglans californica</i> var. <i>californica</i>	--	--	4	Chaparral, cismontane woodland, coastal sage scrub	Not Expected: suitable habitat not present
Tecate cypress <i>Cupressus forbesii</i>	--	--	1B	Closed-cone coniferous forest; chaparral	Not Expected: suitable habitat not present

¹Based primarily on review of 2017 CNDDDB, 2017 CNPS online database, and 2017 USFWS IPaC; additional locality information derived from internal unpublished data, technical reports from the region, and other informal grey literature.

Status:**Federal-USFWS**

FE:	Federally Endangered
FT:	Federally Threatened Species FPE: Federally Proposed Endangered
FPT:	Federally Proposed Threatened
FC:	Federal Candidate Species (USFWS 1996)

State-CDFW

CE:	State Endangered
CT:	State Threatened
CR:	State Rare

CNPS-California Native Plant Society

List 1A:	Plants presumed extinct in California.
List 1B:	Plants rare and endangered in California and elsewhere List 2: Plants rare and endangered in California, but more common elsewhere
List 3:	Taxa about which more information is needed List
4:	Plants of limited distribution

Special-Status Wildlife Species

Sensitive wildlife species potentially occurring on the Site are summarized below in Table 3.4-2. While no special-status wildlife species was observed on the Site; several species may have a moderate or moderate-high potential to occur (primarily as foragers), including:

- White-tailed kite (*elanus leucurus*)
- Northern harrier (*circus cyaneus*)
- Sharp-shinned hawk (*accipiter striatus*)
- Cooper's hawk (*accipiter cooperi*)
- Ferruginous hawk (*buteo regalis*)
- Golden eagle (*aquila chrysaetos*)
- Prairie falcon (*falco mexicanus*)
- Western burrowing owl (*athene cunicularia hypugea*)
- California horned lark (*eremophila alpestris actia*)
- Loggerhead shrike (*lanius ludovicianus*)
- Tricolored blackbird (*agelaius tricolor*)
- Long-eared myotis (*myotis evotis*)
- Small-footed myotis (*myotis ciliolabrum*)
- Fringed myotis (*myotis thysanodes*)
- Long-legged myotis (*myotis volans*)
- Yuma myotis (*myotis yumanensis*)
- Spotted bat (*euderma maculata*)
- Pale big-eared bat (*corynorhinus townsendii pallescens*)
- Pallid bat (*antrozous pallidus*)
- Western mastiff bat (*eumops perotis*)
- San Diego black-tailed jackrabbit (*lepus californicus bennettii*)

Other sensitive wildlife species, including foraging raptors, are not expected to occur on the Site due to lack of suitable habitat.

**Table 3.4-2
Special-Status Wildlife Species Potentially Occurring in the Site Vicinity¹**

Common Name Scientific Name	Status		Habitat Requirements	Occurrence Potential
	Federal	State		
INVERTEBRATES				
Delhi Sands flower-loving fly <i>Rhaphiomidas terminatus abdominalis</i>	FE	--	Open, sandy (Delhi) dune areas commonly supporting buckwheat, croton, telegraph weed, <i>Camissonia</i> and <i>Oenothera</i>	Not Expected: no suitable habitat present
Riverside fairy shrimp <i>Streptocephalus wootoni</i>	FE	--	Swales, vernal pools, and basins within grasslands and sage scrub habitats	Not Expected; suitable habitat not present
Vernal pool fairy shrimp <i>Branchinecta lynchi</i>	FT	--	Vernal pools or alkali vernal pools	Not Expected; suitable habitat not present
California linderiella <i>Linderiella occidentalis</i>	--	--	Vernal pools	Not Expected; suitable habitat not present
FISHES				
Santa Ana sucker <i>Catostomus santaanae</i>	FT	CSC	Small to medium-sized perennial streams	Not Expected: suitable habitat not present
Arroyo chub <i>Gila orcutti</i>	FSC	CSC	Slow moving or backwater sections of streams with sandy or mud substrates	Not Expected: suitable habitat not present
Santa Ana speckled dace <i>Rhinichthys osculus</i> spp. 3	--	CSC	Headwaters of Santa Ana and San Gabriel rivers with permanent flowing streams	Not Expected: suitable habitat not present
REPTILES AND AMPHIBIANS				
Arroyo toad <i>Anaxyrus californicus</i>	FE	CSC	Rivers with sandy banks and loose gravelly areas, open canopy	Not Expected: suitable habitat not present
Western spadefoot toad <i>Spea hammondi</i>	--	CSC	Relatively open grasslands, scrublands, and woodlands with fine, loose soil	Not Expected: suitable habitat not present
San Diego banded gecko <i>Coleonyx variegatus abbotti</i>	--	--	Coastal and cismontane southern California; granite or rocky outcrops in coastal scrub and chaparral	Not Expected: suitable habitat not present
San Diego horned lizard <i>Phrynosoma coronatum blainvillii</i>	FSC	CSC	Relatively open grasslands, scrublands, and woodlands with fine, loose soil.	Not Expected: suitable habitat not present
Coast horned lizard <i>Phrynosoma blainvillii</i>	--	CSC	Lowlands along sandy washes; scattered low shrubs; loose soil; abundant supply of ants	Not Expected: suitable habitat not present
Silvery legless lizard <i>Anniella pulchra</i>	FSC	CSC	Stabilized dunes, beaches, dry washes, pine, oak, and riparian woodlands, and chaparral; associated with sparse vegetation with sandy or loose, loamy soils.	Not Expected: suitable habitat present
Orange-throated whiptail <i>Aspidoscelis hyperythrus</i>	--	--	Relatively open grasslands, scrublands, and woodlands with fine, loose soil	Not Expected: suitable habitat not present
Coastal western whiptail <i>Aspidoscelis tigris multiscutatus</i>	--	◆	Sage scrub, chaparral, grassland	Not Expected: suitable habitat not present
Northern red diamond rattlesnake <i>Crotalus ruber</i>	--	CSC	Sage scrub, chaparral, grasslands	Not Expected: suitable habitat not present
Southwestern pond turtle <i>Clemmys marmorata pallida</i>	--	CSC	Permanent or nearly permanent bodies of water with basking sites	Not Expected: suitable habitat not present
San Diego mountain kingsnake <i>Lampropeltis zonata pulchra</i>	FSC	CSC	Forests and shrublands	Not Expected: suitable habitat not present
Two-striped garter snake <i>Thamnophis hammondi</i>	--	CSC	Highly aquatic, near permanent fresh water; streams with rocky beds, riparian	Not Expected: suitable habitat not present

Common Name <i>Scientific Name</i>	Status		Habitat Requirements	Occurrence Potential
	Federal	State		
San Bernardino ringneck snake <i>Diadophis punctatus modestus</i>	FSC	--	Woodlands, grassland, chaparral, and scrub habitats; often found in mesic areas under rocks, logs, and debris.	Not Expected: no suitable habitat present
BIRDS				
White-tailed kite <i>Elanus leucurus</i>	MNBM C	CFP	Open vegetation and uses dense woodlands for cover.	Low Potential: possibly forages over the site; no suitable nesting habitat present
Northern harrier <i>Circus cyaneus</i>	--	CSC	Coastal salt marsh, freshwater marsh, grasslands, and agricultural fields.	Low-Moderate Potential: possibly forages over the site; no suitable nesting habitat present
Sharp-shinned hawk <i>Accipiter striatus</i>	--	CSC	Woodlands and forages over dense chaparral and scrublands.	Low Potential: possibly forages over the site as seasonal winter migrant; no suitable nesting habitat present
Cooper's hawk <i>Accipiter cooperi</i>	--	CSC	Dense stands of live oaks and riparian woodlands.	Low-Moderate Potential: possibly forages over the site; no suitable nesting habitat present
Ferruginous hawk <i>Buteo regalis</i>	FSC, MNBM C	CSC	Grasslands, agricultural fields, and open scrublands.	Low-Moderate Potential: possibly forages over the site as seasonal migrant; does not breed in area
Golden eagle <i>Aquila chrysaetos</i>	--	CSC, CFP	Mountains, deserts, and open country.	Low Potential: species known from project vicinity and may forage over the site; no suitable nesting habitat present
Prairie falcon <i>Falco mexicanus</i>	--	CSC	Grasslands, savannas, rangeland, agricultural fields, and desert scrub; requires sheltered cliff faces for shelter.	Low-Moderate Potential: may forage over the site in winter; no suitable nesting habitat present
Western burrowing owl <i>Athene cunicularia hypugea</i>	FSC, MNBM C	CSC	Grasslands and open scrub.	Moderate Potential: potentially suitable habitat present.
California horned lark <i>Eremophila alpestris actia</i>	--	CSC	Grasslands, disturbed areas, agriculture fields, and beach areas.	Moderate-High Potential: potentially suitable foraging habitat present
Loggerhead shrike <i>Lanius ludovicianus</i>	FSC, MNBM C	CSC	Grasslands with scattered shrubs, trees, fences or other perches.	Moderate-High Potential: suitable habitat present
California coastal gnatcatcher <i>Poliotila californica</i>	FT	CSC	Coastal sage scrub in areas of flat or gently sloping terrain	Not Expected: suitable habitat not present
Least Bell's vireo <i>Vireo bellii pusillus</i>	FE	CE	Willow dominated riparian habitat with dense understory	Not expected; suitable habitat not present
Southwestern willow flycatcher <i>Empidonax traillii extimus</i>	FE	--	Riparian habitats along rivers, streams, or other wetlands usually with standing water	Not expected; suitable habitat not present
Western yellow-billed cuckoo <i>Coccyzus americanus occidentalis</i>	--	CE	Riparian forest nester, lower flood-bottoms of larger river systems	Not Expected: suitable habitat not present
Yellow warbler <i>Dendroica petechia</i>	--	CSC	Riparian thickets and woodlands	Not Expected: suitable habitat not present

Common Name <i>Scientific Name</i>	Status		Habitat Requirements	Occurrence Potential
	Federal	State		
Yellow-breasted chat <i>Icteria virens</i>	--	CSC	Riparian thickets and riparian woodlands with dense understory	Not Expected: suitable habitat not present
Mountain plover (wintering) <i>Charadrius montanus</i>	PT	CSC	Agricultural areas, fallow fields, grasslands, prairies	Not Expected: suitable habitat not present
Coastal cactus wren <i>Campylorhynchus brunneicapillus couesi</i>	--	CSC	Desert succulent scrub, desert wash, scrub and chaparral habitats with cactus	Not Expected: suitable habitat not present
S. California rufous-crowned sparrow <i>Aimophila ruficeps canescens</i>	--	CSC	Coastal sage scrub, grasslands	Not Expected: suitable habitat not present
Grasshopper sparrow <i>Ammodramus savannarum</i>	MNBM C	--	Coastal sage scrub, grassland	Not Expected: suitable habitat not present
Bell's sage sparrow <i>Amphispiza belli</i>	MNBM C	CSC	Coastal sage scrub, chaparral	Not Expected: suitable habitat not present
Tricolored blackbird <i>Agelaius tricolor</i>	--	CSC, CCE	Marshes for nesting; forages in fields and scrub habitats	Low Potential: marginally suitable foraging habitat present
MAMMALS				
Long-eared myotis <i>Myotis evotis</i>	FSC	--	Found in nearly all brush, woodland, and forest habitats from sea level to at least 9,000 ft.	Low Potential: limited foraging and roosting habitat present
Small-footed myotis <i>Myotis ciliolabrum</i>	FSC	--	Arid wooded and brushy uplands near water from sea level to at least 9,000 ft.	Low Potential: limited foraging and roosting habitat present
Fringed myotis <i>Myotis thysanodes</i>	FSC	--	Utilizes open habitats and early successional stages, streams, lakes, and ponds from sea level to at least 9,350 ft.	Low Potential: limited foraging and roosting habitat present
Long-legged myotis <i>Myotis volans</i>	FSC	--	Found in nearly all brush, woodland, and forested habitats from sea level to around 9,000 ft.; a bat primarily of coniferous forests	Low Potential: limited foraging and roosting habitat present
Yuma myotis <i>Myotis yumanensis</i>	FSC	CSC	Found in a variety of habitats; optimal habitats are open forests and woodlands with sources of water over within to feed	Low Potential: limited foraging and roosting habitat present
Spotted bat <i>Euderma maculata</i>	FSC	CSC	Deserts, scrublands, chaparral, and coniferous woodlands; highly associated with prominent rock features	Low Potential: limited foraging and roosting habitat present
Pale big-eared bat <i>Corynorhinus townsendii pallascens</i>	FSC Full Species	CSC Full Sp.	Utilizes a variety of communities, including conifer and oak woodlands and forests, arid grasslands and deserts, and high-elevation forests and meadows	Low Potential: limited foraging and roosting habitat present
Pallid bat <i>Antrozous pallidus</i>	--	CSC	Arid habitats, including grasslands, shrublands, woodlands, and forests; prefers rocky outcrops, cliffs, and crevices with access to open habitats for foraging	Low Potential: limited foraging and roosting habitat present
Western mastiff bat <i>Eumops perotis</i>	FSC (ssp. <i>californicus</i>)	CSC	Primarily arid lowlands and coastal basins with rugged, rocky terrain, along with suitable crevices for day-roosts; primarily a cliff-dweller	Low Potential: limited foraging and roosting habitat present
Pocketed free-tailed bat <i>Nyctinomops femorosaccus</i>	--	CSC	Pine juniper woodlands, desert scrub, palm oasis, desert wash, desert riparian; rocky areas with high cliffs	Not Expected: suitable habitat not present
Big free-tailed bat <i>Nyctinomops macrotis</i>	--	--	Low lying arid areas in California; needs high cliffs or rocky outcrops for roosting	Not Expected: suitable habitat not present

Common Name <i>Scientific Name</i>	Status		Habitat Requirements	Occurrence Potential
	Federal	State		
Western yellow bat <i>Lasurus xanthinus</i>	--	CSC	Valley foothill riparian, desert riparian, palm oasis	Not Expected: suitable habitat not present
San Diego desert woodrat <i>Neotoma lepida intermedia</i>	--	CSC	Moderate to dense sage scrub; rocky outcrops	Not Expected: suitable habitat not present
San Diego black-tailed jackrabbit <i>Lepus californicus bennettii</i>	FSC	CSC	Chaparral, coastal scrub, grasslands	Low Potential: marginally suitable habitat present
Northwestern San Diego pocket mouse <i>Chaetodipus fallax</i>	--	CSC	Open shrublands, sandy areas	Not Expected: suitable habitat not present
Los Angeles pocket mouse <i>Perognathus longimembris brevinasus</i>	FSC	CSC	Grasslands and coastal sage scrub; prefers lower elevational areas with open ground and sandy soils.	Not Expected: suitable habitat not present
San Bernardino kangaroo rat <i>Dipodomys merriami parvus</i>	FE	CSC	Coastal sage scrub; prefers lower elevational areas with open ground and sandy soils.	Not Expected: suitable habitat not present
Stephens' kangaroo rat <i>Dipodomys stephensi</i>	FE	CE	Grasslands, open sage scrub	Not Expected: no suitable habitat present

¹Based primarily on review of 2017 CNDDDB and 2017 USFWS IPaC; additional locality information derived from internal unpublished data, technical reports from the region, and other informal grey literature regarding species accounts.

Status:

<u>Federal-USFWS</u>	<u>State-CDFW</u>
FE: Federally Endangered	CE: California Endangered
FT: Federally Threatened	CT: California Threatened
FPE: Federally Proposed Endangered	CCE: California Candidate (Endangered)
FPT: Federally Proposed Threatened	CCT: California Candidate (Threatened)
FC: Federal Candidate for listing as threatened or endangered	CFP: California Fully Protected
FSC: Federal Species of Concern - no formal protection is granted to this designation-former federal candidate species USFWS (1996)	CP: California Fully Protected
MNBMC: Migratory Nongame Birds of Management Concern	CSC: California Species of Special Concern
	◆: CDFG Special Animal

Special-Status Habitats

Special-status habitat types are vegetation communities that support concentrations of sensitive plant or wildlife species, are of relatively limited distribution, or are of particular value to wildlife. Sensitive habitat types in the Site vicinity include Riversidean Alluvial Fan Sage Scrub, Southern California Arroyo Chub/Santa Ana Sucker Stream, Southern Coast Live Oak Forest, Southern Cottonwood Willow Riparian Forest, Southern Interior Cypress Forest, Southern Riparian Forest, Southern Sycamore Alder Riparian Woodland, and Southern Willow Scrub. During the field surveys, none of these native or special-status habitats were recorded on the Site.

Jurisdictional Waters

There were no jurisdictional waters or wetlands that are regulated by the U.S. Army Corp of Engineers (Corps), CDFW, or Regional Water Quality Control Board (RWQCB) on the Site based on surveys in 2015 and 2017. In addition, the IS stated that: “The TOP FEIR does not identify any

federally protected wetlands within the Project Site.” The results of the Site surveys indicated that, although the on-site detention basins were listed in the USFWS National Wetlands Inventory as freshwater ponds, it was determined these basins are not subject to federal wetland inventory requirements and are not freshwater ponds. Therefore, there are no jurisdictional waters or wetlands on the Site that are regulated by the Corps, CDFW, or RWQCB.

Regulatory Setting

Federal Endangered Species Act

The Federal Endangered Species Act of 1973 (ESA) defines an endangered species as “any species that is in danger of extinction throughout all or a significant portion of its range.” A threatened species is defined as “any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.” Under provisions of Section 9(a)(1)(B) of the ESA it is unlawful to “take” any listed species. “Take” is defined in Section 3(18) of ESA: “...harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” Further, the USFWS, through regulation, has interpreted the terms “harm” and “harass” to include certain types of habitat modification that result in injury to, or death of species as forms of “take.” In a case where a property owner seeks permission from a federal agency for an action that could affect a federally listed plant and animal species, the property owner and agency are required to consult with USFWS.

State of California Endangered Species Act

California’s Endangered Species Act (CESA) defines an endangered species as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease.” CESA defines a threatened species as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the commission as rare on or before January 1, 1985 is a threatened species.” Candidate species are defined as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the commission has published a notice of proposed regulation to add the species to either list.” Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. The CESA does not include invertebrate species.

State and Federal Take Authorizations for Listed Species

Federal or state authorizations of impacts to or incidental take of a listed species by a private individual or other private entity would be granted in one of the following ways:

- Section 7 of the ESA stipulates that any Federal action that may affect a species listed as threatened or endangered requires a formal consultation with USFWS to ensure that the action is not likely to jeopardize the continued existence of the listed species or result in destruction or adverse modification of designated critical habitat. 16 U.S.C. § 1536(a)(2).

- In 1982, the ESA was amended to give private landowners the ability to develop Habitat Conservation Plans (HCP) pursuant to Section 10(a) of the ESA. Upon development of an HCP, the USFWS can issue incidental take permits for listed species where the HCP specifies at minimum, the following: (1) the level of impact that will result from the taking, (2) steps that will minimize and mitigate the impacts, (3) funding necessary to implement the plan, (4) alternative actions to the taking considered by the applicant and the reasons why such alternatives were not chosen, and (5) such other measures that the Secretary of the Interior may require as being necessary or appropriate for the plan.
- Sections 2090-2097 of the CESA require that the state lead agency consult with CDFW on projects with potential impacts on state-listed species. These provisions also require CDFW to coordinate consultations with USFWS for actions involving federally listed as well as state-listed species. In certain circumstances, Section 2080.1 of the California Fish and Game Code allows CDFW to adopt the federal incidental take statement or the 10(a) permit as its own based on its findings that the federal permit adequately protects the species under state law.

Army Corps of Engineers

Pursuant to Section 404 of the Clean Water Act (CWA), the U.S. Army Corp of Engineers (USACOE) regulates the discharge of dredged and/or fill material into waters of the United States. The term “waters of the United States” is defined in 33 CFR Part 328.3(a).

Waste treatment systems, including treatment ponds or lagoons designed to meet the requirements of CWA (other than cooling ponds as defined in 40 CFR 123.11(m) which also meet the criteria of this definition) are not waters of the United States. Notwithstanding the determination of an area’s status as prior converted cropland by any other federal agency, for the purposes of the CWA, the final authority regarding CWA jurisdiction remains with the EPA.

In the absence of wetlands, the limits of USACOE jurisdiction in non-tidal waters, such as intermittent streams, extend to the ordinary high water mark (OHWM) which is defined at 33 CFR 328.3(e) as:

...that line on the shore established by the fluctuation of water and indicated by physical characteristics such as clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.

The term “wetlands” is defined at 33 CFR 328.3(b) as “those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support...a prevalence of vegetation typically adapted for life in saturated soil conditions.” A wetland should normally meet each of the following three criteria:

- More than 50 percent of the dominant plant species at the site must be typical of wetlands (i.e., rated as facultative or wetter in the National List of Plant Species that Occur in Wetlands²);

² Lichvar, R. W. 2013. *The National Wetland Plant List: 2013 wetland ratings*. Phytoneuron 2013-49: 1-241.

- Soils must exhibit physical and/or chemical characteristics indicative of permanent or periodic saturation (e.g., a gleyed color, or mottles with a matrix of low chroma indicating a relatively consistent fluctuation between aerobic and anaerobic conditions); and
- Whereas the 1987 Manual requires that hydrologic characteristics indicate that the ground is saturated to within 12 inches of the surface for at least five percent of the growing season during a normal rainfall year, the Arid West Supplement does not include quantitative criteria with the exception for areas with “problematic hydrophytic vegetation”, which require a minimum of 14 days of ponding to be identified as a wetland.

As discussed above, there were no jurisdictional waters or wetlands that are regulated by the Corps), CDFW, or RWQCB on the Site based on surveys in 2015 and 2017. In addition, the IS stated that, “The TOP FEIR does not identify any federally protected wetlands within the Project Site.” The results of the Site surveys indicated that, although the on-site detention basins were listed in the USFWS National Wetlands Inventory as freshwater ponds, it was determined these basins are not subject to federal wetland inventory requirements and are not freshwater ponds. Therefore, there are no jurisdictional waters or wetlands on the Site that are regulated by the Corps, CDFW, or RWQCB.

Regional Water Quality Control Board

Section 401 of the CWA requires any applicant for a permit to discharge dredge or fill material into waters of the United States (Section 404 Permit) to obtain certification from the state that the discharge (and the operation of the facility being constructed) will comply with the applicable effluent limitation and water quality standards. In California a 401 certification is obtained from the Regional Water Quality Control Board.

California Department of Fish and Wildlife

Pursuant to Division 2, Chapter 6, Sections 1600 -1603 of the California Fish and Game Code, the CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake, which supports fish or wildlife.

The Ontario Plan

The applicable TOP goal and policies to protect biological resources on the Site include the following:

Goal ER5 Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.

Policies

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

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

3.4.3 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. Based on the conclusions of the IS (Appendix A), for purpose of this EIR, the Project will have a significant impact on biological resources if it would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

The IS determined the Project would have no impact to the following biological resource thresholds and will not be further evaluated in the EIR:

- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

3.4.4 Methodology

The biological resource analysis within this EIR section is based on information compiled through field reconnaissance and reference materials. Surveys included a general biological survey, habitat assessment and vegetation mapping.

Literature Search and Information Review

Documentation addressing the biological resources on-site and in the surrounding vicinity was reviewed and analyzed. The primary data sources reviewed to evaluate the potential for the occurrence of special-status resources on the Site, included:

- California Natural Diversity Data Base, (CNDDDB 2017);
- California Native Plant Society (CNPS 2017) online inventory for the “Corona North” California USGS 7.5-minute quadrangle maps covering ± 5 miles or more from the Site;
- Available literature pertaining to habitat requirements of special-status species potentially occurring in the Site;

- 2017 USFWS Information, Planning, and Conservation System Database (IPaC); and
- Historic distributional data contained in Hall (1981); Grinnell and Miller (1944); Garrett and Dunn (1981); Holland (1986); Stebbins (1985); Hickman (1993); and CNPS (2001).

Field Survey

Reconnaissance level field surveys were conducted on February 14, 2015 and December 5, 2015 to characterize the on-site habitats and to evaluate their potential to support sensitive biological resources. Additionally, a follow up western burrowing owl site survey was conducted on September 30, 2017. Based on the recent survey, the Site has not changed in terms of routine agricultural operations since the original surveys conducted in 2015 and 2016.³ The plant species and vegetation communities were primarily identified by walking transects throughout the site. In addition to species actually detected during the site survey, the expected use of the site by other wildlife was evaluated from habitat analysis of the site, combined with known habitat preferences of locally occurring wildlife species. The site was also evaluated for the potential presence of plant, animal, or habitats considered rare, threatened, sensitive, endangered, or otherwise unique by regulatory or resource agencies.

3.4.5 Project Impacts

Impact BIO-1 Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? This impact would be less than significant with mitigation.

Special-Status Plant Species

No special-status plant species were detected on the Site during the reconnaissance surveys and no special-status plant species are expected to occur on the site due to lack of suitable habitat. Long-standing weed abatement/fire break discing and other anthropogenic disturbances have likely altered soil chemistry and other substrate characteristics such that on-site soils may not currently be capable of supporting sensitive plant species. Therefore, the development of the Project would not result in a substantial adverse effect, either directly or through habitat modification, on any plant species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulation or by the CDFW or USFWS. Hence, no significant impact to special-status plant species or their habitat would occur.

Special-Status Wildlife Species

Western Burrowing Owl

No direct observations or western burrowing owl (BUOW) sign (feathers, pellets, fecal material, prey remains, etc.) were recorded on the Site during the reconnaissance surveys. Four focused surveys for western burrowing owls were initiated on the Site starting September 29 and ending December 9, 2017.⁴ The surveys were conducted in accordance with the March 7, 2012 California Department of Fish and Wildlife staff report on Burrowing Owl Mitigation.

³ Ecological Sciences, letter dated October 31, 2017.

⁴ Focused Western Burrowing Owl Surveys, 134.5-acre West Ontario Commerce Center Specific Plan, Ecological Sciences, Inc. December 27, 2017.

No direct BUOW observations were recorded during any of the focused BUOW surveys. None of the potential burrows on the Site that were inspected during the surveys were determined to be currently occupied by BUOW based on the absence of BUOW observations and sign (feathers, pellets, fecal material, prey remains, etc.) at or near the burrow entrances/aprons. BUOW were also not observed using the Site or adjacent properties for foraging purposes.

However, several California ground squirrel burrows potentially suitable to accommodate BUOW were recorded on the Site. Despite that fact the Site has been exposed to long-standing disturbances, BUOW often occur in less than optimal and/or disturbed conditions. Therefore, the burrowing owl was determined to have a moderate potential to nest and forage in the Specific Plan area due to the presence of suitable burrowing habitat. Implementation of the Specific Plan could result in significant direct impacts to a burrowing owl if present. Therefore, Mitigation Measure BIO-1 has been included to require additional follow up focused surveys prior to approval of demolition or grading permits to determine the presence or absence of burrowing owl in accordance with CDFW protocol. If a burrowing owl is observed during the focused surveys, Mitigation Measure BIO-1 would also reduce potential impacts to burrowing owls in compliance with guidelines published by CDFW. Implementation of Mitigation Measure BIO-1 would reduce potential impacts to burrowing owl to a less than significant level.

In addition, BUOW (and other native avian species) are a California species of special concern and are protected under the federal Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-711) (MBTA) and California Fish and Game Code sections 3503, 3503.5, and 3800 which prohibits take, possession, or destruction of birds, their nests or eggs (in particular raptor species such as BUOW). The Project has the potential to result in the loss of active nests of BUOW (or other native species) during Site preparation activities as well as be in conflict with MBTA and California Fish and Game Code sections 3503, 3503.5, and 3800. Therefore, Mitigation Measure BIO-2 has been included to require a nesting bird survey prior to construction. If native avian species or other migratory birds or raptors are observed during the nesting bird survey, compliance with Mitigation Measure BIO-2 in accordance with MBTA would reduce impacts to a less than significant level.

Special-Status Raptors

Development of the proposed Project would remove disturbed/ruderal, cultivated, and disced fields that provides limited areas for raptor foraging habitat for special-status raptor species, including White-tailed kite, Northern harrier, Sharp-shinned hawk, Cooper's hawk, Ferruginous hawk, Golden eagle, and Prairie falcon. However, the site does not include suitable nesting habitat for raptors. Because no nesting habitat is present on the Site, the Project would not have a substantial adverse effect on special-status raptors.

Nesting Birds

No nesting birds were incidentally observed during the reconnaissance surveys or BUOW field surveys. Although many native bird species are not protected by state or federal/state endangered species acts, most are protected under the federal (MBTA and California Fish and Game Code Sections 3503, 3503.5, and 3800), which prohibits take, possession, or destruction of birds, their nests or eggs. If construction activities (e.g., tree removal) associated with the development of the proposed Project occur during the nesting season, a nesting bird survey would be required prior to development. Development activities performed outside of the avian breeding season (generally September 1 to December 31) usually eliminates the need to conduct pre-activity nesting surveys for most native species known from the Site vicinity and ensure that there were no constraints to construction relative to the MBTA and California Fish and Game Code. However, construction

activities during the nesting season requiring tree removal could affect nesting birds. Therefore, Mitigation Measure BIO-2 has been included to reduce this potential impact to a less than significant level.

North American Bat Species

As described above, North American bat species may occur on the project site. If construction activities (e.g., tree removal) are proposed during the breeding season, bat surveys would be required prior to development. The breeding season of native bat species in California is generally from April 1 through August 31. CDFW shall be notified of any active maternity roosts identified within the construction zone. If non-maternity day roosts or hibernacula are found in trees scheduled to be removed, in crevices or man-made structures within the grading footprint, the individuals would be safely evicted following CDFW approved guidelines developed specifically for the species and location.

Large trees, especially those with loose bark and cavities, are considered potential bat roosting habitat. If large trees must be removed and have been determined not to support a maternity roost, each tree should be removed using a two-step process and monitored by a qualified biologist. Existing trees in adjacent areas may be adequate mitigation or artificial roosts sites could be constructed in consultation with CDFW to ensure suitable roosting habitat is made available to compensate for the loss of the roosting site. Therefore, construction activities requiring tree removal or other activities could affect the North American bat species, and implementation of Mitigation Measure BIO-3 is required to reduce this potential impact to a less than significant level.

Impact BIO-2 Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? No impact would occur.

Special-status habitat types are vegetation communities that support concentrations of sensitive plant or wildlife species, are of relatively limited distribution, or are of particular value to wildlife. Sensitive habitat types known to occur in the site vicinity include Riversidean Alluvial Fan Sage Scrub, Southern California Arroyo Chub/Santa Ana Sucker Stream, Southern Coast Live Oak Forest, Southern Cottonwood Willow Riparian Forest, Southern Interior Cypress Forest, Southern Riparian Forest, Southern Sycamore Alder Riparian Woodland, and Southern Willow Scrub.

None of these native or special-status habitats were recorded on the Site during any of the field surveys. Therefore, impacts to riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations by the CDFW or USFWS would not occur from implementation of the Project.

3.4.6 Cumulative Impacts

Due to the development potential in the immediate area, the cumulative analysis takes into account potential impacts that would occur as a result of development of the identified cumulative projects. The cumulative geographic context for the evaluation of impacts on biological resources is regional development, particularly in the southern portion of the City and adjacent portions of the cities of Chino and Eastvale as well as other areas of the El Prado Basin proper (the Region) which contains habitat very similar to the Project.

The cumulative impacts are qualitatively based on assessments of the cumulative projects. The potential build out of the cumulative projects is approximately 3,795 acres (cumulative projects in cities of Ontario, Chino, and Eastvale). Mitigation measures have been or will be approved along with the Project approvals of the cumulative projects to mitigate the potential biological impacts of each project, thus the cumulative impacts have been reduced.

The primary effects of the West Ontario Commerce Center Specific Plan, when considered with other projects in the Region (as defined above), would be the direct cumulative loss of open space, vegetation important to raptors and nesting birds, and the habitat of sensitive or special-status wildlife species. However, as discussed in the above biological analysis, the Project, after implementation of mitigation measures, will not significantly impact any sensitive, rare, endangered, or threatened plant species or sensitive, endangered, or threatened animal species. Therefore, the Project will not have any significant cumulative biological impacts after implementation of mitigation.

The implementation of the Project-recommended mitigation measures will reduce the potential significant cumulative biological impacts to less than significant levels because the measures, when implemented, will reduce the Project's impacts to less than significant. However, the development of the Specific Plan in combination with the cumulative projects could lead to increased disturbance to burrowing owl, special-status or native nesting birds, and North American bats species and have cumulative biological impacts. Thus, even though the Project would have less than a significant cumulative impact, cumulative biological impacts could be significant.

3.4.7 Mitigation Measures

BIO-1 Prior to any demolition or grading on the Site and areas with off-site improvements, a qualified biologist shall conduct a focused survey for burrowing owl following CDFW's March 2012 recommended guidelines including conducting four visits between February 15 and July 15. If the species is found, an eviction plan shall be drafted and submitted to CDFW for approval. Eviction shall only occur when the owls are not nesting. If the species is not found during the focused survey and the focused survey is completed more than 14 days prior to ground disturbance, a preconstruction presence/absence survey for burrowing owl within 14 days prior to each phase of development (including clearing and grubbing) shall be completed to ensure no mortality to the species occurs. If burrowing owls are detected during the preconstruction survey, a mitigation and eviction plan for that phase shall be drafted and provided to the CDFW for approval. Eviction shall occur only when the owls are not nesting (CDFW 2012).

BIO-2 The removal of any vegetation on the Site by the Project developer shall occur outside of the nesting season (January 1 through August 31). If avoidance of the nesting season is not feasible, a qualified biologist shall conduct a nesting bird survey within three days prior to the disturbance of any vegetation, including disking, demolition, grading or construction. If active nests of native bird species are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. The buffer shall be 300 feet for raptors and 150 feet for songbirds; unless specifically determined to be less by a qualified biologist that is familiar with the nesting phenology of the nesting species.

BIO-3 Prior to any site clearing, demolition, or grading, the Project developer shall provide evidence to the City of Ontario that a qualified biologist shall conduct North American bat surveys. If bats are determined to be present, the applicant or developer shall submit a mitigation plan by a qualified biologist that defines measures to protect the bat species in

compliance with established protocols and regulations. The plan shall be reviewed and approved by CDFW prior to submittal to the City for approval.

3.4.8 Level of Significance After Mitigation

Mitigation Measures BIO-1, BIO-2 and BIO-3 will reduce potential biological resource impacts to less than significant. Therefore, no significant unavoidable adverse impacts related to biological resources would occur.

3.5 CULTURAL RESOURCES

3.5.1 Introduction

This section describes the historical, archaeological, and paleontological resources that are either known to occur or potentially present within the Specific Plan and evaluates the potential effects of the Project to those resources. As discussed in further detail in the Cultural resources Assessment (Appendix E) of this EIR,¹ historical resources on the Site include structures that may be eligible for the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR).

The data referenced in this section is based on the Phase I and II Cultural Resource Assessment of the 135-acre West Ontario Commerce Center Specific Plan prepared by Archaeological Associates (December 2017) and correspondence received from San Gabrielo Band of Mission Indians. The cultural assessment report, including Department of Parks and Recreation (DPR) forms and the correspondence are located in Appendix E of this DEIR. Data for this section also includes a historical and archaeological resources records check including a literature survey at the South Central Coastal Information Center (SCCIC), California State University, Fullerton, cultural resources reports, NRHP, CRHR, California Historical Landmarks (CHL), California Points of Historical Interest (CPHI), and the California Directory of Properties (DOP, aka the Historic Resources Inventory [HRI]).

3.5.2 Existing Conditions

Prehistory and History Setting

General Prehistory of Southern California

The Native Americans that occupied most of Riverside, Orange, Los Angeles, and San Bernardino counties had not always held these territories at the time the Spanish arrived to the area. The earliest archaeologically documented predecessors are collectively referred to as the "Millingstone" people. The Millingstone people are thought to have been scattered over much of southern California as early as ca. 6000 B.C. (cf. Wallace 1955). The Millingstone people were principally seed and root gatherers and rarely seemed to have developed large settlements and who probably never occupied a single area on a year-around basis.

About 1500 B.C. (dates vary with locale and researcher), a change took place. The change consisted of the introduction of stone mortars and pestles, implements that greatly facilitated the processing of acorns. The new era has been called the "Intermediate" (*ibid.*; Elsasser 1978) and is very poorly understood. What is certain is that the Intermediate peoples were replaced by Shoshoneans who moved in from the Great Basin for unknown reasons. The exact time the Shoshonean "incursion" took place is uncertain, but most authorities estimate that it occurred between A.D. 500 and 1000 (e.g. Kroeber 1925:578).

History Setting

The San Bernardino Valley, along with the rest of Alta California, was claimed by Spain in the late 18th century, and the first European explorers traveled through the area as early as 1772, only three years after the beginning of Spanish colonization. For nearly four decades afterwards, however, the arid inland valley received little attention from the colonizers, who concentrated their efforts along the Pacific coast. Following the establishment of Mission San Gabriel in 1771, the San Bernardino Valley became a part of

¹ A Cultural Resources Assessment of the 135-acre West Ontario Commerce Center Specific Plan Located Immediately Northeast of the Intersection of Carpenter and Merrill Avenue, City of Ontario, San Bernardino.

the mission's vast land holdings. The name "San Bernardino" was bestowed on the region at least by 1819, when a mission rancho bearing that name was established in the eastern end of the valley.

The U.S. annexation of Alta California in 1848 brought waves of American immigrants into the once sparsely populated territory. In the 1880's, spurred by the completion of the Southern Pacific Railroad and the competing Santa Fe Railroad, a land boom swept across much of southern California. A large number of towns, surrounded by irrigated farmland, were laid out in the San Bernardino Valley before the boom collapsed toward the end of the decade. Among them were Etiwanda, and Ontario, both founded in the early 1880's by George Chaffey, a prominent local developer who had migrated from Canada in 1880.

It was in the creation of these two colonies that Chaffey pioneered the influential concept of the mutual water company, by which water rights, a precious commodity in southern California, are directly tied to land ownership. Thanks partially to this practice, the Etiwanda and Ontario colonies survived the disastrous drought of the 1890s that brought the end to the land boom, and flourished with the rise of the citrus industry as the leading economic pursuit in rural southern California. The area soon became known for the cultivation of citrus fruits and, to a lesser extent, olives, and grapes.

Prior to 1850, dairying in southern California was almost nonexistent. This changed with the arrival of the American Period, as the American use of cattle differed substantially from that of the Spanish/Mexican landholders. American Period ranchers were more interested in milk products and, as the Anglo populations grew in Southern California, the demands for such products increased. Between 1850 and 1860, the number of milk cows in Southern California increased dramatically. The 1860 census of San Bernardino County (the County) identified as many as eighty people producing milk-related products, generally concentrated around the community of San Bernardino.

Dairymen in the 1870s were increasingly active in national markets, resulting in a shift from individual use and local commerce to wide-ranging interactions. Improvements in transportation (i.e., railroads) and increased populations provided the incentive for large-scale dairy industry participation, and larger tracts of land were needed to consolidate the dairy farms. This trend has continued to the present day—large tracts are still held and dairy operations continue. Similarly to citrus, dairy operations represent one of the oldest industries in the County.

In 1891, Ontario, the larger of the two colonies, incorporated as a city, but agriculture remained the primary livelihood of the region through much of the 20th century. During the recent decades, due to its favorable location near the Greater Los Angeles area and major transportation nexuses, the western San Bernardino Valley has become one of the fastest growing regions in inland southern California.

Cultural Resources on the Project Site

In addition to existing rock formations, there are two residences on the Site. The residences are located in the northeast corner of the property and connected with dairies. Both residences are over 50-year of age and summarized below:

9279 Eucalyptus Avenue (0218-261-32)

This single family, Ranch style residence was constructed circa 1960. The building is wood-framed and sits on a raised (sill) foundation. The dwelling is very simple in appearance and completely unadorned. However, it is in exceptionally good condition and presently occupied.

9351 Eucalyptus Avenue (0218-271-13)

This single family, Ranch style residence was constructed circa 1960 and likely constructed at the same time as the adjoining house at 9279 Eucalyptus Avenue. The building is wood-framed and sits on a raised (sill) foundation. This dwelling is not ornate, but does exhibit many of the later Ranch style elements. The overall appearance of the façade is poor due to the addition of multiple window mounted air conditioners. The house is currently occupied.

Investigation**Definition of Historical Resources**

The National Historic Preservation Act established the NRHP to recognize resources associated with the country's history and heritage. Structures and features must usually be at least 50 years old to be considered for listing on the NRHP, barring exceptional circumstances. Criteria for listing on the NRHP (set forth in Title 26, Part 63 of the Code of Federal Regulations [36 C.F.R. Part 63]) include: significance in American history, architecture, archaeology, engineering, and culture as present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association; and that are (A) associated with events that have made a significant contribution to the broad patterns of our history; (B) associated with the lives of persons significant in our past; (C) embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values, represent a significant and distinguishable entity whose components may lack individual distinction; or (D) have yielded, or may be likely to yield, information important in prehistory or history. Criterion D is usually reserved for archaeological and paleontological resources.

The CRHR was created to identify resources deemed worthy of preservation on a State level in California and was modeled closely after the NRHP. The criteria used to determine eligibility for inclusion on the CRHR are nearly identical to those of the NRHP but focus upon resources of statewide, rather than national, significance. The CRHR automatically includes resources listed on the NRHP.

Records Check and Literature Survey Results

A records search of the Site was at the South Central Coastal Information Center California State University, Fullerton, California. The search included a review of all previously recorded prehistoric and historic archaeological sites situated on or within a one-mile radius of the Project. Additionally, the NRHP, CRHR, CHL, CPHI, and the DOP were reviewed for the purpose of identifying historic properties.

Previous Surveys

The results of the records search indicated that the Site has not been previously surveyed for cultural resources. Because the Site has not been surveyed in the past, no prehistoric or historic archaeological sites or isolates have been recorded within the Site. However, three linear surveys about the southern, eastern and western Project boundaries.

Previously Recorded Archaeological Sites within a One Mile Radius

The results of the records search indicated that no prehistoric or historic archaeological sites have been documented within a one-mile radius of the Project.

Historic Buildings/Structures within a One Mile Radius

The results of the records search indicated that no historic buildings or structures have been recorded within a one-mile radius of the study area.

Heritage Properties

The results of the records search indicated that no CHL, (CPHI or NRHP properties have been recorded within a one-mile radius of the Project.

Historic Map Research

Historic General Land Office and Geological Survey maps of the Ontario/Chino region were reviewed to identify the locations of potential man-made historical resources on the Site. No man-made features are shown within the Project boundaries on any of the maps until 1954. On the 1954 *Corona North 7.5'* quadrangle, two buildings are depicted, one in the southwest corner of the Site and the other in the northeast corner of the Site. Neither of the two buildings exist today. Four additional occupied buildings are depicted on the 1967 *Corona North 7.5'* quadrangle. All of the buildings were located along the northern Project boundary. Today, only two of the residences exist. By 1981, nineteen additional dairy/agricultural related buildings and structures had been added to the area within the Site.

Land Patents

Archival research also included a review of existing land patents that are on file with the Bureau of Land Management (BLM) in Sacramento. The Site lies within the Northwest $\frac{1}{4}$ of Fractional Section 22, Township 2 South, Range 7 West, San Bernardino Base Meridian. Records indicate that Serial Patents for 22,235.17 (adjusted to 13,366.16) acres including the whole of Section 22 (inclusive of the study area) were issued to Isaac Williams on February 15, 1869 (revised on April 29, 1869) by authority of the March 3, 1851: Grant-Spanish/Mexican (9 Stat. 631). The land patents are described as *Santa Ana Del Chino* and recorded as Documents Nr: 477 & 478, Accession No./BLM Serial Nrs: CACAAA 084430 and 084427, respectively. It does not appear that Williams constructed any dwellings within the boundaries of the Site.

Records also indicate that a Serial Patent for 123.81 acres comprising Government Lots 2,3, & 4 was issued to William Curry on February 20, 1886 by authority of the April 24, 1870, Sale-Cash Entry (3 Stat. 566). Of the three lots, only Lot 2 (42.8 acres) lies within the study area (southwest $\frac{1}{4}$). The land patent is recorded as Document Nr: 1239, Accession No./BLM Serial Nr: CACAAA 084444 and CA0520__051. It does not appear that Curry constructed any dwellings within the boundaries of Government Lot 2.

Field Survey

A pedestrian survey of the Site was conducted during March and May, 2017 with a follow-up survey on June 7, 2017. The purpose of the surveys was to identify all potentially significant cultural resources within the Site. Historic resources include places and structures relating to significant historic events, or having historical or special aesthetic qualities in and of themselves. Prehistoric resources include all types of Native American sites.

Regulatory Framework

Federal

The National Historic Preservation Act of 1966

The National Historic Preservation Act of 1966 established the NRHP as the official federal list of cultural resources that have been nominated by State Offices for their historical significance at the local, state, or national level. Properties listed in the NRHP, or “determined eligible” for listing, must meet certain criteria for historical significance and possess integrity of form, location, and setting. Significance is determined by four aspects of American history or prehistory recognized by the NRHP Criteria, which are listed below. Eligible properties must meet at least one of the criteria and exhibit integrity, measured by the degree to which the resource retains its historical properties and conveys its historical character, the degree to which the original fabric has been retained, and the reversibility of changes to the property.

- (1) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
- (2) Is associated with the lives of persons important in our past.
- (3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- (4) Has yielded, or may be likely to yield, information important in prehistory or history (Public Resources Code § 5024.1(c)).

State

The California Register of Historic Resources (CRHR)

State law also protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources in CEQA documents. A cultural resource is an important historical resource if it meets any of the criteria found in Section 15064.5(a) of the CEQA Guidelines. These criteria are nearly identical to those for the NRHP, which are listed above.

The Office of Historic Preservation maintains the CRHR. Properties listed, or formally designated eligible for listing, on the NRHP are automatically listed on the CRHR, as are State Landmarks and Points of Interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

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

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

City of Ontario General Plan (TOP)

The Community Design Policy Plan of TOP recognizes the value of cultural resources associated with the history of the City. The applicable goal and policies of TOP for Historic Preservation include:

Goals CD4 Historic buildings, streets, landscapes and neighborhoods, as well as the story of Ontario’s people, businesses, and social and community organizations, that have been preserved and serve as a focal point for civic pride and identity.

Policies

CD4-1 Cultural Resource Management. We update and maintain an inventory of historic sites and buildings, professional collections, artifacts, manuscripts, photographs, documents, maps and other archives.

CD4-2 Collaboration with Property Owners and Developers. We educate and collaborate with property owners and developers to implement strategies and best practices that preserve the character of our historic buildings, streetscapes and unique neighborhoods.

CD4-5 Adaptive Reuse. We actively promote and support the adaptive reuse of historic sites and buildings to preserve and maintain their viability.

Local Ordinances

City Development Code

Chapter 4 Permits, Actions and Decisions and Chapter 7 Historic Preservation of the revised City Development Code that became effective January 1, 2016, address historic preservation in the City. The purpose of each Division is discussed below:

Local Landmark Designation. A historic resource may be designated an “historic landmark” by the City if it meets the criteria for listing in the National Register of Historic Places or the California Register of Historic Resources, or it meets one or more of the following criteria:

- a) The historic resource exemplifies or reflects special elements of the City’s history;
- b) The historic resource is identified with persons or events significant in local, state, or national history;
- c) The historic resource is representative of the work of a notable builder, designer, architect, or artist;
- d) The historic resource embodies distinguishing architectural characteristics of a style, type, period, or method of construction;
- e) The historic resource is a noteworthy example of the use of indigenous materials or craftsmanship;
- f) The historic resource embodies elements that represent a significant structural, engineering, or architectural achievement or innovation;
- g) The historic resource has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community, or the City;
- h) The historic resource is one of the few remaining examples in the City, region, state or nation, possessing distinguishing characteristics of an architectural or historical type or specimen: or
- i) The historic resource has yielded, or is likely to yield, information important to the City’s history or prehistory.

Local Historic District Designation. A neighborhood or area listed as a historic resource may be designated a “Local Historic District” by the City if the neighborhood meets the criteria for listing in the National Register of Historic Places or the California Register of Historic Resources, or it meets one or more of the following criteria:

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

Chapter 4 – The purpose of this Division is to prescribe procedures for the consideration of discretionary permits or actions. A discretionary permit or action, as established by Table 2.02-1 (Review Matrix) of this Development Code, includes projects that require the exercise of judgement or deliberation when making a decision to approve, conditionally approve, or deny a particular activity.² Moreover, the purpose of Section 4.02.040 of this Division is to establish procedures by which Local Historical Landmarks and Districts, Historic Resource Tiering and Architectural Conservation Areas may be designated.

Chapter 7 - The purpose of this Division is to specify significance criteria for the designation of historic resources, procedures for designation, and review procedures to:

Safeguard the character and history of the City, which is reflected in its unique culturally, historically, and architecturally significant structures and heritage, with emphasis on the “Model Colony,” as recognized by an Act of Congress and presented at the St. Louis World’s Fair in 1904;

- A. Encourage and promote the adaptive reuse of the City's historic resources;
- B. Enhance, perpetuate, and preserve architecturally and historically significant structures and promote revitalization of historic neighborhoods and commercial areas;
- C. Ensure that the rights of the owners of historic resources are safeguarded;
- D. Foster civic pride in the beauty and noble accomplishments of the past by promoting private stewardship of historic resources that represent these accomplishments;
- E. Fulfill the City's responsibilities as a Certified Local Government under Federal preservation laws;
- F. Promote the identification, documentation, and evaluation of the significance of individual historic resources and districts;
- G. Implement the historic preservation goals, policies, and programs of the Policy Plan (General Plan) component of The Ontario Plan;
- H. Promote the City as a destination for tourists and as a desirable location for business;

² Ontario Development Code, Division 4.02, Section 4.02.0000

- I. Promote public awareness of the value of rehabilitation, restoration, and maintenance of the existing building stock as a means to conserve reusable material and energy resources;
- J. Recognize the City's historic resources as economic assets and provide economic financial incentives for historic preservation;
- K. Stabilize and improve property values, and enhance the aesthetic and visual character, place making, diversity, and environmental amenities of the City's historic properties and areas;
- L. Promote public knowledge, appreciation, and understanding of the City's past, and foster civic and neighborhood pride in the beauty and accomplishments of the past;
- M. Promote the enjoyment and use of historic resources appropriate for the education and recreation of the people of the City;
- N. Recognize historic resources and protect areas of historic structures from encroachment of incompatible designs;
- O. Promote public awareness of the benefits of preservation; and
- P. Encourage public participation in historic preservation, thereby increasing civic pride in the City's heritage.³

Paleontological Resources

Geologic maps indicate that the City is situated on surface exposures of recent alluvium. These sediments have low potential to yield fossil resources or to contain significant nonrenewable paleontological resources. According to the geological map of the Corona North, CA. quad (Morton and Gray 1995), the Project is located on surface exposures of Holocene sand deposits (Qye) and Young alluvial fan deposits (Qyfa) which have "low" potential for impacts to paleontological resources. As depth increases, so does the potential for impact to significant paleontological resources.

3.5.3 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. For purposes of this EIR, implementation of the Project may have a significant adverse impact on cultural resources if it would result in any of the following:

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

³ Ontario Development Code, Division 7.01, Section 7.01.0000.

3.5.4 Methodology

The cultural resources analysis in this EIR section is based on the Phase 1 and II Cultural Resources Assessment and a historic resource assessment (Archaeological Associates 2017) of the Site and contains information that was compiled through field reconnaissance, record searches, and reference materials. These studies are provided in Appendix E.

A cultural survey of the Site was conducted in March and May, 2017 with follow-up surveys on June 7, 2017, September 2, 2017 and December 2, 2017. The surveys consisted of walking in transects, perimeter surveys, single lines surveys and binocular surveys in the case of areas with cattle. Backdirt piles from rodent excavations were also examined for signs of buried archaeological deposits.

The results of the historic records search indicated that no historic archaeological sites or historic buildings had previously been recorded on the Site. The historic map research and filed survey identified two residences that are connected with the dairies in the northeast area of the site are over 50-years of age. The two residences at 9279 and 9351 Eucalyptus Avenue were evaluated for significance under criteria based on: 1) CEQA, which includes criteria for eligibility to the California Register of Historical Resources (CRHR); and 2) The City of Ontario's Historic Context for the New Model Colony Plan Area (Historic Context, Galvin & Assoc. 2004).

An in-person records search of the study area was conducted by Robert S. White at the South Central Coastal Information Center (SCCIC) California State University, Fullerton on November 17, 2016. The search entailed a review of all previously recorded prehistoric and historic archaeological sites situated on or within a one-mile radius of the project area. Additionally, the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historical Landmarks (CHL), California Points of Historical Interest (CPHI), and the California Directory of Properties (DOP, aka the Historic Resources Inventory [HRI]) were reviewed for the purpose of identifying historic properties.

3.5.5 Project Impacts

Impact CUL-1 Would the Project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines? This impact would be less than significant.

The results of the historic map research and field survey resulted in the discovery of two dairy properties with residences and associated dairy-related buildings and structures in the northeast corner of the property that are over 50-year of age. Each property is described below:

9279 Eucalyptus Avenue (0218-261-32)

The property located at 9279 Eucalyptus Avenue (APN 0218-271-32) comprises a small dairy situated on approximately 15-acres of land. It consists of two, circa 1960 historic era buildings (residence and milking parlor), and several modern structures (Pole Barn, metal auto garage, and shade canopies). The dairy operation is active and the residence is occupied. The single family, Ranch style residence was constructed circa 1960. This single family, Ranch style residence was constructed circa 1960. It is "T" shaped in plan with an attached garage/shop on the east elevation. The building is wood-framed and sits on a raised (sill) foundation. The outer walls are covered with stucco. Rooflines comprise low gables with some eave overhang. The roof is clad in composition shingles. Fenestration consists of rather small, aluminum sliders. Decorative, faux shutters flank some of the sliders. An aluminum-cased picture window flanks the entry door on the north elevation. A low, decorative rock planter (aka Palos Verdes stone) and privacy wall also

front on the north elevation. This dwelling is very simple in appearance and completely unadorned. It is in good condition and presently occupied. The milking parlor lies just to the east of the residence. The façade of the parlor is wood framed and constructed in the Ranch Style. It lies on a slab foundation. Walls are stucco; fenestration comprises aluminum fixed and multi pane windows. The roofline of the façade is gabled and covered with composition shingles. The milking area, also gabled, is roofed in corrugated metal and metal sheeting. It is partially wood framed and partially supported by poles. However, the whole of the building appears to be on a slab foundation. Dissimilar additions have been added to the east and west elevations of the façade, which detract from its architectural integrity.

9351 Eucalyptus Avenue (0218-271-13)

The property located at 9351 Eucalyptus Avenue (APN 0218-271-13) comprises a small dairy situated on approximately 10-acres of land. It consists of two, circa 1960 historic era buildings (residence and milking parlor), and several modern structures (storage shed, mobile home and shade canopies). The dairy operation is defunct although the residence and mobile home are occupied. The single family, Ranch style residence was constructed circa 1960. It is rectangular in plan with an attached garage/shop on the west elevation. The building is wood-framed and sits on a raised (sill) foundation. The outer walls are covered with stucco. Rooflines comprise multiple low gables, cross gables and decorative gablets. There is a moderate amount eave overhang commensurate with the Ranch style. The roof is clad in composition shingles. Fenestration consists of double hung panes in wood casements. Many of the upper panes have been decorated with a wood, diamond lattice overlay. Multiple, window-mounted air conditioners have been added to the facade. The chimney cap is decorated with fieldstone. This dwelling is not ornate. The overall appearance of the facade is poor due to several modifications including the filling of a breezeway and the addition of an overhanging shed roof awning supported by decorative knee braces. The house appears to be currently occupied. The milking parlor lies just to the west of the residence and was constructed circa 1960. It is both a single and one and a half story structure. It is no longer in service as all of the windows and most of the entryways are shuttered. It appears to be used for storage. It was constructed as a utilitarian building and not in any particular style. It appears that the roofline over the south half of the building was raised as a modification at some point in the past. The entire building is wood framed and stucco clad. The gabled roofs are sheathed in corrugated steel panels. It lies on a slab foundation. Walls are stucco and fenestration is unknown because windows shuttered. The original purpose of the building was a milking parlor but it does not serve that purpose now.

The two residences at 9279 and 9351 Eucalyptus Avenue and existing dairies were evaluated for significance under criteria based on: 1) CEQA, which includes criteria for eligibility to the CRHR; and 2) The City's Historic Context for the New Model Colony Plan Area (Historic Context, Galvin & Assoc. 2004). Resources eligible for listing in the CRHR include buildings, sites, structures, objects, or historic districts that retain historic integrity and are historically significant at the local, state or national level under one or more of the following four criteria:

- (1) It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
- (2) It is associated with the lives of persons important to local, California, or national history;
- (3) 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
- (4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

The existing onsite dairies are related to the two residences and are, therefore, considered for eligibility below in conjunction with the related residence.

Determinations of Eligibility

CRHR

Neither building qualifies as being eligible for the CRHR under Criteria (1) or (2) as they are not associated with any prominent historical figures or events. Moreover, a reasonably thorough research effort has failed to yield evidence suggesting that either building is likely to yield information important to history. They also do not appear eligible for the CRHR under Criterion (4). In terms of Criterion (3), the “architectural” criterion that determines eligibility on the basis of style or artistic merit, the two houses are both of the Ranch style. Neither residence represents the work of a master nor are unique in the choice of building materials or their construction methods. Both residences lack any unique or special architectural qualities and do not appear to be eligible for listing in the CRHR because they are not: (i) associated with any prominent historical figures or events; (ii) likely to yield information important to history; (iii) representative of the work of a master nor unique in the choice of building materials or construction method; or (iv) inclusive of an unique or special architectural qualities.

City of Ontario Historic Context: Ranch Style Architecture

The residences at 9279 and 9351 Eucalyptus Avenue are over 50 years old having been constructed circa 1960. They were built to serve two adjoining, but separate dairies. Today they share the same owner and house dairy workers. Architecturally, both are best described as “Ranch Style”. The City’s Historic Context guidelines address the potential for local historical significance for buildings and structures designed in the Ranch Style (Galvin & Assoc. 2004).

Neither of the dwellings are of high artistic value or exhibit special features that set them apart. The residence at 9279 Eucalyptus Avenue is an especially simple, unadorned design. The façade of the residence at 9351 Eucalyptus Avenue exhibits more decoration, but has been altered with the addition of multiple window air conditioning units and a gable d window shade surmounting a non-confirming added window. These modifications have significantly detracted from its appearance.

In conclusion, the residence at 9279 Eucalyptus Avenue is not a particularly good example of the Ranch Style and the modifications to the residence at 9351 Eucalyptus Avenue have significantly detracted from its architectural integrity. Consequently, neither residence appears locally significant pursuant to the City of Ontario’s Historic Context for the New Model Colony Plan Area.⁴

City of Ontario Historic Context: Scientific, Large Capacity Dairies

The properties at 9279 and 9351 Eucalyptus Avenue were evaluated for classification as Scientific Dairies as defined in the City of Ontario’s Historic Context for the New Model Colony Area (Galvin & Assoc. 2004). Scientific Dairies are commercial dairy operations that date after 1950, generally between 1950 and 1969. They are the most prolific of the three dairy types in the New Model Colony area (ibid.). Their intent is to maximize milk production by using mechanical milking techniques while using less manpower.

Typically, Scientific Dairies had at least one residence constructed in the Ranch Style, a milking parlor in the “herringbone” style with a Ranch Style façade along with a number of support structures including additional residences for hired help. The average size of a Scientific Dairy is 40 acres. It should be noted

⁴ Ibid, page 18.

that the dairies at 9279 and 9351 Eucalyptus Avenue are less than the average Scientific Dairy size of 40 acres as the gross acreage of each property is less than 20 acres.

The dairy at 9279 Eucalyptus Avenue is the better example of a Scientific Dairy. Outwardly, it appears to be in operation. The Ranch Style residence is in good repair and the adjoining milking parlor is constructed in the “herringbone” style with a Ranch Style facade. However, additions were made to the façade of the milking parlor that detract significantly from its original appearance. A number of support structures lie “outback” to the south.

The dairies are modern as they are less than 50 years of age. The dairy at 9279 Eucalyptus Avenue appears to have the minimum number of characteristics to be considered a Scientific Dairy. However, due to the major modifications to the façade of the milking parlor, this dairy exhibits low integrity and does not appear eligible for local listing (Galvin & Assoc. 2004).

The dairy at 9351 Eucalyptus Avenue does not appear to exhibit the minimum requirements for consideration as a Scientific Dairy. The Ranch Style residence is occupied, but the dairy operation appears to be defunct. The associated structures to the south are modern as they are less than 50 years of age. The milking parlor is not of the “herringbone” variety nor is the façade Ranch Style. The building is shuttered and used for storage. Additionally, there is a modern manufactured home on the property to the northwest of the main house. The property does not appear to convey historic association with Post 1950 dairies. Therefore, it is not eligible for local listing.

Based on the historical analysis completed for the residences and dairies at both 9279 Eucalyptus Avenue and 9351 Eucalyptus Avenue, none of the properties meet the integrity of the City’s Historic Context guidelines. Therefore, the demolition of the two residences at 9279 and 9351 Eucalyptus Avenue and other on-site buildings and structures on the site would not have any significant historical impacts.

Impact CUL-2 Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines? This impact would be less than significant with mitigation.

The excavation, grading, and construction activities that would be required to develop the Project would occur on parcels that have been subject to substantial disturbance over lengthy periods of time due to livestock movement, livestock waste collection and disposal, agriculture, and other development activity. As previously discussed, no archaeological sites are known to exist on the Site or study area. The archaeological site survey on Site did not detect sites or surface indicators of potential sites.⁵ While damage or destruction of archaeological resources is not anticipated by the Project due to their absence, the areas of the Site that have not been surveyed could contain archaeological resources that have not been identified during the Site survey may exist. Although archaeological resources have not been recorded or uncovered on the Site.

Mitigation Measure CUL-1 is included to reduce impacts to archaeological resources uncovered during Project grading and construction to a less than significant level.

Impact CUL-3 Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? This impact would be less than significant with mitigation.

⁵ Phase I and II Cultural Resource Assessment of the 135-Acre West Ontario Commerce Center Specific Plan Located Immediately Northeast of the Intersection of Carpenter and Merrill Avenue, City of Ontario, San Bernardino County, Archaeological Associates, December 2017, page 11, 16.

A review of TOP indicated that only one prehistoric site has been discovered within the City's boundaries and no prehistoric resources have been identified within the Site. The possibility of finding additional paleontological resources within City boundaries is moderate to high at depths of 10 feet or more below ground surface. Although no known fossils have been recovered on the Site, due to the existing rock formations on the Site and in the area, there is a moderate to high possibility of paleontological resources could be present and disturbed during project grading. Mitigation Measure CUL-2 would reduce potential paleontological impacts by the Project to less than significant.

Impact CUL-4 Would the Project disturb any human remains, including those interred outside of formal cemeteries? This impact would be less than significant.

No formal cemeteries are known to either presently exist or existed in the past within the Project boundary. Any human remains encountered would likely come from archaeological or historical archaeological contexts. As described above, no archaeological materials, including human burial sites, have been discovered or are known to existing within the Site. However, archaeological resources are known in the TOP area, and the potential exists for resources to be present within any areas of the Site that have not been surveyed.

In the event that human remains are encountered during the course of any grading and construction activities, California State Law (Health and Safety Code section 7050.5 and Public Resources Code section 5079.98) states that no further earth disturbance shall occur at the location of the find until the County Coroner has been notified. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD).

Human burials, in addition to being potential archaeological resources, have specific provisions for treatment in Section 5097 of the California Public Resources Code. Adherence to these standards would ensure impacts to human remains would be less than significant. In addition, Section 3.15, Tribal Cultural Resources includes Mitigation Measure TCR-1, related to Native American remains, which would also further reduce potential impacts related to human remains. Overall, impacts would be less than significant.

3.5.6 Cumulative Impacts

The geographic context for the analysis of cumulative cultural resources impacts includes all current cumulative project development within TOP area. Pending development proposals exist for the cumulative projects in the Ontario Ranch area that would result in the disturbance of large areas of land. Such development would require grading and excavation that could potentially affect archaeological or paleontological resources or human remains. The cumulative effect of these projects would contribute to the continued loss of subsurface cultural resources, if present and not protected upon discovery.

The City recognizes the potential for the loss of cultural resources as a result of development in the Ontario Ranch. Such impacts to cultural resources was and continues to be considered to be a significant impact, as these resources are nonrenewable and have the potential, unless specifically determined otherwise, to provide important scientific information regarding history and prehistory. However, CEQA requirements for protecting archaeological and paleontological resources and human remains are applicable to development in the City of Ontario, as are local cultural resource protection ordinances.

Mitigation Measures CUL-1 and CUL-2 would be implemented by the Specific Plan and enforced throughout grading and construction. The mitigation measures will ensure that important scientific information provided by the resources of the history and prehistory would be retained. Consequently, the

contribution of potential impacts from the Project to the cumulative destruction of subsurface cultural resources throughout the City would be less than significant.

Significant and unavoidable cumulative impacts to historic resources would occur if implementation of the Project results in the demolition of existing historically-aged structures in conjunction with development of the cumulative projects. However, as stated above in Impact CUL-1, the Project would not remove any historic resources on the Site, including existing residences and dairies. Therefore, the Project's contribution to impacts on historic resources would not be cumulatively considerable, and cumulative impacts would be less than significant.

3.5.7 Mitigation Measures

The following mitigation measures are recommended to reduce potential cultural and paleontological impacts to less than significant.

CUL-1 Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Ontario Building Department, or designee, from a qualified professional archeologist meeting the Secretary of Interior's Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A stating that the archeologist has been retained to provide on-call services in the event archeological resources are discovered. The archeologist shall be present at the pre-grading conference to establish procedures for archeological resource surveillance. In the event a previously unrecorded archaeological deposit is encountered during construction, all activity within 50 feet of the area of discovery shall cease and the City shall be immediately notified. The archeologist shall be contacted to flag the area in the field and determine if the archaeological deposits meet the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique archaeological resource (Public Resources Code 21083.2(g)). If the find is considered a "resource" the archeologist shall pursue either protection in place or recovery, salvage and treatment of the deposits. A qualified archeologist and a Native American Monitor of Gabrieleño Ancestry shall evaluate all archaeological resources unearthed by project construction activities. If the resources are Native American in origin, they shall have the opportunity to consult with the City and/or project developer on appropriate treatment and curation of these resources. If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the applicant's expense. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the archeologist. Resources shall be identified and curated into an established accredited professional repository. The archeologist shall have a repository agreement in hand prior to initiating recovery of the resource. Excavation as a treatment option will be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the project.

CUL-2 Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Ontario Building Department, or designee, from a paleontologist selected from the roll of qualified paleontologists maintained by San Bernardino County, stating that the paleontologist has been retained to provide services for the project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite for the review and approval by the City. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. The PRIMP shall require paleontological monitoring of excavation that exceeds depths of five feet. The PRIMP shall state

that the project paleontologist may re-evaluate the necessity for paleontological monitoring after 50 percent or greater of the excavations deeper than four feet have been completed.

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

Criteria for discard of specific fossil specimens will be made explicit. If a qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project planning, then recovery may be applied. Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if an important fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage and treatment shall be done at the applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource.

3.5.8 Level of Significance After Mitigation

The mitigation measures listed above and existing regulatory programs will reduce potential cultural and paleontological resource impacts to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to cultural resources will occur.

3.6 GEOLOGY AND SOILS

3.6.1 Introduction

This section of the EIR discusses the existing soil characteristics of the Site and analyzes the potential erosion impacts associated with the development of the Specific Plan. The IS (Appendix A) identified that the Project may result in substantial soil erosion or the loss of topsoil.

Data used in preparation of this section were taken from various sources including the TOP EIR, TOP Safety Element, City Municipal Code, City Hazard Mitigation Plan (2011), information from the Specific Plan, a geotechnical feasibility study,¹ and an addendum to the feasibility study² that was prepared for the Site. A copy of the geotechnical feasibility study and addendum to feasibility study is provided in Appendix F of this EIR.

3.6.2 Existing Conditions

Soil Erosion in the City of Ontario

The TOP EIR discusses the potential for soil erosion to occur in the City including within the Ontario Ranch. The TOP EIR defines erosion as:

...the movement of rock and soil due to water, wind, and gravity. Soil erosion may be a slow process that continues relatively unnoticed, or it may occur quickly, causing serious loss of topsoil. The rate and magnitude of soil erosion by water is controlled by rainfall intensity and runoff, soil texture and cohesion, slope gradient and length, and vegetation cover. The young alluvial sediment and wind-blown sand underlying the City are generally granular, poorly consolidated, and very susceptible to erosion. Grading increases the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes.³

Of particular concern to the City is soil erosion from high winds that occur in the region. The City's Hazard Mitigation Plan Section 4.2.3 describes that high winds can result from thunderstorm inflow and outflow, or downburst winds when the storm cloud collapses, and can result from strong frontal systems, or gradient winds (high or low pressure systems).⁴ Also, that high winds can reach speeds of up to "50 miles per hour or greater, either sustaining or gusting."⁴ Further, the City Hazard Mitigation Plan provides the following discussion of high winds that have occurred in the City:

Damaging high wind events occurred in the area in 2007, when high winds and thunderstorms brought down trees and fences, and in 2010, when straight-line winds exceeding 60 miles per hour felled trees and damaged power lines.

Another type of high winds are the Santa Ana winds, which commonly occur between October and February, and can reach speeds of more than 100 miles per hour. Santa Ana winds are warm, dry winds, which descend from the high desert, down the mountains into the Southern California

¹ Geotechnical Feasibility Study Proposed Commercial/Industrial Development NEC Merrill Avenue and Carpenter Avenue, Ontario, CA, Southern California Geotechnical, February 25, 2015.

² Addendum to Feasibility Study Proposed Commercial/Industrial Development NEC Merrill Avenue and Carpenter Avenue, Ontario, CA, Southern California Geotechnical, October 16, 2015.

³ TOP Draft Environmental Impact Report, April 2009, page 5.7-14.

⁴ City of Ontario Hazard Mitigation Plan, 2011, page 42.

Basin. The most significant hazard associated with Santa Ana winds is an increased wildfire danger, but Santa Ana winds can also cause downed trees and power lines, and property damage, as well as causing potentially hazardous conditions for aircraft and boaters.⁵

Characteristics of the Project Site

Based on the geotechnical feasibility study and the addendum to the feasibility study, the following discusses the soil characteristics of the Site, including the type of soils that make it susceptible to soil and wind erosion.

Topography

The Site gently slopes to the south at an approximate one percent grade. Based on the “Corona North” California USGS 7.5-minute quadrangle map, Township 2 South, Range 7 West, Section 22, there is up to 25 feet of elevation differentiation across the Site. In addition to the relatively level areas, there are: isolated areas where soil and debris from demolished structures have been mounded; depressed areas with holding ponds for storm water and wastewater from dairy operations; and an earthen drainage channel that extends along the southern Project boundary.

Artificial Fill

Artificial fill soils were encountered at the ground surface during borings and trenching in various locations on the Site. The artificial fill materials consisted of loose to medium dense silty fine sands or clayey fine sands to depths of 2.5 to 6.5 feet. The fill soils have a disturbed appearance and/or artificial debris, such as brick or glass fragments, resulting in their classification as artificial fill. The fill materials at a boring in the center of the Site, from depths between 5 and 6 feet, had significant organic content. The presence of organic materials at this location showed elevated moisture content.

Manure

Manure is present on the ground surface within the dairy pens on the north portion of the Site. The thickness of the manure was approximately 3 to 6 inches below the existing ground surface at trenching throughout the north and northeastern portion of the Site.

Alluvium

The native alluvial soils are present on the ground surface based on borings on the central and northeastern portion of the Site and beneath the fill soils and manure on the north portion of the Site (based on trenching). The upper alluvial soils generally consist of loose to medium dense fine sands with trace to little amounts of silt and loose to medium dense silty fine sands and clayey fine sands that extended to the depths of the maximum depth explored (which was approximately 31 feet below the existing ground surface). At greater depths, the alluvium generally consists of medium dense clayey fine sands and medium stiff-to-stiff fine sandy clay with trace to little amounts of silt extending to the maximum depth explored (approximately 30 feet below the existing ground surface). There is occasional strata consisting of very soft to stiff sandy clays and/or clayey silts that were encountered at a boring in the center of the Site. Various samples of the alluvium from various depths have slight to moderate porosity.

⁵ City of Ontario Hazard Mitigation Plan, 2011, page 42.

Groundwater

Groundwater was not encountered on the Site within any of the borings (at depths of approximately 25 to 31 feet below the existing grade), or trenches (excavated to depths of 10.5 to 11 feet below the existing grades).

Regulatory Setting

State Agency Requirements

2016 California Building Code

Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the California Building Code (CBC) within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission and the code is also known as Title 24, Part 2 of the California Code of Regulations. The most recent building standard adopted by the legislature and used throughout the state is the 2016 version of the CBC, often with local, more restrictive amendments that are based on local geographic, topographic, or climatic conditions. These codes provide minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock on-site, and the strength of ground.

National Pollutant Discharge Elimination System (NPDES) Permit

The State Water Resources Control Board (SWRCB) has adopted a statewide General Permit (WQ Order No. R8-2010-0036) for storm water discharges associated with construction activity, which includes site grading. These regulations prohibit the discharge of storm water from construction projects that disturb 5 acres or more of land, unless the discharge complies with the National Pollutant Discharge Elimination System (NPDES) Phase 1 General Permit. Construction activities subject to this permit include clearing, grading, and other disturbance to the ground, such as stockpiling, or excavation that results in soil disturbance of at least 1 acre of total land area. In addition, as required by the General Permit, construction sites 1 acre are required to submit a Notice of Intent (NOI) to the SWRCB for coverage under the permit and must comply with all its requirements.

To implement the provisions of the NPDES, the City Engineering Department requires that all new development provide short-term temporary construction (Best Management Practices (BMPs) to protect existing and proposed storm drain outlets and conveyances (i.e., street curb and gutters, channels, storm drains, receiving water bodies, etc.) from sediment and other pollutants. These required BMPs consist of the following: erosion control, sediment control, wind erosion (through the application of water or other dust suppression pallatives), tracking control (prevent or reduce tracking of dust off-site by vehicles), non-storm water pollutants (eliminating potential pollutants at their source), and waste management and materials pollution control (prevention of pollution by limiting or reducing pollutants at their source before coming in contact with storm water).

The NPDES General Permit requires all dischargers to: (1) develop and implement a Storm Water Pollution Prevention Plan (SWPPP), which specifies BMPs; (2) eliminate or reduce non-storm water discharge to storm sewer systems; and (3) develop and implement a monitoring program of all BMPs specified. The two major objectives of the SWPPP are to: (1) help identify the sources of sediment and other pollutants that affect the water quality of storm water discharges; and (2) to describe and insure the

implementation of BMPs to reduce or eliminate sediment in storm water as well as non-storm water discharges.

In 2002, the Santa Ana Regional Water Quality Control Board (RWQCB) issued three municipal storm water permits to the counties of Orange, Riverside, and San Bernardino. This “Santa Ana Region NPDES Permit” known as the “Municipal Permit” (Water Quality Order No. R8-2002-0012, NPDES No. CAS618036) was issued on April 26, 2003 to the County and the 16 incorporated cities in the County within the Santa Ana Region. The San Bernardino County Flood Control District is the Principal Permittee and the City is one of its co-permittees. Pursuant to the NPDES regulations of the Municipal Permit, all “New Development” projects in the City are required to submit a Water Quality Management Plan (WQMP) consistent with the City’s specified format. The WQMP required components are: pollutants of concern (for category one projects only); site design BMPs; source controlled BMPs; treatment control BMPs; hydrologic conditions of concern; and operation and maintenance of BMPs throughout the life of the Project. Non-structural BMPs include education of property owners/tenants and employee training, chemical spill contingency plan, street and parking lot sweeping and litter control, catch basin inspection, and landscape maintenance. Structural BMPs consist of landscape planning and efficient irrigation, roof runoff controls, roofing of trash storage areas, load docks designed to be covered or preclude runoff and run-on of storm water, and storm drain signage.

South Coast Air Quality Management District Rule 403

The state has established 35 air pollution control districts to set and enforce regulations to control pollutant emissions from local pollution sources within their jurisdictions. The air district responsible for the SCAB, where the City is located, is the SCAQMD. The SCAQMD adopts and enforces regulations for stationary sources as well as develops and implements indirect source and transportation control measures. In addition, the SCAQMD receives and investigates odor complaints from residents.

Related to wind erosion, the SCAQMD enforces Rule 403 Fugitive Dust which states, “The purpose of this rule is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.” SCAQMD provides dust mitigation measure tables, grouped into the following five categories that provide specific mitigation measures available to control fugitive dust within their District:

- Table XI-A: Construction & Demolition
- Table XI-B: Materials Handling
- Table XI-C: Paved Roads
- Table XI-D: Unpaved Roads
- Table XI-E: Storage Piles

An example would be to require water application every three hours to a disturbed area within a construction site undergoing construction activities with the intent to achieve a certain percentage of fugitive dust reduction.

Local

City of Ontario Municipal Code, Title 8, Chapter 1, Section 8-1.01 Building Code

Site development in the City is required to comply with the CBC and all state requirements pertaining to geotechnical hazards and constraints including soil conditions. The CBC has been incorporated and

adopted in its entirety into the City Building Code as Title 8, Chapter 1, Section 8-1.01 of the City Municipal Code.

Erosion Control and Sediment Control Plan Requirements

Prior to issuance of a building permits, the City Engineering Department requires the inclusion of “Erosion and Sediment Control and Contractor Activity Notes” on the grading plan cover sheet prior to submittal. Some of the key activity notes that address both soil and wind erosion are as follows:

- All erosion and sediment control BMPs shall be installed according to the specifications in Section 3 of the California Stormwater Quality Association BMP Handbook (January 2003) for construction activity or equivalent. (No. 14).
- Dust control BMPs shall be used to stabilize soil from wind erosion, and reduce dust generated by construction activities and may include stabilization of unpaved construction roads and parking and staging areas; water spraying; chemical stabilization; mulching; covering stockpiles with tarps; rapid cleanup of sediments deposited on paved roads and stabilization of construction entry/exit points with gravel. (No. 5).
- The contractor shall install a 6-foot high screening fabric fence around the perimeter of the construction site prior to the start of construction. (No.6).
- The contractor shall construct sediment controls such as fiber rolls, silt fences, straw bale barriers, gravel-filled bag barriers, brush or rock filters, sediment basins and storm drain inlet protection. (No. 7).
- All sediment control structures shall be constructed pursuant to the specifications in Section 3 of the California Storm Water Quality Association BMP Handbook for construction activity or equivalent, unless otherwise required in the City’s standards construction notes. (No. 8).
- All sediment deposited on paved roadways shall be swept at the end of each working day. Washing of accumulated sediment into the storm drain is prohibited. (No.14).
- In all areas where bare soil is exposed to water or wind erosion, acceptable soil stabilization materials are required to be applied. (No.15).
- All erosion and sediment control measures shall be maintained until all disturbed areas are stabilized. The adequacy of post construction soil stabilization shall be subject to the review and approval of the city engineering department. Additional erosion and sediment control BMPs that are over and above the BMPs shown on the approved erosion and sediment control plan sheet and the SWPPP, may be required to be implemented in order to meet field conditions. It is the responsibility of the construction superintendent to determine what additional measures are necessary and to install those additional BMPs as necessary. (No.16).

Applicable TOP Policies

TOP Safety Element, S5 Wind-Related Hazards defines high winds as follows:

Severe windstorms can pose a significant risk to property and life in the region by creating conditions that disrupt essential systems such as public utilities, telecommunications, and transportation routes. High winds, including Santa Ana winds, can cause damage to homes, businesses, landscaping, public property and utilities, and pose threats to public safety, including accelerating a fire. The alluvial sand that underlies the majority of Ontario is generally granular, poorly consolidated, and very susceptible to erosion. In strong winds, this sand can impact property, air quality and visibility.

The following applicable TOP Safety Element goal and policies address hazards including erosion from high winds:

Goal S5 Reduced risk of injury, property damage and economic loss resulting from windstorms and wind-related hazards.

Policies

S5-2 – Dust Control Measures. We require the implementation of Best Management Practices for dust control at all excavation and grading projects.

S5-3 – Grading in High Winds. We prohibit excavation and grading during strong wind conditions, as defined by the Building Code.

3.6.3 Thresholds of Significance

The following threshold of significance is based on Appendix G of the CEQA Guidelines. Based on the conclusions of the IS (Appendix A), for purposes of this EIR, the Project may have a significant impact on soil conditions if it would:

- Result in substantial soil erosion or the loss of topsoil.

The IS determined the Project would have No Impact to the following geology and soil thresholds and will not be further evaluated:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:
 - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - Landslides;
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater;

The IS determined the Project would have Less Than Significant Impact to the following geology and soil thresholds.

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

- Strong seismic ground shaking;
- Seismic-related ground failure, including liquefaction;
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

Therefore, these thresholds will not be further evaluated in the EIR.

3.6.4 Methodology

A geotechnical investigation was conducted for the Site, which included field exploration, exploratory soil borings, obtaining representative soil samples, laboratory testing, engineering analysis, and the review of pertinent geological literature.⁶ The laboratory testing determined the characteristics of the geology and soils that underlie the Site. These subsurface conditions were then analyzed to identify potential significant impacts resulting from Project construction and operation in relation to geology and soils. In determining whether a significant impact would result from the Project, the analysis includes consideration of state law, including the CBC that is integrated into the City's Municipal Code, and implemented/verified during Project permitting approvals. In general, existing state law, building codes, and municipal codes that are implemented by the approving agency provide for an adequate level of safety or reduction of potential effects such that projects developed and operated to code reduce potential of impacts.

3.6.5 Project Impacts

Impact GEO-1 Would the Project result in substantial soil erosion or the loss of topsoil? This impact would be less than significant.

Development of the Project would require site clearing, grading, and construction activities both on-site and offsite within the adjacent road rights-of-way. These short-term construction activities would permanently alter the existing topography, drainage, and soil conditions in order to prepare the Site for the proposed industrial and business park development, including buildings, trash enclosures, outdoor storage areas, truck bays, parking areas, and landscaping. In addition, the Project would permanently alter the existing conditions within the adjacent road rights-of-way in order to construct the improvements required for the roadways, parkways, and neighborhood edge landscapes areas for the construction of Hellman Avenue and portions of Eucalyptus Avenue, Merrill Avenue, and Carpenter Avenue adjacent to the Site.

The conceptual grading plan proposes a balanced site with no export or import of cut and fill. The entire Site is proposed to be cleared and graded at the initiation of Phase 1 and that sub-phase 1B and Phase 2 would remain vacant until those areas of the Site are developed.

As discussed above, the existing surface materials and soils on the Site include artificial fill material, manure, and native alluvium soils. The geotechnical feasibility study summarizes the following

⁶ Geotechnical Feasibility Study, Proposed Commercial/Industrial Development, NEC Merrill Avenue and Carpenter Avenue, Ontario, California, prepared for Real Estate Development Associates by Southern California Geotechnical, Inc. (SCG), SCG Project No. 15G116-1, February 25, 2015, and Addendum October 15, 2016.

preliminary geotechnical design recommendations for the development of the Project to address the soil conditions on the Site suitable for development:

- Site stripping of any existing vegetated areas should include all vegetation, organic soils, and root masses. In addition, site stripping should include removal of all manure and any topsoil.
- The artificial fills soils encountered are considered to represent undocumented fill and are not suitable for support of the new structures.
- The proposed development is considered feasible with respect to the geotechnical conditions encountered at the boring and trench locations on the Site. However, remedial grading should be performed within the building areas to remove the undocumented fill in their entirety, as well as the upper portions of the alluvium soils and replace them as compacted fill for support of the floor slabs and foundations.

Grading activities would be followed by trenching for utilities and other site improvements, construction of the buildings, supporting facilities, utilities, parking areas, and roadway improvements, installation of hardscape, irrigation, and landscaping. All grading and construction activities will be required to comply with the appropriate requirements of: the NPDES General Construction Permit for New Development; SQCAMD Rule 403; the City Municipal Code, including the CBC Chapter 29 (regulates excavation activities and the construction of foundations and retaining walls) and Chapter 70 (regulates all grading activities, including drainage and erosion control). In addition, the vacant development parcels that would be developed at a later date will also be required to comply with these requirements. The compliance by the Project developer with all applicable state, regional, and local regulatory requirements for soil erosion would reduce the potential impacts of water and wind erosion and the loss of top soil during the short-term grading and construction activities for each phase of the Project. As a result, the Project would not have any significant soil erosion or loss of topsoil impacts during construction.

In addition, the Project would be designed, operated, and maintained in accordance with the appropriate requirements of the “Municipal Permit” for the implementation of the Santa Ana Region NPDES Permit, including the preparation and submittal of a WQMP (including the required non-structural and structural BMPs as discussed above) as well as the City Municipal Code. Thus, the ongoing operation of the Project, once developed, would not result in water and wind erosion resulting in the loss of topsoil. The Project would not have any significant soil erosion or loss of topsoil impacts during the life of the Project.

3.6.6 Cumulative Impacts

This cumulative impact analysis considers the development of the Project, in conjunction with the other identified cumulative projects in the area. The potential cumulative geologic hazards and risks are largely site specific and limited to each project site. As such, the potential for cumulative geologic impacts is minimal and largely limited to individual development sites.

The Project and the cumulative projects would be exposed to soil erosion from water and wind at the individual building sites. These effects would be site specific and the impacts would not be compounded by cumulative development. The buildings and their associated parking areas and landscaping within the City must be designed in accordance with appropriate requirements of the NPDES General Construction Permit for New Development, the “Municipal Permit” for the implementation of the Santa Ana Region NPDES Permit, SQCAMD Rule 403, the City Municipal Code, and TOP goal and policies related to high-wind hazards. In addition, the projects in the cities of Chino and Eastvale would be designed and constructed to comply with NPDES General Construction Permit for New Development, the “Municipal

Permit” for the implementation of the Santa Ana Region NPDES Permit, and SQCAMD Rule 403 as well as their respective jurisdictions requirements related to water and wind erosion during construction activities and during ongoing operation. The adherence of all cumulative projects to relevant permit requirements, rules and regulations, and codes with respect to project design, construction, and ongoing operation and maintenance would reduce impacts to the extent feasible and the impacts would not be cumulatively considerable. The Project would have a less than significant contribution to cumulative effects.

3.6.7 Mitigation Measures

Since no significant soil erosion impacts from water or wind have been identified, no mitigation measures are required.

3.6.8 Level of Significance After Mitigation

The Project would not have any significant or unavoidable adverse impacts on geology and soils.

3.7 GREENHOUSE GAS EMISSIONS

3.7.1 Introduction

This section of the EIR analyzes the potential greenhouse gas (GHG) climate change impacts associated with the development of the Specific Plan. Background information on GHG and the impacts of climate change are presented along with an assessment of the Project's GHG impacts. A GHG analysis¹ was prepared and provided in Appendix G to this EIR.

3.7.2 Existing Conditions

GHG and Climate Change Background Information

The International Panel on Climate Change's (IPCC) Fifth Assessment Report (AR5) affirms the planet is warming and that humans beings are "extremely likely" (indicating a 95% certainty) to be the primary cause. Since global warming and climate change emerged publicly as an environmental issue in the 1980s, the scientific evidence has grown even stronger that the climate is changing; the impacts are widespread and occurring now. This evidence includes rising temperatures, shifting snow and rainfall patterns, and increased incidents of extreme weather events.

GHG's

The "greenhouse effect" is the natural process that retains heat in the troposphere, the bottom layer of the atmosphere. Without the greenhouse effect, thermal energy would "leak" into space resulting in a much colder and inhospitable planet. With the greenhouse effect, the global average temperature is approximately 61°F (16°C). GHGs are the components of the atmosphere responsible for the greenhouse effect. The amount of heat that is retained is proportional to the concentration of GHGs in the atmosphere. As more GHGs are released into the atmosphere, GHG concentrations increase and the atmosphere retains more heat, increasing the effects of climate change.

Six gasses were identified by the Kyoto Protocol (adopted December 11, 1997 by the parties of the United Nations Framework Convention on Climate Change Agreement) for emission reduction targets: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF₆). Chlorofluorocarbons and other chlorine or bromine-containing gasses are also considered GHG's, but these are stratospheric ozone (the beneficial kind that blocks ultraviolet rays from the sun) depleting substances that were phased out under the Montreal Protocol. The IPCC's AR5 report identified additional GHGs including the synthetic gases nitrogen trifluoride (NF₃) and sulfuryl fluoride (SO₂F₂). In addition, tropospheric ozone (O₃) and black carbon have been identified as important climate pollutants.

Water vapor is also a GHG. Water vapor is a highly active component of the climate system that responds rapidly to changes in conditions by either condensing into rain or snow or evaporating to return to the atmosphere. The water content of the atmosphere is constantly being depleted by precipitation as well as being replenished by evaporation. Since its concentration is controlled by the climate itself, water vapor acts as a fast feedback, reacting to, and amplifying the warming provided by the forcing GHG's. Human activity does not significantly affect water vapor concentrations except at local scales.

Black carbon is considered a GHG as well. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels. Black carbon contributes to climate change directly

¹ Greenhouse Gas Assessment for West Ontario Commerce Center, Greve & Associates, LLC, April 26, 2017.

by absorbing sunlight, indirectly by depositing on snow, and by interacting with clouds and cloud formation. Additionally, black carbon deposits on glaciers and snow packs increase the solar radiation absorbed, increasing the melting rate. This is a special concern for California because of its dependence on the Sierra Nevada mountain range snowpack for water.

Black carbon emissions from anthropogenic sources in California have been reduced considerably, by about 70% between 1990 and 2010. A large portion of the black carbon emission reductions are due to measures enacted to meet the particulate ambient air quality standards and to reduce DPM emissions. DPM has been identified by the state as a TAC. Current emission reduction programs are anticipated to eliminate approximately 95% of anthropogenic black carbon emissions by 2020. However, the majority of black carbon emissions in California are natural, not anthropogenic. The greatest source of natural black carbon emissions in the state is wildfires, and one of the consequences of climate change is increased wildfire activity.

CO₂ is undoubtedly the most important GHG, CH₄ the second most important, and then N₂O. Approximately 80% of the total radiative forcing (i.e., the amount of heat stored in the atmosphere) is caused by these three gasses. Since pre-industrial times (circa 1750) CO₂ concentrations have increased by about 40%, CH₄ concentrations have increased about 150%, and N₂O concentrations have increased about 20%. CO₂, CH₄, and N₂O are emitted by human activities as well as natural sources. Human sources of carbon dioxide include the burning of fossil fuels, deforestation, and cement production.

CH₄ is the principle component of natural gas. It is also produced biologically under anaerobic decomposition in ruminants (e.g., cows) and landfills. CH₄ is considered the second most important GHG due to its high Global Warming Potential (GWP)—a measure of a GHG's warming effect relative discussed further below—and the fact that CH₄ concentrations have increased considerably as a result of human activities related to agriculture, fossil fuel extraction and distribution, and waste generation and processing.

CH₄ is also important because it contributes to background tropospheric ozone and modeling has shown tropospheric ozone concentrations change almost linearly with changes in CH₄ emissions. Tropospheric ozone (i.e. ground level) concentrations have risen about 30% since pre-industrial times and ozone is considered by the IPCC as the third most important GHG after CO₂ and CH₄.

All of the other GHGs are emitted by specific industrial activities, such as aluminum or semiconductor manufacturing, or are used as refrigerants and emitted to the atmosphere from leaks or improper handling of the substances. The three main categories of fluorinated gasses, HFCs, PFCs, and SF₆ have no natural sources and only come from human related activities. However, these GHGs are considered important because their relative effect on the climate even at low concentrations. The GWP of these gasses are thousands of times greater than CO₂.

Global GHG emissions are measured in million metric tons of carbon dioxide equivalent (“MMT CO₂EQ”) units. A metric ton, 1,000 kilograms, is approximately 2,205 pounds. The CO₂ equivalent emissions are calculated by multiplying the quantity of emissions from each GHG by its GWP. Typically, CO₂EQ is based on the 100-year GWP. Emissions of one metric ton of CO₂, N₂O, and CH₄ each, would be equivalent to emissions of 294 MT CO₂EQ (1 MT from the CO₂, 28 MT from the N₂O, and 265 MT from the CH₄).

The long term environmental impacts of climate change include sea level rise that could cause devastating erosion and flooding of coastal cities and villages, as well as more intense hurricanes and typhoons worldwide. In California, scientists have identified the early signs of climate change: increased average temperatures, changes in temperature extremes, reduced snowpack in the Sierra Nevada, sea-level rise, and ecological shifts.

The state's 2009 Climate Change Impacts Assessment (the 2009 Scenarios Project) examined future projections of impacts from climate change. A large source of uncertainty in projecting future impacts is how global GHG emissions will change in the future. Future emissions will depend on if the world remains competitive without cooperation in development, a high GHG emissions scenario, or if the world engages in high levels of environmental and social consciousness and engage in global cooperation for sustainable development, a low GHG emissions scenario. Based on these two emissions scenarios and six global climate models the climate changes anticipated for the state in the 2009 Scenarios Project include:

- Temperature rise between 1.8° and 5.4° F by 2050
- Temperature rise between 3.6° and 9.0° F by 2100
- 10 to 100 times increase in the frequency of extreme temperatures estimated to occur once every 100 years
- Heat waves are expected to increase in frequency, duration, and area affected
- Precipitation decrease by 12% to 35% by 2050
- Longer dry spells interspersed with occasional intense rainfall event
- Sea level rise between 12 and 18 inches by 2050
- Sea level rise between 21 and 55 inches by 2100

Adaptation Effect

Adaptation is the changes to social and biological systems that occur due to environmental changes caused by global climate change. Global warming is already having a profound impact on water resources and has altered the weather patterns and water supply in California leading to increased water shortage (i.e., a dwindling snowpack, bigger flood flows, rising sea levels, longer and harsher droughts). Water supplies are also at risk from rising sea levels. Risks may include degradation of California's estuaries, wetlands, and groundwater aquifers that would threaten the quality and reliability of the major California fresh water supply.²

Higher temperatures will also likely increase electricity demand due to higher air conditioning use. Even if the population remained unchanged, toward the end of the century annual electricity demand could increase by as much as 20% if temperatures rise into the higher warming range.

Adaptation includes the responses to the changing climate and policies to minimize the predicted effects (e.g., building better coastal defenses to sea level rise). In California, adaptation planning has been one of the primary responses to the threat of climate change. It should be noted that adaption is not mitigation and, therefore, not included in the analysis of the Project.

Emission Inventories

In 2014, the top CO₂ emitters were China (30%), U.S. (15%), European Union (9%), India (7%), Russian Federation (5%), and Japan (4%).³ Within the United States, California has the second highest level of GHG production, with Texas having the highest.

Sources of GHG in California

CARB categorizes GHG generation by source into seven broad categories. The categories are:

² Climate Change Adaption Strategies for California's Water, State of California Department of Water Resources, October 2008.

³ U.S. Environmental Protection Agency webpage, April 20, 2017.

- Transportation includes the combustion of gasoline and diesel in automobiles and trucks. Transportation also includes jet fuel consumption and bunker fuel for ships.
- Industrial GHG emissions are produced from many industrial activities. Major contributors include oil and natural gas extraction; crude oil refining; food processing; stone, clay, glass, and cement manufacturing; chemical manufacturing; and cement production. Wastewater treatment plants are also significant contributors to this category.
- Electric generation includes both emissions from power plants in California as well as power plants located outside of the state that supply electricity to the state.
- Commercial and residential uses generate GHG emissions primarily from the combustion of natural gas for space and water heating.
- Agriculture GHG emissions are composed mostly of nitrous oxide from agricultural soil management, methane from enteric fermentation, and methane and nitrous oxide from manure management.
- High (GWP) emissions consist of ozone depleting substance substitutes and electricity grid SF₆ losses.
- Recycling and waste includes primarily landfills.

The relative amount of GHGs released from each of these categories in California in 2014 is shown in Figure 3.7-1. Most of California's GHGs (36%) are emitted by transportation sources such as automobiles, trucks, and airplanes, the industrial sector (21%), and the electric power sector, both in state and out of state (20%). The residential and commercial category accounts for approximately 9% of the emissions.

Existing On-Site Sources of GHG

The Site is currently in agricultural use, which includes dairy operations with approximately 1,400 dairy cows. The dairy cows generate methane gas, which is a greenhouse gas. According to the "Guidelines for Calculating Emissions from Dairy and Poultry Operations,"⁴ VOC emissions from milking cows is 12.8 pounds per cow per year, which in this case generates approximately 49.10 pounds of VOC per day. Most of the VOC emissions are in the form of methane, which has a global warming potential of 25⁵. The dairy cows that are currently on the Site generate approximately 203.2 MTCO₂EQ/YR.

Regulatory Framework

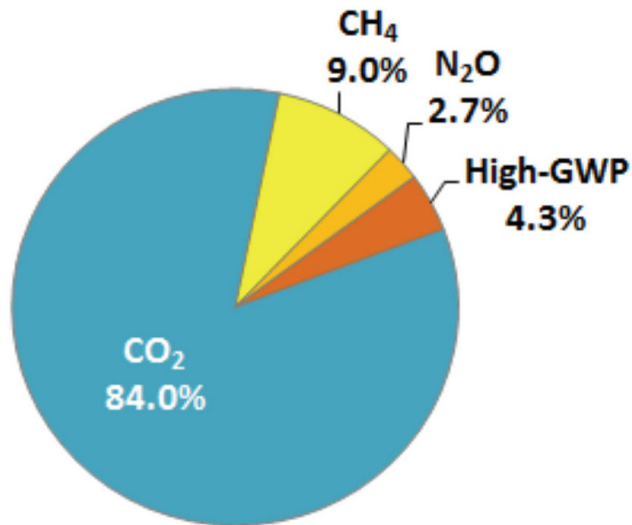
Federal Plans, Policies, Regulations, and Laws

The federal government began studying the phenomenon of global warming as early as 1978 with the National Climate Protection Act, 92 Stat. 601, which required the President to establish a program to "assist the Nation and the world to understand and respond to natural and man-induced climate processes and their implications." The 1987 Global Climate Protection Act, Title XI of Pub. L. 100-204, directed the U.S. EPA to propose a "coordinated national policy on global climate change," and ordered the Secretary of State to work "through the channels of multilateral diplomacy" to coordinate efforts to address global warming.

⁴ SCAQMD, December 2016.

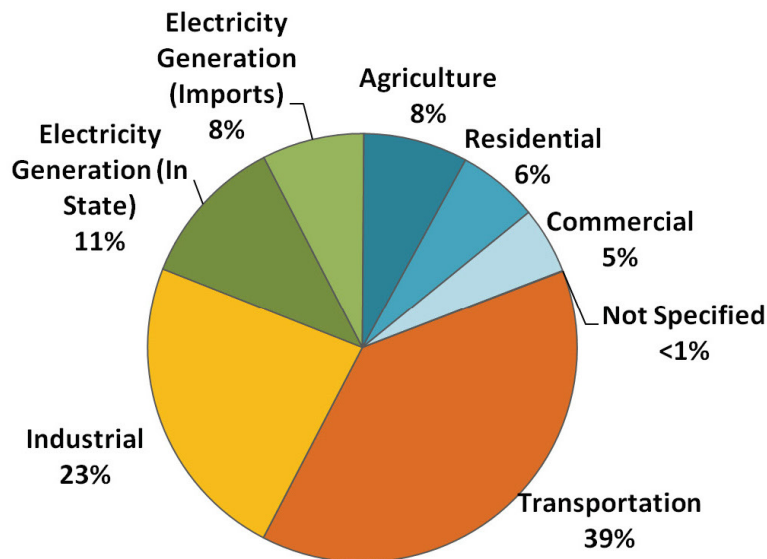
⁵ Gases have different potentials for trapping heat in the atmosphere, called global warming potential ("GWP"). For example, one pound of methane has 21 times more heat capturing potential than one pound of carbon dioxide. When dealing with an array of emissions, the gases are converted to carbon dioxide equivalents (CO₂EQ) for comparison purposes. For comparison, methane = 25, carbon dioxide = 1, nitrous oxide = 198.

EMISSIONS BY GHG



2015 Total CA Emissions: 440.4 MMTCO₂e

EMISSIONS BY ECONOMIC SECTOR



2015 Total CA Emissions: 440.4 MMTCO₂e

Source: California Dept. of Conservation

Figure 3.7-1
California Greenhouse Gas Emissions by Category

The U.S. EPA has several regulatory initiatives to reduce greenhouse gas emissions. On May 13, 2010, the EPA set GHG emissions thresholds to define when permits under the New Source Review Prevention of Significant Deterioration (PSD) and Title V Operating Permit programs are required for new and existing industrial facilities. This final rule "tailors" the requirements of these CAA permitting programs to limit covered facilities to the nation's largest GHG emitters: refineries and cement production facilities.

The U.S. EPA has issued two proposals to further reduce GHG emissions from municipal solid waste landfills. In addition, the EPA has proposed a suite of requirements that would reduce GHG emissions from the oil and natural gas industry.

Subsequent Executive Orders Related to Climate Change

Assembly Bill 32 – California Global Warming Solutions Act of 2006

The cornerstone of California's actions is Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006 (Health and Safety Code § 38500 *et seq.*). In September 2006, Governor Arnold Schwarzenegger signed AB 32. The law created a comprehensive, multi-year program to reduce GHG emissions in California. AB 32 required CARB to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by CARB in 2008 and must be updated every five years. The first Update to the Climate Change Scoping Plan was approved by CARB in May 2014. In 2016, the Legislature passed SB 32, which codifies a 2030 GHG emissions reduction target of 40% below 1990 levels. With SB 32, the Legislature passed companion legislation AB 197, which provides additional direction for developing the Scoping Plan. CARB is moving forward with a second update to the Scoping Plan to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32.

Under the Scoping Plans, California set in place a range of effective programs to slash GHG from cars, trucks, fuels, industry and electrical generation. The key programs that the updated Scoping Plans builds on include the Cap-and-Trade Regulation, the Low Carbon Fuel Standard (LCFS), and much cleaner cars, trucks, and freight movement, powering the state off of cleaner renewable energy, and strategies to reduce CH₄ emissions from agriculture and other wastes by using it to meet California's energy needs. It also addresses for the first time the GHG emissions from natural and working lands, such as the agriculture and forestry sectors.

On January 20, 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update would reflect the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32.

CARB Early Action Plan

In October 2007, CARB published the *Early Action Plan* that identified nine discrete early action GHG reduction measures that were subsequently developed into voluntary programs and regulations. The regulations include: (i) a LCFS ; landfill methane emission reductions; (ii) measures to reduce high GWP refrigerant emissions from vehicle air conditioning systems; (iii) requiring vehicle service providers to check and maintain proper tire pressures; (iv) requiring large semi-truck trailers to incorporate aerodynamic features and low rolling resistance tires along with idle reducing technology; and providing dockside electrical service at shipping ports so that docked ships do not need to operate onboard generators. In addition, regulations were adopted to reduce high GWP GHG emissions associated with semiconductor manufacturing, to restrict the use of SF₆, and to reduce high GWP GHG emissions from consumer products.

Senate Bill 97 and CEQA Guidelines

In 2007, Senate Bill 97 (SB 97) was adopted requiring the Governor's Office of Planning and Research (OPR) to develop, prepare, and transmit amendments to the CEQA Guidelines for the feasible mitigation of GHG emissions and the effects of climate change.

The amendments to the CEQA Guidelines implementing SB 97 became effective on March 18, 2010. Those CEQA Guidelines amendments clarified several points, including:

- Lead agencies must analyze the GHG emissions of proposed projects and must reach a conclusion regarding the significance of those emissions. (CEQA Guidelines § 15064.4.)
- When a project's GHG emissions may be significant, lead agencies must consider a range of potential mitigation measures to reduce those emissions. (CEQA Guidelines § 15126.4(c).)
- Lead agencies must analyze potentially significant impacts associated with placing projects in hazardous locations, including locations potentially affected by climate change. (CEQA Guidelines § 15126.2(a).)
- Lead agencies may significantly streamline the analysis of GHGs on a project level by using a programmatic GHG emissions reduction plan meeting certain criteria. (CEQA Guidelines § 15183.5(b).)
- CEQA mandates analysis of a proposed project's potential energy use (including transportation-related energy), sources of energy supply, and ways to reduce energy demand, including through the use of efficient transportation alternatives. (CEQA Guidelines, Appendix F.)

Senate Bill 375 – Sustainable Communities and Climate Protection Act

In 2008, the legislature passed Senate Bill 375 (SB 375), which built upon AB 32 by connecting the reduction of GHG emissions from cars and light trucks to regional and local land use and transportation planning. SB 375 requires CARB to establish GHG emission reduction targets for each region, and each metropolitan planning organization (MPO) to create a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP) to meet regional emissions reduction targets.

Executive Order B-30-15

On April 29, 2015, Governor Edmund G. Brown Jr. issued Executive Order B-30-15 to establish a California GHG emission reduction target of 40% below 1990 levels by 2030. This is the most aggressive benchmark enacted by any government in North America to reduce carbon emissions over the next decade and a half. The executive action sets the stage for the important work being done on climate change by the Legislature. The Governor's executive order aligns California's GHG reduction targets with the European Union, which set the same target for 2030.

California is on track to meet or exceed the current target of reducing GHG emissions to 1990 levels by 2020, as established by AB 32. California's new emission reduction target of 40% below 1990 levels by 2030 will make it possible to reach the ultimate goal of reducing emissions 80% under 1990 levels by 2050. This is in line with the scientifically established levels needed in the U.S. to limit global warming below 2 degrees Celsius; the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels.

Senate Bill 32

In 2016, the Legislature passed SB 32, which codifies a 2030 GHG emissions reduction target of 40% below 1990 levels. With SB 32, the Legislature passed companion legislation AB 197, which provides additional direction for developing the Scoping Plan. CARB is moving forward with a second update to the Scoping Plan to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32.

Executive Order B-30-15. Governor Edmund G. Brown Jr. on April 29, 2015 issued an executive order to establish a California GHG reduction target of 40% below 1990 levels by 2030. This is the most aggressive benchmark enacted by any government in North America to reduce dangerous carbon emissions over the next decade and a half. "With this order, California sets a very high bar for itself and other states and nations, but it's one that must be reached - for this generation and generations to come," said Governor Brown.

The executive action sets the stage for the important work being done on climate change by the Legislature. The Governor's executive order aligns California's GHG reduction targets with those of leading international governments ahead of the United Nations Climate Change Conference in Paris to be convened in 2015. The 28-nation European Union, for instance, set the same target for 2030 just last October.

California is on track to meet or exceed the current target of reducing greenhouse gas emissions to 1990 levels by 2020, as established in AB 32. California's new emission reduction target of 40% below 1990 levels by 2030 will make it possible to reach the ultimate goal of reducing emissions 80% under 1990 levels by 2050. This is in line with the scientifically established levels needed in the U.S. to limit global warming below 2 degrees Celsius - the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels.

CARB Cap-and-Trade Regulation

Pursuant to the AB 32 directed Scoping Plan, CARB has implemented a Cap-and-Trade program applicable to specific industries that emit more than 25,000 MTCO₂e as one of the strategies California will employ to reduce GHG emissions. Annual reporting of GHG emissions is required by the CARB Mandatory Reporting Rule. Under the program, an overall limit on GHG emissions from capped sectors are established and, facilities subject to the cap, will be able to trade permits (allowances) to emit GHGs. The program started January 1, 2012, with an enforceable compliance obligation beginning with 2013 GHG emissions from stationary sources. In 2013, the petroleum and natural gas systems sector was covered for stationary and related combustion, process vents, and flare emissions if the total emissions from these sources exceeded 25,000 MTCO₂e per year. Beginning in 2015, suppliers of natural gas and transportation fuels were covered for combustion emissions from the total volume of natural gas delivered to a non-covered entity or for transportation fuels.

The Cap-and-Trade program is designed to reduce the emissions from a substantial percentage of GHG sources (about 80% of GHG emissions will come under the program) within California through a market trading system. The system would reduce GHG emissions by reducing the available GHG "allowances" over time up until the year 2020. The program beyond the year 2020 has not been designed yet, but the program is intended to extend beyond that timeframe. Facilities are required to obtain an "allowance," either through purchasing at auction or through freely allocated "industry assistance" allowances from CARB for each MTCO₂e of GHG they emit. Additionally, CARB issues "industry assistance" allocations for free for a number of industries. These are based, in part, on a pre-defined "benchmark" of GHG emissions per unit of production.

Other sectors are also allocated allowances based on their own respective activities. If an operation within the sector operates less efficiently than the specified “benchmark,” therefore, receiving an insufficient number of “free” allowances to cover their emissions, they would be required to implement efficiency improvements or purchase additional allowances from the CARB auction. Some availability of “offsets” is also included in the program related to forestry, livestock, and ozone depleting chemicals. Offsets outside of these three options are not allowed at this time.

For subsequent periods after the initial 2013 period, allowances will be distributed freely through the “industry assistance” program or auctioned off. Industry assistance allowances will decrease each year per a “cap adjustment factor.” The cap adjustment factor would be about 2-3% annually through 2020. The total allowances that can be allocated each year (either freely allocated or auctioned) are limited by the defined allowance budget, which decreases each year through 2020.

AB 398 – Extension of Cap and Trade Program to 2030 AB 398 (Cal Stats 2017, Ch. 617) was signed by Governor Brown on July 25, 2017, and became effective immediately as urgency legislation. AB 398, among other things extending the cap and trade program through 2030.

SCAQMD Plans, Policies, and Regulations

SCAQMD adopted their *Policy on Global Warming and Stratospheric Ozone Depletion* in 1991. The policy commits the SCAQMD to consider global impacts in rulemaking and in drafting revisions to the AQMP. In March 1992, the SCAQMD Governing Board reaffirmed this policy and adopted amendments to the policy to include the following directives:

- Phase out the use and corresponding emissions of chlorofluorocarbons (CFCs), methyl chloroform (1,1,1-trichloroethane or TCA), carbon tetrachloride, and halons by December 1995;
- Phase out the large quantity use and corresponding emissions of hydrochlorofluorocarbons (HCFCs) by the year 2000;
- Develop recycling regulations for HCFCs (e.g., SCAQMD Rules 1411 and 1415);
- Develop an emissions inventory and control strategy for methyl bromide; and
- Support the adoption of a California GHG emission reduction goal.

Title 24 Energy Efficiency Standards and California Green Building Standards

The newest version of California Code of Regulations Title 24 Part 6 was adopted by the California Energy Commission (CEC) in June 2015 and became effective on January 1, 2017. The CEC indicates that these Title 24 standards will reduce energy consumption by 5% for nonresidential buildings above that achieved by the 2013 version of Title 24 Part 6.

City of Ontario Plans, Policies, Regulations, and Laws

The City adopted a Municipal Climate Action Plan (MCAP) in July 2012. The purpose of the MCAP was to design a feasible strategy to reduce GHG emissions generated by the City’s municipal operations (e.g., City-owned facilities, vehicle fleets) in 2020 by 30%. The MCAP established a 2020 emissions reduction target of approximately 8,500 MT CO_{2e}. When combined with State efforts, the reduction measures in the MCAP would result in reducing municipal GHG emissions in 2020 by an estimated 10,000 MT CO_{2e}.

In November 2014, the City adopted a Community Climate Action Plan (CCAP) that presents a feasible strategy to reduce GHG emissions generated from community activities that is consistent with statewide Scoping Plan GHG reduction efforts. The CCAP provides measures to reduce GHG emissions in 2020 to 30% below business-as-usual conditions (i.e., what emissions would be in 2020 without any additional efficiency measures, e.g., CALGreen, Title 24 revisions). The Scoping Plan is anticipated to reduce emissions in 2020 to approximately 13% below 2008 levels. While the Scoping Plan called for a reduction target of 15% below “current” (2005-2008) levels, recent CARB inventory data have indicated that the state would need to reduce emissions by 10 to 11% to meet 1990 levels, the reduction goal specified in AB 32.

Approximately 64% of the reductions needed to achieve the CCAP’s GHG reduction goal are achieved through state and county-level programs and 36% are achieved through city-level programs. The environmental impacts of the CCAP were analyzed and potential significant impacts reduced to the extent feasible in compliance with CEQA. The environmental review of the CCAP was tiered from the previously adopted TOP EIR. The TOP EIR included a programmatic analysis of GHG impacts with six GHG mitigation measures (Mitigation Measures 6-1 through 6-6). A review of potential secondary environmental impacts of implementation of the CCAP did not indicate that it would result in any new significant environmental impacts or substantial more severe environmental impacts than already disclosed in the TOP EIR.

The California Resources Agency has stated that in order to be used for the purpose of determining significance, a CCAP must contain specific requirements that result in reductions of greenhouse gas emissions. CEQA Guidelines section 15083.5(b) lists the requirements for greenhouse gas reduction plans used for this purpose.

3.7.3 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. For purposes of this EIR, implementation of the Project may have a significant adverse impact on GHG emissions if it would result in any of the following:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment;
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHG.

3.7.4 Methodology

The CalEEMod v2016.3.1 is the most recent version and has been used to determine construction and operational GHG emissions for buildout of the Specific Plan, based on the maximum development discussed in Chapter 2, Table 2-2, Statistical Land Use Summary. As described in the Project Description, up to 100,000 square feet of refrigerated warehouse use is assumed for the Project. For construction phase project emissions, GHGs are quantified and, per SCAQMD methodology, the total greenhouse gas emissions for construction activities are divided by 30-years, and then added to the annual operational phase of GHG emissions.

To address the state’s requirement to reduce GHG emissions, the City’s CAP provides a target of reducing GHG emissions within Ontario by 30% below 2020 BAU emissions. The City’s Target is consistent with the state’s reduction requirements (listed above in the Regulatory Setting). Since the CAP includes specific local requirements that will substantially lessen GHG emissions, compliance with the CAP fulfills the

requirements of CEQA Guidelines Section 15183.5, as detailed in the Regulatory Setting section previously.

As detailed in the Regulatory Setting section, the City's CAP includes Screening Threshold Tables to identify and quantify the reduction of greenhouse gas emissions that are attributable to various GHG reduction measures. As described, projects that garner a minimum of 100 points are consistent with the CAP, and result in less than significant impacts related to GHG emissions. Conversely, projects that do not result in 100 points on the CAP Screening Threshold Tables and would result in more than 3,000 MT CO₂EQ per year (per SCAQMD and CAP criteria) would be considered significant.

CEQA Guidelines section 15183.5 sets forth requirements for comprehensive GHG reduction plans and tiering of analysis for CEQA compliance of future projects. This allows projects to demonstrate that they will not result in significant GHG impacts by demonstrating compliance with the City's CCAP, rather than having produced the traditional analysis of all GHG emissions associated with the proposed Project and demonstrating Project compliance with all relevant policies and regulations.

Appendix B of the City's CCAP, "Greenhouse Gas Emissions CEQA Thresholds and Screening Tables," provides two methodologies for a project, not otherwise exempt from CEQA, to demonstrate compliance with the CCAP and result in a less than significant individual and cumulative GHG impact. The first method is applicable to small project with annual GHG emission of less than 3,000 MT CO₂EQ. These projects are considered less than significant if the energy efficiency of the project is at least 5% greater than Title 24 requirements, or other equivalent levels of GHG reductions, and water conservation levels match the California Green Building Code or equivalent levels of reductions.

Projects with emissions exceeding 3,000 MT CO₂EQ may demonstrate compliance with the CCAP by identifying measures on the Screening Tables (presented in Appendix B of the CCAP) that would be implemented as part of a project. The Screening Tables provide guidance in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects by assigning points for each feature incorporated into a project. The point values correspond to the minimum emissions reduction expected from each feature.

Projects with at least 100 points are consistent with the reduction quantities anticipated in the City's CCAP. Such projects are determined to have a less than significant individual and cumulative impact related to GHG emissions consistent with the CEQA Guidelines. The Specific Plan proposes the development of business park/industrial uses that would generate more than 3,000 MT CO₂EQ, and, therefore, this analysis uses the Screening Tables to determine the significance of the Project.

3.7.5 Project Impacts

Impact GHG-1 Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? This impact would be less than significant.

A CalEEMod analysis indicates the operational emissions of the Project will be in excess of 20,000 MTCO₂EQ per year. After subtracting the existing emissions of 203 MTCO₂EQ per year from the 1,400 dairy cows, the net emissions would still be close to 20,000 MTCO₂EQ per year and above the threshold of 3,000 MTCO₂EQ per year.

The proposed development of 555,505 square feet of Business Park use and 2,350,005 square feet of Industrial use is estimated to generate approximately 20,000 MT of CO₂EQ per year, which include emissions from mobile sources, pumping of water and wastewater treatment and the generation of

electricity. The 20,000 MT of CO₂EQ per year includes annual vehicle emissions of 33,423,929 vehicle miles traveled (VMT) for Phase 1 and 16,636,768 annual VMT for Phase 2. As stated above, projects with emissions that exceed 3,000 MT CO₂EQ can demonstrate compliance with Title 24 by implementing measures from the Screening Tables presented in Appendix B of the CCAP. Per Appendix B of the CCAP, a proposed project would not result in a significant individual or cumulative impact if it implements 100 points worth of GHG reduction measures. Table 3.7-1 provides the GHG reduction measures that are incorporated into the Project and the point's value for each measure. As shown, the proposed GHG reduction measures that are included in the Project total 123 points.

**Table 3.7-1
Commercial/Industrial GHG Reduction Measures Incorporated into Project**

Feature	Description	Points
Reduction Measure PS E3: Commercial/Industrial Energy Efficiency Development		
Building Envelope		
	Insulation	
	Enhanced Insulation (rigid wall insulation R-13, roof/attic R-28)	18
	Windows	
	Enhanced Window Insulation (0.32 U-Factor, 0.25 SHGC)	8
	Cool Roof	
	Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	12
	Air Infiltration	
	Air barrier applied to exterior walls, caulking, and visual inspection such as the HERS Verified Quality Insulation Installation (QII or equivalent)	12
Indoor Space Efficiencies		
	Heating/Cooling Distribution System	
	Modest Duct Insulation (R-6)	8
	Space Heating/Cooling Equipment	
	High Efficiency HVAC (EER 15/72% AFUE or 8.5 HSPF)	8
	Water Heaters	
	High Efficiency Water Heater (0.72 Energy Factor)	16
	Daylighting	
	All peripheral rooms within building have at least one window or skylight	1
	Artificial Lighting	
	Very High Efficiency Lights (100% of in-unit fixtures are high efficiency)	14
Reduction Measure PS W2: Commercial/Industrial Water Conservation		
Irrigation and Landscaping		
	Water Efficient Landscaping	
	Only low water using plants	4
	Water Efficient Irrigation Systems	
	Low precipitation spray heads < .75"/hr or drip irrigation	1
	Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water use)	5
Potable Water		
	Toilets	
	Water Efficient Toilets/Urinals (1.5 gpm)	3
	Faucets	
	Water Efficient Faucets (1.28 gpm)	3
Reduction Measure PS T3: Electric Vehicle Infrastructure		

	Electrical Vehicles	
	Provide public charging station for use by an electric vehicle (ten points for each charging station within the facility)	10
	Total Points	123

In addition to implementing CCAP measures to reduce GHG emissions to comply with Title 24, the Project also meets one of the mobility benefits of the San Bernardino County Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The Business Park and Industrial uses of the Project will provide employment opportunities in an area with existing and increasing residential development. As a result, the Project will promote more location-efficient land use patterns and assist towards reducing daily Vehicles Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) per capita. The potential of the Project to reduce VMT and VHT will also assist the RTP/SCS towards its goals to reduce GHG emissions by 18% by 2035 and 21% by 2040.

Because the Project will reduce GHG emissions in compliance with the CCAP and provide employment in an area that could reduce VMT and VHT, the Project would result in a less than significant impact related to GHG emissions.

Impact GHG-2 Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases? No impact would occur.

As described above, the City has adopted a CAP that includes GHG emission inventories, identifies the effectiveness of California initiatives to reduce GHG emissions, and identifies local measures to reduce GHG emissions. Through implementation of the CAP, the City meets the state's regulations for reducing GHG emissions, including the regulations of AB 32 and SB 32. The CAP is designed to ensure that the development accommodated by the buildout of the General Plan supports the goals of AB 32. The City of Ontario CAP includes strategies that will achieve the AB 32 GHG reduction target. The CAP target is to reduce City emissions by the amount recommended in the ARB Scoping Plan for local government and includes a commitment to update the CAP beginning in 2018. The new plan will include a specific target for GHG reductions for 2030, 2040, and 2050. The targets will be consistent with broader state and federal reduction targets and with the scientific understanding of the needed reductions by 2050.

Regarding SB 32, according to research conducted by the Lawrence Berkeley National Laboratory and supported by the CARB, California, under its existing and proposed GHG reduction policies, is on track to meet the 2020 reduction targets under AB 32 and could achieve the 2030 goals under SB 32. Implementation of the proposed Specific Plan would not interfere with any requirements that assist in meeting state-adopted greenhouse gas emissions reduction targets, including that established under Executive Order S-3-05, Executive Order B-30-15, or SB 32.

The Specific Plan would not interfere with the state's implementation of Executive Order B-30-15 and SB 32's target of reducing statewide GHG emissions to 40% below 1990 levels by 2030; or Executive Order S-3-05's target of reducing statewide GHG emissions to 80% percent below 1990 levels by 2050 because it does not interfere with the state's implementation of GHG reduction measure described in the CARB's Updated Scoping Plan. CARB's Updated Scoping Plan sets the ground work to reach California's long-term emissions reduction goals set forth in Executive Order S-3-05, AB 32, and other GHG regulations. As listed previously, the Specific Plan includes several Project Design Features that exceed existing regulatory requirements (such as electrically powered equipment, energy efficient systems, and building orientation) that would reduce GHG emissions. In addition, CARB's Updated Scoping Plan provides strategies to reduce GHG emissions, which the Project is consistent with as listed below; thus, the Specific Plan would not conflict with the CARB Scoping Plan and related regulations, and impacts would be less than significant.

- Pavley emissions standard and Low Carbon Fuel Standard: Pavley emissions standards apply to all new passenger vehicles starting with model year 2009, and the Low Carbon Fuel Standard became effective in 2010 and regulates the transportation fuel used. The project is consistent with these measures and their implementation as they would apply to all new passenger vehicles and vehicle fuel purchased in California. As state standards all passenger vehicles and fuel associated with construction and operation of the Specific Plan would be required to comply with the Pavley emissions and Low Carbon Fuel Standards.
- Medium/Heavy-Duty Vehicle Regulations: Medium/heavy-duty vehicle regulations are implemented by the state to reduce emissions from trucks. Since the proposed Specific Plan has a large truck component, these regulations will aid in reducing GHG emissions from the project. The Specific Plan is consistent with this measure and its implementation as medium and heavy-duty vehicles associated with construction and operation of the project would be required to comply with the requirements of this regulation.
- Tractor-Trailer Greenhouse Gas Regulation: Tractor-trailers subject to this State regulation are primarily 53-foot or longer box-type trailers, are required to be either use EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies. The project is consistent with this regulation, as it applies to specific trucks that are used throughout the state.
- Energy Efficiency – Title 24/CalGreen: The proposed Specific Plan is subject to the CalGreen Code Title 24 building energy efficiency requirements that offer builders better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption. Compliance with the CalGreen standards would be verified by the City during building permitting process.
- Renewable Portfolio Standard. As a customer of Southern California Edison, the development within Specific Plan area would purchase from an increasing supply of renewable energy sources and more efficient baseload generations, reduce GHG emissions, and be consistent with this requirement.
- Million Solar Roofs Program: The project is consistent with this scoping plan measure as the project would provide solar ready roofs.
- Water Efficiency and Waste Diversion: Development and operation of the proposed Specific Plan would be implemented in consistency with water conservation requirements (as included in Title 24) and solid waste recycling and landfill diversion requirements of the State.

In addition, implementation of the Specific Plan would be consistent with the City's CCAP, which facilitates GHG reductions consistent with statewide GHG reduction regulations. Overall, the City's CCAP is consistent with AB 32 and SB through implementation of local GHG reduction measures that address GHG emissions related to building energy (both energy efficiency and renewable energy), agriculture, transportation, solid waste management, wastewater, and water conveyance, including the imposition of GHG reduction measures on new development (such as the Specific Plan). The GHG reduction effect of various design features are quantified in the City's CCAP. As described above, the GHG related Project Design Features for the Specific Plan would result in the Project reaching a total of 123 points, which would exceed the threshold of 100 points to obtain a consistency determination. Therefore, the Specific Plan is consistent with the CCAP; and thus, is consistent with the state's requirements for GHG reductions. As a result, the Specific Plan would not conflict with the City's CAP, which has been adopted for the purpose of reducing GHG emissions, and no impacts would occur.

3.7.6 Cumulative Impacts

The cumulative impact analysis considers development of the Specific Plan in conjunction with other development globally, not just locally, the county or the air basin. Per Appendix B of the CCAP, if a proposed project implements 100 points worth of GHG reduction measures, the project would not result in a significant individual or cumulative impact. Since the Project includes GHG reduction measures that total of 123 points, the Project would not conflict with the GHG emission requirements established by the CCAP, and no cumulative impact would occur as a result of the Project.

3.7.7 Mitigation Measures

Since no significant greenhouse gas emission impacts have been identified, no mitigation measures are required.

3.7.8 Level of Significance After Mitigation

The Project would not have any significant or unavoidable adverse greenhouse gas emission impacts.

3.8 HAZARDS AND HAZARDOUS MATERIALS

3.8.1 Introduction

This section of the EIR discusses the existing hazards and hazardous materials that are known to exist on the Site and the vicinity and analyzes the potential impacts on human health and the environment associated with development of the Specific Plan.

The IS (Appendix A) determined the project had the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and/or create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, these issues will be addressed in this EIR.¹

Data used in the preparation of this section is from a Phase I Environmental Site Assessment (ESA) Report for Assessor Parcels (APNs) 2018-261-16 and 0218-261-23², Limited Phase II ESA for APNs 2018-261-16 and 0218-261-23³, ESA Report for APNs 0218-261-22, 0218-261-32, 0218-271-04, 0218-271-08, 0218-271-10, 0218-271-13, 0218-271-18⁴, and Limited Phase II ESA for APNs 0218-261-22, 0218-261-32, 0218-271-04, 0218-271-08, 0218-271-10, 0218-271-13, 0218-271-18⁵. In addition, information from the geotechnical feasibility study⁶, TOP EIR⁷, and the Specific Plan is also referenced. A copy of the ESAs and Limited Phase II ESAs are provided in Appendix H of this EIR. A copy of the geotechnical feasibility study is provided in Appendix F of this EIR.

3.8.2 Existing Conditions

Definition of Hazardous Materials

A hazardous material is defined as any material, that due to its quantity, concentration, physical or chemical characteristics poses a significant present or potential hazard to human health and safety or to the environment, if released into the work place or the environment. Hazardous materials include, but are not necessarily limited

¹ The IS (Appendix A) determined the Project would not: (i) emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; (ii) be located on a site which is included on a list of hazardous materials sites and, as a result, would create a significant hazard to the public or the environment; (iii) 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; (iv) 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; (v) impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/or (vi) 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. Therefore, the EIR will not address these impacts.

² Phase I Environmental Site Assessment, Subject Site Location: Parcel APNs 2018-261-16, 0218-261-23, Ontario, CA, 91762, PHASE ONE INC., Project No. 7819, February 5, 2016.

³ Limited Phase II Environmental Site Assessment (ESA), Subject Site Location: Parcel APNs 2018-261-16, 0218-261-23, Ontario, CA, 91762, PHASE ONE INC., Project No. 7819, January 10, 2016.

⁴ Phase I Environmental Site Assessment for Real Estate Development Associates Inland Harbor 0218-261-22, 0218-271-04, -18, GH Dairy 9279 Eucalyptus Avenue Parcel APNs 0218-261-32 and 0218-271-08, -10, -13, Ontario, California 91762, PHASE ONE, INC., February 2015.

⁵ Limited Phase II Environmental Site Assessment (ESA), Subject Site Location: Inland Harbor 0218-261-22, 0218-271-04, -18, GH Dairy 9279 Eucalyptus Avenue Parcel APNs 0218-261-32 and 0218-271-08, -10, -13, Ontario, California 91762, PHASE ONE, INC., February 26, 2015.

⁶ Geotechnical Feasibility Study Proposed Commercial/Industrial Development NEC Merrill Avenue and Carpenter Avenue, Ontario, CA, Southern California Geotechnical, February 25, 2015.

⁷ The Ontario Plan Draft Environmental Impact Report, 2009.

to, inorganic and organic chemicals, solvents, mercury, lead, asbestos, paints, cleansers, manure, fertilizers, or pesticides that were used in previous activities at the Site well as for activities on neighboring sites.

Existing Onsite Conditions

The majority of the Site is used for agricultural purposes, including two active dairy farms, row crops, and a hay/alfalfa wholesaler, with the remainder of the Site consisting of vacant land previously used for agriculture. Table 2-1 in Chapter 2.0 summarizes the parcels and their existing agricultural uses.

The geotechnical investigation of the Site indicates that artificial fill soils were encountered at the ground surface during borings and trenching in various locations on the Site. The artificial fill materials consisted of loose to medium dense silty fine sands or clayey fine sands to depths of 2.5 to 6.5 feet. The fill soils have a disturbed appearance and/or artificial debris, such as brick or glass fragments, resulting in their classification as artificial fill. The fill materials at a boring in the center of the Site, from depths between 5 and 6 feet, had significant organic content with elevated moisture. Manure was present on the ground surface within the dairy pens on the north portion of the Site. The thickness of the manure was approximately 3 to 6 inches below the existing ground surface at the location of the trenching conducted throughout the north and northeastern portion of the Site. During the geotechnical investigation groundwater was not encountered at any of the on-site borings (at depths of approximately 25 to 31 feet below the existing grade), or trenches (excavated to depths of 10.5 to 11 feet below the existing grades).⁸

Definition of Analysis Areas

The two parcels in the western portion of the site were addressed in a Phase I ESA and a Limited Phase II ESA as shown in Figure 3.8-1. The discussion provided below refers to this portion of the Site as: “Western Portion of Project Site” (APNs 2018-261-16 and 0218-261-23) and commonly known as the Tivo Dairy. Refer to Figure 2-4 in Chapter 2.0 for the location of the parcels.

The parcels in the eastern portion of the Site, consisting of seven parcels, were addressed in a Phase I ESA and a Limited Phase II ESA. The discussion provided below refers to this portion of the Site as: “Eastern Portion of Project Site” (APNs 0218-261-22, -32 and 0218-271-04, -08, -10, -13, -18). Refer to Figure 2-4 in Chapter 2.0.

ESA Methodology

A visual reconnaissance of the Site was conducted to identify observable signs of environmental impairment, including the existing on-site operations and maintenance activities that may lead to an environmental impairment. The properties adjacent to the Site were observed through a drive-by survey to identify any operations that may pose an imminent or potential environmental threat to the Project.

Historical photographs and U.S.G.S. topographic maps of the Site and adjacent properties were reviewed. The review looked as historical aerial photographs spanning from 1938 to 2014 and topographic maps spanning from 1947 to 1982. No Recognized Environmental Conditions (REC) were defined as a result of this review.

⁸ Geotechnical Feasibility Study Proposed Commercial/Industrial Development NEC Merrill Avenue and Carpenter Avenue, Ontario, CA, Southern California Geotechnical, February 25, 2015.



Source: Phase I Environmental Site Assessment, 2015 & 2016



Figure 3.8-1
Phase I & II Study Areas

A search of environmental records and regulatory databases was conducted to determine if any known contaminated sites were located on the parcels surveyed. The public agencies that were contacted as part of the ESA investigations included the Santa Ana RWQCB, San Bernardino County Fire Department Hazardous Materials Division, and the State of California Department of Toxic Substances Control.

Results of Data Collection for Western Portion of Site (APNs 2018-261-16 and 0218-261-23)

The reconnaissance and records search identified that there are seven existing aboveground storage tanks. The aboveground tanks are used for the storage of milk, fuel and the storage of groundwater. There were no environmental conditions identified related to these tanks. There are no underground storage tanks on the Site.

Hazardous or potentially hazardous substances in containers greater than 20 gallons in size are currently stored at the dairy. The containers include 5-gallon containers, 55-gallon drums and 75-gallon totes. These containers are used for pump machinery, liquid sanitizers for disinfecting and sanitizing food processing equipment and a chemical to control flies.

There are floor drains in the milk barn for the dairy that capture fluids from washing cows and cleaning the milking area. The wastewater is transported from the drains via gravity flow piping to the holding ponds on the southeastern portion of the Site. Trenches extend along the south and east side of the parcel for storm water collection.

There is a debris pile in the northern area of the parcel associated with the demolition of a previous structure.

Results of Data Collection Eastern Portion of Site (APNs 0218-261-22, -32 and 0218-271-04, -08, -10, -13, -18)

The reconnaissance and records search identified that there were nine existing aboveground storage tanks at the dairy on the northeastern portion of the Site. The aboveground tanks were used for the storage of milk and fuel, including red diesel fuel used for farm equipment and tractors. There were no environmental conditions identified related to these tanks. There are no underground storage tanks on the Site.

Hazardous or potentially hazardous substances in containers greater than 20 gallons in size are currently stored at the dairy on the northeastern portion of the Site. These substances are stored in drums ranging in size from 55-gallon drums, 250-gallon tote, and 25-pound bags.

There are floor drains in the milk barn for the dairy that capture fluids from washing cows and cleaning the milking area. The wastewater is transported from the drains via gravity flow piping to the holding ponds on the southeastern portion of the Site.

Surface conditions include areas of staining of the soil near the holding ponds on the southeastern portion of the Site. The stained soil areas are near pumping equipment for the holding pond and consist of wet, black staining.

There are nine other areas on the site where other environmental conditions were observed. These areas include: concrete pads with piping and tanks; water wells; rusted equipment, discarded piping, and discarded motors; and a large pile of debris, cement, building materials, and other unknown materials that have been bulldozed and left in a large pile on the northern portion of this parcel. The pile is over-grown with grass.

Limited Phase II Environmental Site Assessment - Parcel APNs 0218-261-16, 0218-261-23

A Phase II ESA was conducted on the above parcels to determine if soil and/or vapor contamination exists from the current and historical agriculture and dairy farming activities on the property. Seven (7) soil borings were conducted to determine if the subsurface has been impacted by the use of agricultural chemicals and if methane gas from the dairy operations is present.

The final analytical laboratory reports determined that while several levels of Organochlorinated pesticides (USEPA Method 8081A) were detected, none of the pesticides exceeded their respective reporting limits and/or any identified action level. Therefore, none of the detected Organochlorinated pesticides are a concern.⁹

Storm Water

Storm water discharge across the Site is to the south. In addition, storm water discharge runoff appears to discharge primarily to existing on-site holding ponds of each dairy. The south, east, and north areas of the dairy on the east portion of the Site is bermed and prevents runoff from either entering the Site from off-site or discharging off the property.

Recognized Environmental Conditions

The Recognized Environmental Concern for APNs 0218-261-16 and 0218-261-23 is the existing debris pile on the northern parcel. The debris pile includes debris from the demolition of the former dairy buildings on the site and at this time it is unknown if there are any hazardous materials, including asbestos-containing building materials, tanks, etc. in the debris pile. It is also unknown if there is any stained soil under the debris pile.

The Recognized Environmental Concern for the Inland Harbor site (APNs 0218-261-22, -23 and 0218-271-04, -18) and the GH Dairy site (APNs 0218-261-32 and 0218-271-08, -10, -13) is the suspected PCB-containing pole-mounted transformers on the north side of the GH Dairy and the northwest corner of the Inland Harbor site. There is staining and leakage of the transformer on the Inland Harbor site. However, there was no visible leakage or staining of the transformer on the GH Dairy site. Because both dairies existed prior to 1979 when PCBs were no longer used, there is the potential for PCBs to be present in the transformers. Surface conditions include areas of stained soil near the holding ponds on the southeastern portion of the Site. The stained soil areas are near pumping equipment for the holding pond and consist of wet, black staining.

Airports

The Specific Plan area is within the Chino Airport Overlay and within the Chino Airport Influence Area. The San Bernardino County Airport Land Use Compatibility Plan (ALUCP) that addresses the Chino Airport was prepared in 1991 and does not reflect the current usage of the facility. However, the County of Riverside Airport ALUCP from 2008 provides guidance for development around the airport, including the Specific Plan area.

Pursuant to the Riverside County ALUCP there are four Compatibility Zones within the Chino Airport Influence Area. The Specific Plan area is within Compatibility Zone D. The Specific Plan area is not located within the noise contours of the airport as shown on Map CH-3.

⁹ Limited Phase II Environmental Site Assessment, Property Location APNs 0218-261-16, 0218-261-23, January 2016, page 5.

The Compatibility Zone D area is identified as an area for primary traffic patterns and runway buffer area. Per the Airport Land Use Compatibility Criteria for Riverside County that is applicable to Chino Airport, prohibited uses in the Compatibility Zone D area include highly noise-sensitive outdoor nonresidential uses and hazards to flight (such as physical [e.g., tall objects], visual, and electronic forms of interference). Within this zone, airspace review is required for objects and structures that are taller than 70 feet in height.

Also, the Caltrans Division of Aeronautics has identified the Specific Plan area as within Safety Zone 6: Traffic pattern zone. As detailed in Figure 4G of the Caltrans Division of Aeronautics California Airport Land Use Planning Handbook, the basic compatibility policies for Zone 6 allow residential uses, but limits school and medical uses, uses that process large quantities of highly hazardous materials, or uses that store more than 6,000 gallons of hazardous materials. The maximum non-residential intensity in Zone 6 is up to 200 people in rural areas, 300 people in suburban areas, and no limit of intensity in urban areas. In addition, projects within Zone 6 are required to provide open land for the purposes of emergency landing of aircraft near an airport. Open land shall have minimum dimensions of 300 feet long by 75 feet wide and be located every 0.25 to 0.50 mile.

Regulatory Framework

The management of hazardous materials and hazardous wastes is subject to numerous laws and regulations at all levels of government. These laws and regulations apply to operational and disposal activities on the Site. Summaries of federal and state laws and regulations related to hazardous materials management are presented below. California state law allows for certain hazardous materials regulatory programs, including those pertaining to oil wells, hazardous materials storage, and hazardous materials management, to be delegated to local agencies.

Federal and state laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and, in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment.

Federal

Primary federal agencies with responsibility for hazardous materials management include the USEPA, Department of Labor (federal Occupational Health and Safety Administration [OSHA]), Department of Transportation (DOT), and Nuclear Regulatory Commission (NRC). Major federal laws and issue areas include the following statutes (and regulations promulgated there under):

- Resources Conservation and Recovery Act (RCRA) - hazardous waste management;
- Hazardous Materials Transportation Act (HMTA) - hazardous waste transportation;
- Hazardous and Solid Waste Amendments Act (HSWA) - hazardous waste management;
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) - cleanup of contamination;
- Superfund Amendments and Reauthorization Act (SARA) - cleanup of contamination; and
- Emergency Planning and Community Right-to-Know (SARA Title III) - business inventories and emergency response planning.

State

Primary state agencies with jurisdiction over hazardous chemical materials management are the Cal/EPA, the Department of Toxic Substances Control (DTSC), and the RWQCB. Other state agencies involved in hazardous materials management are the Department of Industrial Relations (state OSHA

implementation [Cal/OSHA]), state Office of Emergency Services (OES—California Accidental Release Prevention implementation), CARB, California Highway Patrol (CHP), state Office of Environmental Health Hazard Assessment (OEHHA - Proposition 65 implementation), and California Integrated Waste Management Board (CIWMB).

Hazardous Materials Business Plans

Article 1 of Chapter 6.95 of the California Health and Safety Code (Sections 25500–25520) requires that any business that handles, stores, or disposes of a hazardous substance at a given threshold quantity must prepare a hazardous materials business plan (HMBP). HMBPs are intended to minimize hazards to human health and the environment from fires, explosions, or an unplanned release of hazardous substances into air, soil, or surface water. The HMBP must be carried out immediately whenever a fire, explosion, or unplanned chemical release occurs. An HMBP includes three sections: (1) an inventory of hazardous materials, including a site map, which details their location; (2) an emergency response plan; and (3) an employee-training program. HMBPs serve as an aid to employers and employees in managing emergencies at a given facility. They also help better prepare emergency response personnel for handling a wide range of emergencies that might occur at the facility.

HMBPs are submitted to the State Department of Environmental Health Hazardous Materials Division. The plans must be resubmitted, reviewed, revised, or amended as necessary every 3 years. The HMBP must also be amended within 30 days whenever there are changes in the amount or location of stored hazardous chemicals on a site. The Hazardous Materials Division conducts routine inspections at businesses required to submit business plans. The purpose of these inspections is to (1) ensure compliance with existing laws and regulations concerning HMBP requirements, (2) identify existing safety hazards that could cause or contribute to an accidental spill or release, and (3) suggest preventative measures designed to minimize the risk of a spill or release of hazardous materials. After initial submission of an HMBP, the business must review and recertify the HMBP every year.

Risk Management Plans

Article 2 of Chapter 6.95 of the California Health and Safety Code (Sections 25531–25543.3) requires the owner or operator of a stationary source (non-transportation), with more than a threshold quantity of a regulated substance, to prepare a risk management plan. The state statutes and regulations combine federal and state program requirements for the prevention of accidental releases of listed substances into the atmosphere, which is called the CalARP program. CalARP requires that a risk management plan include a hazard assessment program, an accidental release prevention program, and an emergency response plan. The risk management plan must be revised every 5 years or as necessary.

Regional

The South Coast Air Quality Management District Rule 1403 governs the demolition of buildings containing asbestos materials. Rule 1403 specifies work practices to minimize asbestos emissions during building demolition and renovation activities, including the removal and associated disturbance of asbestos containing materials. The requirements for demolition and renovation activities include asbestos surveying, notification, asbestos containing materials removal procedures and time schedules, handling and cleanup procedures, storage, and disposal requirements for asbestos containing waste materials.

Local

The primary local agency, known as the Certified Unified Program Agency (CUPA), with responsibility for implementing federal and state laws and regulations pertaining to hazardous materials management

is San Bernardino County Fire Department, Hazardous Materials Division. The Unified Program is the consolidation of six state environmental regulatory programs into one program under the authority of a CUPA. A CUPA is a local agency that has been certified by Cal/EPA to implement the six state environmental programs within the local agency's jurisdiction.

As the CUPA for the County, San Bernardino County Fire Department, Hazardous Materials Division maintains the records regarding location and status of hazardous materials sites in the County and administers programs that regulate and enforce the transport, use, storage, manufacturing, and remediation of hazardous materials. By designating a CUPA, the County has accurate and adequate information to pre-plan for emergencies and/or disasters and to plan for public and firefighter safety.

Applicable TOP Goal and Policies

The following TOP Goal and Policies are relevant to Hazards Materials and Waste.

Goal S6 Reduced potential for hazardous materials exposure and contamination.

Policies

S6-6 *Location of Sensitive Land Uses.* We prohibit new sensitive land uses from locating within airport Safety Zones and near existing sites that use, store, or generate large quantities of hazardous materials. (Link to Land Use Element)

S6-7 *Household Hazardous Waste.* We support the proper disposal of household hazardous substances.

S6-8 *Mitigation and Remediation of Groundwater Contamination.* We actively participate in local and regional efforts directed at both mitigating environmental exposure to contaminated groundwater and taking action to clean up contaminated groundwater once exposure occurs.

S6-9 *Remediation of Methane.* We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.

3.8.3 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. Based on the conclusions of the IS (Appendix A), for purposes of this EIR, the Project may have a significant impact associated with hazards and hazardous materials if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

The IS determined the Project would have No Impact to the following hazards and hazardous materials threshold and will not be further evaluated in the EIR:

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

- 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;
- 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;
- 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 IS determined the Project would have Less Than Significant Impact to the following hazards and hazardous materials thresholds:

- For a project located within the safety zone of the airport land use compatibility plan for Ontario or Chino Airports, would the project result in a safety hazard for people residing or working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The Site is not located within the vicinity of a private airstrip. Therefore, no safety impacts to the Project by a private airstrip are anticipated and this threshold will not be further evaluated in the EIR.

The City's Safety Element, as contained within TOP, includes policies and procedures to be administered in the event of a disaster. The TOP seeks interdepartmental and inter-jurisdictional coordination and collaboration to be prepared for, respond to and recover from every day and disaster emergencies. The Project will be required to comply with the requirements of the City Fire Department and all City requirements for fire and other emergency access. Because the Project is required to comply with all applicable City codes, any emergency evacuation or emergency response plan impacts would be reduced to a less than significant level and this threshold will not be further evaluated in the EIR.

3.8.4 Methodology

This evaluation of the significance of potential impacts related to hazards and hazardous materials considers both direct effects to the resource and indirect effects in a local or regional context. Potentially significant hazardous material impacts would generally result in the loss or degradation of public health and safety or conflict with local, state, or federal agency regulations.

3.8.5 Project Impacts

Impact HM-1 Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? This impact would be less than significant.

Potential Impacts from Construction Activities

The proposed construction activities would involve the transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking during construction activities. In addition, hazardous

materials would be needed for fueling and servicing construction equipment on the site. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by City during building checks during construction activities. As a result, hazardous material impacts related to construction activities would be less than significant.

The Phase I ESA identified that asbestos-containing materials and lead-based paint may exist due to the date of construction of the existing buildings, and within debris piles onsite. Therefore, asbestos surveys and abatement would be required prior to demolition or renovation of the existing buildings and debris piles pursuant to the existing SCAQMD Rule 1403, which is described previously. These requirements were developed to protect human health and the environment from the hazards associated with exposure to lead based materials and airborne asbestos fibers. Compliance with these existing regulations would reduce impacts related to use, removal, and disposal of hazardous materials to a less than significant level.

Potential Impacts from Operational Activities

The future building occupants within the Specific Plan area site are not yet identified. Future uses on-site are assumed to be any of those uses permitted by the business park and industrial uses land use designations, and the list of permitted uses in the proposed Specific Plan. During project operation, the project would utilize common types of hazardous materials, such as janitorial cleaning supplies, solvents, paints, pesticides, batteries, and aerosol cans. Normal routine use of these products pursuant to existing regulations would not result in a significant hazard to residents or workers in the vicinity of the project.

The proposed business park and industrial uses proposed for the Site could include businesses that use hazardous materials in their daily operations. For instance, urban farms, printing companies, electronic component manufacturing, and furniture manufacturing are permitted uses within the business park and industrial areas proposed by the Project. These types of permitted uses are known to use hazardous materials and if used, would require the transport, use, and disposal of hazardous materials. However, the proposed light industrial, warehousing/distribution, and business would not process or store large quantities of hazardous materials, and existing federal and state laws and regulations are in place that require businesses to plan and prepare for possible hazardous materials spills, releases, or emergencies. Any business that occupies a building within the Specific Plan that handles, stores, transports, or disposes of hazardous materials would require a permit from the San Bernardino County Fire Department, Hazardous Materials Division in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the County of San Bernardino Fire Department and the state Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business, and prepare a Hazardous Materials Business Emergency Plan that would provide a written set of procedures and information created to help minimize the effects and extent of a potential release of a hazardous material.

Compliance with existing regulations related to hazardous materials, which would be implemented during the City's occupancy permitting review, would reduce the potential of project operations to pose a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, to a less than significant level.

Impact HM-2 Would the Project create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? This impact would be less than significant with mitigation.

Potential Impacts from Construction Activities

Given the current and historic uses of the Site, including extensive dairy and agricultural operations in the past, the potential exists for hazardous materials to be encountered. The development of the Project would include demolition of existing structures, excavation, and grading, which could result in release of hazardous materials into the environment and exposure of construction workers and adjacent residents to health or safety risks.

Accidental Releases

While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during demolition, excavation, grading, and construction activities would not pose health risks or result in significant impacts; improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. Thus, implementation of the proposed Specific Plan could potentially result in the accidental release of hazardous materials. The use of BMPs during construction implemented as part of a Stormwater Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System General Construction Permit would minimize potential adverse effects to workers, the public, and the environment. This includes rules and BMPs, such as the following:

- Establishing a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Contaminated Soils

As described above, the Site has been used for dairy farm and agricultural activities. The Phase I and Limited Phase II ESAs that were prepared for the Site identified Recognized Environmental Concerns on the property that include an existing debris pile and areas of stained soil near the holding ponds on the southeastern portion of the Site. Soils testing of this area been included as Mitigation Measure HM-1 to identify levels of soils contamination, and implement removal pursuant to federal and state regulations, if soils exceed human screening levels. With implementation of Mitigation Measure HM-1, impacts related to contaminated soils would be reduced to a less than significant level.

In addition, grading and excavation of sites during construction of projects per the proposed Specific Plan may expose construction workers and the public to other unknown hazardous substances present in the soil. If any unidentified sources of contamination are identified, the handling and removal activities required could pose health and safety risks to workers and the public. Thus, Mitigation Measure HM-1 also includes measures that would apply if potentially hazardous materials are identified. With implementation of Mitigation Measure HM-1, potential impacts related to contaminated soils would be reduced to a less than significant level.

PCB-Containing Transformers

As described previously, several PCB-containing pole-mounted transformers exist on the Project Site and one is leaking. PCBs are regulated by the federal Toxic Substances Control Act, and any PCB-containing materials must be disposed of as hazardous waste. In addition, Cal OSHA has regulations concerning the disposal of hazardous materials, including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation. All demolition related to PCB containing equipment would be conducted according to the federal Toxic Substances Control Act and Cal/OSHA standards. Prior to the issuance of demolition permits of any buildings or structures, all fluorescent light ballasts and pole-mounted transformers would be inspected for PCBs. Any PCB containing fluorescent light ballasts and/or transformers would be disposed of in accordance with applicable regulatory requirements. Compliance with these regulations would ensure that the environment, construction workers, and the public would not be exposed to any unusual or excessive risks related to PCBs during construction activities.

Asbestos and Lead Containing Materials

It is likely that asbestos materials exist within all buildings that were constructed prior to 1987. Therefore, it is anticipated that ACM's exist in the milk houses, other dairy and residential structures, concrete stand pipes, concrete irrigation pipes, etc. that exist on the site. Demolition of these older structures could result in the release of asbestos. However, asbestos abatement contractors must follow state regulations contained in California Code of Regulations Sections 1529, and 341.6 through 341.14 as implemented by SCAQMD Rule 1403 to ensure that asbestos removed during demolition or redevelopment of the existing buildings is transported and disposed of at an appropriate facility. The contractor and hauler of the material are required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition permit until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos.

Lead could also exist in structures that were constructed prior to 1978. Thus, lead-based materials may also be located within existing structures in the Specific Plan area. The lead exposure guidelines provided by the U.S. Department of Housing and Urban Development provide regulations related to the handling and disposal of lead-based products. Federal regulations to manage and control exposure to lead-based paint are described in Code of Federal Regulations Title 29, Section 1926.62, and state regulations related to lead are provided in the California Code of Regulations Title 8 Section 1532.1, as implemented by Cal-OSHA. These regulations cover the demolition, removal, cleanup, transportation, storage and disposal of lead-containing material. The regulations outline the permissible exposure limit, protective measures, monitoring and compliance to ensure the safety of construction workers exposed to lead-based materials. Cal/OSHA's Lead in Construction Standard requires project applicants to develop and implement a lead compliance plan when lead-based paint would be disturbed during construction or demolition activities. The plan must describe activities that could emit lead, methods for complying with the standard, safe work practices, and a plan to protect workers from exposure to lead during construction activities. In addition, Cal/OSHA requires 24-hour notification if more than 100 square feet of lead-based paint would be disturbed.

The City currently requires that prior to the issuance of demolition permits for the demolition and removal of any pre-1979 structures within Ontario, the Applicant must submit documentation to the City Building Department that either asbestos and lead-based paint issues are not applicable to their property, or that appropriate actions would be taken to correct any asbestos or lead-based paint issues prior to the development of the site in conformance with the regulations of the SCAQMD and the State of California,

Division of Occupational Health and Safety. The compliance by the Project developer with all applicable laws and regulations to safely and properly remove any lead-based paint and/or asbestos from buildings and structures to be demolished and removed from the site would ensure that impacts would be less than significant.

Groundwater Contaminant Plume

Historical land use in the Project vicinity has resulted in the groundwater contaminant plume that has been recorded in groundwater wells both on and off the Site. However, the depth to groundwater is greater than 175 feet below ground (fbg). Groundwater was not encountered during soil borings that were drilled on the site to a depth of 31-feet. Impacts during construction associated with soil and groundwater contamination would not occur because the Project would not require any grading to a depth that could encounter groundwater. In addition, the Project would connect to the public water system for potable water and would not than pump groundwater that could contain contaminants. Therefore, impacts related to the groundwater contaminant plume would not occur from implementation of the Project.

Methane Gas

The environmental concerns on the Site for methane are due primarily from the operation of the former dairy farms. Typical of dairy farms, there is a risk to construction workers and Project residents to hazards during construction and throughout the life of the Project with the presence of methane gas, which is commonly associated with manure stockpiles. However, the Limited Phase II ESAs conducted methane gas testing that determined that methane gas onsite does not exceed thresholds for reporting limits and/or any identified action level. Thus, impacts related to methane gas would be less than significant.

Potential Impacts from Operation Activities

As described above, the risks from hazardous materials would be adequately addressed through compliance with existing federal, state, and local regulations. Development under the proposed Specific Plan would involve light industrial, warehousing/distribution, and business uses that would use and store common hazardous materials such as paints, solvents, and cleaning products. Additionally, building mechanical systems and grounds and landscape maintenance could also use a variety of products formulated with hazardous materials, including fuels, cleaners, lubricants, adhesives, sealers, and pesticides/herbicides. The environmental and health effects of different chemicals are unique to each chemical and depend on the extent to which an individual is exposed. The extent and exposure of individuals to hazardous materials would be limited by the relatively small quantities of these materials that would be stored and used. Additionally, any business or facility which uses, generates, processes, produces, packages, treats, stores, emits, discharges, or disposes of hazardous material (or waste) would require a hazardous materials handler permit from the San Bernardino County Fire Department, Hazardous Materials Division, and would be required to prepare a Hazardous Materials Business Emergency Plan to minimize the effects and extent of a potential release of a hazardous material.

Through existing City permitting and occupancy procedures, hazardous materials would be used and stored in accordance with applicable regulations and such uses would be required to comply with federal and state laws to reduce the potential consequences of hazardous materials accidents. As a result, implementation of the proposed Specific Plan would not result in a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and impacts would be less than significant.

Impact HM-3 Would the Project create a significant hazard to people residing or working in the safety zone of the airport land use compatibility plan for Ontario or Chino Airports? This impact would be less than significant.

The Specific Plan area is located within the Chino Airport Overlay and within the Chino Airport Influence Area. In addition, the Specific Plan area is within Compatibility Zone D, which is identified as an area for primary traffic patterns and runway buffer area. The prohibited uses in the Compatibility Zone D area include highly noise-sensitive outdoor nonresidential uses and hazards to flight (such as physical [e.g., tall objects], visual, and electronic forms of interference). Within this zone airspace review is required for objects and structures that are taller than 70 feet in height.

The light industrial, warehousing/distribution, and business uses allowed by the existing General Plan land use designations and proposed by the Specific Plan Project would not include any highly noise-sensitive outdoor uses. Exterior uses within the Specific Plan area would be limited to parking, loading dock, solid waste and recycling, and landscaping uses. In addition, the proposed Specific Plan would allow for a maximum building height of 55 feet for main structures, and up to 65 feet for architectural projections and focal elements. Thus, the implementation of the proposed Specific Plan structures would not exceed the 70-foot high airspace review criteria, and the height of the proposed structures would not result in a hazard to flight or a safety hazard for people in the Project area.

Additionally, as described above, the Specific Plan area is located within Safety Zone 6: Traffic pattern zone as defined by the Caltrans Division of Aeronautics California Airport Land Use Planning Handbook. The basic compatibility policies for Zone 6 allow the proposed light industrial, warehousing/distribution, and business uses, and limit uses that process large quantities of highly hazardous materials or uses that store more than 6,000 gallons of hazardous materials. The proposed light industrial, warehousing/distribution, and business would not process or store large quantities of hazardous materials.

In addition, lands within Safety Zone 6 are required to provide approximately 10 percent of usable open land or an open area approximately every 0.25 mile to 0.5 mile; and that the area be at least 300 feet long by 75 feet wide. The Project includes open space land areas that are compliant with the criteria, which would be ensured through the City's permit process. Development of the Project Site in compliance with the Caltrans Division of Aeronautics California Airport Land Use Planning Handbook (Caltrans 2011) would reduce potential impacts related to safety hazards related to the Chino Airport. Overall, the proposed Specific Plan would not result in a safety hazard related to the Chino Airport for people or structures in the Project area, and impacts would be less than significant.

3.8.6 Cumulative Impacts

The cumulative impact analysis considers development of the Project, in conjunction with other development within the vicinity of the Project. Risks associated with hazardous materials are largely site specific and localized, thus, limited to the Site. Additionally, site-specific investigations would be conducted for those properties with potential contaminated soils or groundwater to minimize the exposure of construction workers and project residents to hazardous substances. As such, the potential for cumulative hazard impacts would be less than significant.

The cumulative projects include land uses similar to the Project as well as other projects in the area such as residential, commercial/retail, industrial and open space. Similar planned development in the City would result in the development of land that was previously used for dairy farms, agricultural production, and demolition of existing structures, which may contain hazardous materials. The adherence of all cumulative projects to applicable federal, state, and local regulations and guidelines would address site-

specific impacts and ensure that impacts from those activities would be less than significant and not cumulatively considerable.

The development of the cumulative projects could expose construction workers and the general public to potentially hazardous substances. For example, the demolition of older buildings or utility structures could result in short-term increases in the generation of hazardous materials due to the presence of lead-based paints and asbestos-containing materials in buildings. All projects are required to comply with applicable federal, state, and local regulations regarding the safe removal of these types of hazardous materials. All demolition activities that involve asbestos or lead based paint must comply with SCAQMD Rule 1403 and CAL/OSHA requirements to ensure their safe removal prior to demolition. Adherence to all applicable laws and regulations would ensure that impacts would not be cumulatively considerable, and would be less than significant.

3.8.7 Mitigation Measures

The following mitigation measure is provided to address potentially significant impacts associated with exposure of construction personnel and the public to hazardous materials.

HM-1 Prior to approval of grading permits, the Project applicant shall hire a qualified environmental consultant to conduct a limited soils investigation to identify the hazards related to the soils near the pumping equipment for the holding ponds on the GH Dairy site (APNs 0218-261-32 and 0218-271-08, -10, -13).

Soil remediation and/or export of hazardous materials must be performed in accordance with applicable regulatory requirements from the Regional Water Quality Control Board, Department of Toxic Substances Control, and the South Coast Air Quality Management District requirements. A Soil Management Plan shall be prepared to ensure the appropriate reporting, oversight, and protocols used during construction to protect the health and safety of workers and the environment. The Soil Management Plan shall include methodology and procedures to perform additional testing during soil disturbance activities if unknown potentially hazardous materials are identified. If additional contamination is discovered, soil disturbance activities within the area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up remedial measures in accordance with the Soil Management Plan are completed.

3.8.8 Level of Significance After Mitigation

Mitigation Measure HM-1-SP will reduce potential hazardous material impacts to less than significant. Therefore, no significant unavoidable adverse impacts related to hazardous materials will occur.

3.9 HYDROLOGY AND WATER QUALITY

3.9.1 Introduction

This section of the EIR analyzes the potential impacts on hydrology and water quality with the development of the Specific Plan. The IS (Appendix A) identified the potential for impacts associated with substantially altering the existing drainage pattern of the Site or area in a manner which would result in substantial erosion, siltation or flooding on- or off-site, or increase the rate or amount of surface water runoff that would result in flooding on- or off-site or potential for significant changes in the flow velocity or volume of runoff to cause environmental harm. A preliminary hydrology report¹ was prepared and is included in Appendix I of this EIR. Water Quality Management Plans were prepared for the two Industrial buildings and are also included in Appendix I of this EIR.

3.9.2 Existing Conditions

Regional Hydrology

The City is located within the Santa Ana River Basin (SARB), a 2,700-square-mile area in the Coastal Range Province of Southern California located roughly between Los Angeles and San Diego. The SARB can be divided into an upper basin and a lower basin. The upper Basin drainage in southwestern San Bernardino County consists mainly of snowmelt and storm runoff from the San Gabriel Mountains, which feeds into the Cucamonga Creek, a major drainage that flows through the City and along the eastern boundary of the Site. Cucamonga Creek flows southwesterly to the El Prado control dam in the Chino Valley Basin on the borders of Orange County and Los Angeles County. Waters from Prado continue to the Pacific Ocean via the lower Santa Ana River.

The City is located within the Santa Ana Watershed District (District), which includes multiple tributary areas that contribute urban runoff along existing drainage channels. On the western side, the Chino Creek and Cucamonga Creek channels drain through the El Prado Basin before emptying into the lower Santa Ana River and ultimately the Pacific Ocean.

Areawide Drainage Facilities

Flood control functions are handled through the San Bernardino County Flood Control District (SBCFCD) under state legislation enacted in 1939. The District has developed a very extensive system of facilities, including dams, conservation basins, channels, and storm drains. The San Bernardino County Department of Public Works, Flood Control District is responsible for providing flood control and related services throughout the County, including the city-incorporated areas.

The District maintains the storm drainage channels and the sediment basins that discharge into these channels in the City. The Cucamonga Creek Channel and associated sediment basins are located below the ground surface elevation (below-grade). Below-grade channels decrease flooding potential because a greater amount of water may be pumped into a below-grade channel than an at-grade (at ground surface elevation) channel. The existing Cucamonga Creek Channel is considered to be of sufficient capacity to

¹ Preliminary Hydrology Calculations for West Ontario Commerce Center Merrill Avenue and Carpenter Avenue, Ontario, California, Thienes Engineering, February 12, 2016.

convey flood flows (100 year, 24-hour storm event) for the Ontario Sphere of Influence and upstream drainages.² The Cucamonga Creek Channel extends along and forms the east boundary of the Site.

Surface Drainage on Site

There are no improved storm drain facilities within the Site. The surface water on the Site generally sheet flows in a southerly direction to Merrill Avenue. At Merrill Avenue, surface water flows east in open earthen swales to a 24-inch underground corrugated pipe approximately 250' west the Cucamonga Channel that drains into two-66-inch reinforced concrete pipes that outlet into the Cucamonga Creek Channel. The streets adjacent to the Project are not improved to their ultimate design standard and lack concrete curbs and gutters.

The majority of the Site is permeable and allows water percolation during storm events. Dairies within the Project are required by RWQCB regulations to prepare and implement Engineered Waste Management Plans designed to contain all surface drainage from areas with manure. Containment of the surface water flows from the dairies is primarily handled through the construction of on-site berms and containment basins.

Surface Water

As described in the Initial Study, included as Appendix A, “there are no jurisdictional waters or wetlands that are regulated by the U.S. Army Corp of Engineers (Corps), CDFWS, or Regional Water Quality Control Board (RWQCB) on the project Site.”³ Biological surveys of the Project site indicated that, although the on-site detention basins were listed in the USFWS National Wetlands Inventory as freshwater ponds, the basins are not subject to federal wetland inventory requirements and are not freshwater ponds. Therefore, at the time of the surveys there were no jurisdictional waters or wetlands that are regulated by the U.S. Army Corps of Engineers (Corps), CDFWS, or Regional Water Quality Control Board (RWQCB) on the Project site.”⁴

Groundwater

Groundwater, within and surrounding the Site, contains high concentrations of salt attributable to historic agricultural activities and dairies that have operated throughout the area for much of the twentieth century. The high organic content of the soils on the Site has contributed incrementally to the degradation of surface and groundwater quality over several decades.

Efforts are currently under way to clean up historic groundwater problems. The dairy industry is gradually leaving the basin, thus limiting the amount of new contaminants entering the groundwater. A coalition of local agencies has constructed and operates a desalter system to remove contaminants from existing groundwater supplies. Removal of the organic materials that constitute by-products of the dairies and compliance with NPDES and other storm water permit requirements will have a beneficial impact to regional water quality.

The depth to the groundwater basin is generally greater than 100 feet (City of Ontario Sphere of Influence EIR, 1997); however, localized areas of perched groundwater may exist close to the ground surface. There

² US Army Corps of Engineer General Design Memorandum No. 1,

³ CEQA Checklist Form File No(s). PSP16-002, GPA16-002, PZC16-002, April 25, 2017, page 21.

⁴ Ibid, page 22.

are seven water wells on the Site, including one inactive water well, that are used for dairy operations and potable water.

South Archibald TCE Plume

The South Archibald TCE Plume (Plume) is located generally east of Grove Avenue, north of Bellegrave/Remington Avenues, west of Haven Avenue and south of the 60 Freeway. The Plume is located within the Chino North Groundwater Management Zone and includes areas with Ontario Ranch, including the Site. The Plume was first identified in 1986 when samples from several wells south of the 60 Freeway detected concentrations of volatile organic compounds (VOCs) with trichloroethylene (TCE). Subsequently, RWQCB initiated an investigation to determine the extent and potential sources of the groundwater contamination in the area.

The Cities of Ontario and Upland and the Inland Empire Utilities Agency (IEUA) entered into a Stipulated Settlement and Cleanup and Abatement Order No. R8-2016-0016 (CAO)⁵ with the RWQCB – Santa Ana Region, that pertains to the cleanup and monitoring of the South Archibald Plume. As a precaution and notify all potential property owners within the Project, the Development Agreement includes a Disclosure Notice the developer can include as part of a Real Estate Transfer Disclosure under California Civil Code Section 1102 et seq.

Water Quality

Storm water pollutants include a wide array of environmental, chemical, and biological compounds from both point and nonpoint sources. In the urban environment, storm water characteristics depend on site conditions (e.g., land use, perviousness, pollution prevention), rain events (duration or intensity), soil type and particle size, multiple chemical conditions, amount of vehicular traffic, and atmospheric deposition. The EPA estimates that short-term runoff from construction sites, without adequate erosion and runoff control measures, can contribute more sediment to receiving waters than deposited by natural processes over a period of several decades.

Storm water quality in the City is typical of most urban areas. It includes a variety of common contaminants including primarily suspended sediments, fertilizers, pesticides, animal waste, and contaminants that are commonly associated with automobiles (e.g., petroleum compounds such as oil, grease, and hydrocarbons). In addition, urban storm water often contains high levels of soluble and particulate heavy metals generated from traffic, industrial facilities, and occasionally, residential uses. These metals are frequently found in concentrations that are harmful to aquatic life and other biota dependent on aquatic life as a food source. Two of the most common metals found in both the water column and sediments are zinc and copper. Zinc tends to exhibit toxicity effects in the fresh water environment; copper exhibits toxicity characteristics in the marine environment.

San Bernardino County Flood Control District has a Storm Water Program to clean up local waterways. The program's primary method of storm water pollution prevention involves educating the public and businesses regarding BMPs that can be implemented to reduce the type and amount of pollutants that reach storm drains and thus, local and regional waterways.

⁵ http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000004658.

Regulatory Framework

The following subsection briefly summarizes the regulatory context under which surface and groundwater resources are managed at the federal, state, and local level.

Federal and State

Clean Water Act

The 1972 amendments to the CWA prohibit the discharge of pollutants to navigable waters from a point source (a discharge from a single conveyance such as a pipe) unless the discharge is authorized by a NPDES permit. In 1987, in recognition that diffuse, or nonpoint, sources were significantly impairing surface water quality, Congress amended the CWA to address nonpoint source storm water runoff pollution in a phased program requiring NPDES permits for operators of municipal separate storm sewer systems (MS4s), construction projects, and industrial facilities. The purpose of the NPDES program is to establish a comprehensive storm water quality program to manage urban storm water and minimize pollution of the environment to the maximum extent practicable (MEP). The NPDES program consists of (1) characterizing receiving water quality, (2) identifying harmful constituents, (3) targeting potential sources of pollutants, and (4) implementing a Comprehensive Storm Water Management Program (CSWMP).

NPDES General Permit

The SWRCB has adopted a statewide General Permit (WQ Order No. R8-2010-0036) for storm water discharges associated with construction activity, which includes site grading. These regulations prohibit the discharge of storm water from construction projects that disturb 5 acres or more of land, unless the discharge is in compliance with the NPDES Phase 1 General Permit. Construction activities subject to this permit include clearing, grading, and other disturbance to the ground, such as stockpiling, or excavation that results in soil disturbance of at least 1 acre of total land area. In addition, as required by the General Permit, construction sites 1 acre are required to submit a NOI to the SWRCB for coverage under the permit and must comply with all its requirements.

The NPDES General Permit requires all dischargers to (1) develop and implement a SWPPP, which specifies BMPs; (2) eliminate or reduce nonstormwater discharge to storm sewer systems; and (3) develop and implement a monitoring program of all BMPs specified. The two major objectives of the SWPPP are to (1) help identify the sources of sediment and other pollutants that affect the water quality of storm water discharges and (2) to describe and insure the implementation of BMPs to reduce or eliminate sediment in storm water as well as non-storm water discharges.

NPDES MS4 Permit

The Santa Ana RWQCB has issued a countywide NPDES municipal storm water permit (Order No. R8-2010-0036, NPDES Permit No. CAS618036) to San Bernardino County, which includes the City, to prevent degradation of water quality through storm water runoff, which could be affected by site grading during construction. For compliance with this permit, the permittees developed the San Bernardino County Water Quality Management Plan (WQMP). This WQMP requires new and redevelopment projects within permitted areas to prepare project specific Storm Water Quality Management Plans that assure Post-Construction (BMPs are implemented, including on-site Low Impact Development BMPs to retain/infiltrate or Biotreat the Design Capture Volume of storm water runoff from each tract map project within the Project.

Local

Basin Plan

Existing water quality issues have been identified in the watershed planning process and are incorporated in the WCQP for the Santa Ana River Basin (Basin Plan). The Basin Plan designates beneficial uses of the waters of the region and specifies water quality objectives intended to protect those uses. The Basin Plan also specifies an implementation plan describing actions that are necessary to achieve and maintain water quality standards and regulates waste discharges to minimize and control their effects. Dischargers must comply with the water quality standards contained in the Basin Plan.

Beneficial uses listed for Cucamonga Creek, which is adjacent to and east of the Project, are groundwater recharge, water contact recreation (where access is not prohibited), non-contact water recreation, and wildlife habitat. It is currently listed as impaired (2010 303(d) list) by unknown non-point sources due to high coliform counts, cadmium, copper, lead and zinc levels. Designated beneficial uses for Santa Ana River (Reach 3) are agriculture supply, groundwater recharge, water contact and non-contact water recreation, wildlife habitat, and rare, threatened, and endangered species support.

City Municipal Code

In order to ensure that industrial and commercial construction sites and residential areas implement the appropriate pollution control measures, the City Municipal Code identifies generally permitted activities under the Regional MS4 Permit (Order No. R8-2010-0036). The City and the RWQCB will allow the discharge of certain non-storm water discharges into the MS4 storm drain system, provided that they are in compliance with the discharge limitations specified in the current General Waste Discharge Requirements for De Minimus Discharges issued by the Regional Water Quality Control Board, Santa Ana Region.

Ontario Ranch Master Plan of Drainage

To ensure that new development sites implement the appropriate pollution control measures in the Project area, the City Master Plan of Drainage details recommended BMPs to be applied to new development in the Ontario Ranch area. These regulatory requirements ensure that storm water quality management is considered during a project's planning phase, implemented during construction, and maintained for the life of the project. Structural BMPs function to minimize the introduction of pollutants into the drainage system as well as minimize rainfall runoff from the site. Applicable structural and nonstructural BMPs implemented on the site for site design (Low Impact Development) Source Control and Treatment Controls to minimize the introduction of pollutants and excess hydrology into the drainage system will depend on the ultimate configuration of the proposed land use and documented in the Project WQMP.

Applicable TOP Policies

The following TOP goal and policies to conserve and protect water resources and control flood hazards are provided below:

Environmental Resources Element - Water and Wastewater

Goal ER1 A reliable and cost effective system that permits the City to manage its diverse water resources and needs.

Policies

ER1-5 Groundwater Management. We protect groundwater quality by incorporating strategies that prevent pollution, require remediation where necessary, capture and treat urban run-off, and recharge the aquifer.

ER1-6 Urban Run-off Quantity. We encourage the use of low impact development strategies to intercept run-off, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems.

ER1-7 Urban Run-off Quality. We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.

Safety Element – Flood Hazards

Goal S2 Minimized risk of injury, loss of life, property damage and economic and social disruption caused by flooding and inundation hazards.

Policies

S2-1 Entitlement and Permitting Process. We follow State guidelines and building code to determine when development proposals require hydrological studies prepared by a State-certified engineer to assess the impact that the new development will have on the flooding potential of existing development down-gradient.

S2-2 Flood Insurance. We will limit development in flood plains and participate in the National Flood Insurance Program.

S2-3 Facilities that Use Hazardous Materials. We comply with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of onsite hazardous materials to be located in the 100-year flood zone unless all standards of elevation, flood proofing and storage have been implemented to the satisfaction of the Building Department.

S2-4 Prohibited Land Uses. We prohibit the development of new essential and critical facilities in the 100-year floodplain.

S2-5 Storm Drain System. We maintain and improve the storm drain system to minimize flooding. (Link to Environmental Resources)

3.9.3 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the 2004 CEQA Guidelines. For purposes of this EIR, implementation of the proposed Project may have a significant adverse impact on hydrology and water quality if it would result in any of the following:

- 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;

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

The IS determined the Project would have No Impact to the following hydrology and water quality threshold and will not be further evaluated in the EIR:

- 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;
- Place within a 100-year flood hazard area, structures that would impede or redirect flood flows;
- 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;
- Expose people or structures to inundation by seiche, tsunami or mudflow.

The IS determined the Project would have Less Than Significant Impact to the following hydrology and water quality thresholds and will not be evaluated in the EIR:

- Violate any water quality standards or waste discharge requirements;
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);
- 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;
- Otherwise substantially degrade water quality or potential for discharge of storm water to affect the beneficial uses of receiving water;

The Project will be required to comply with the statewide NPDES General Industrial Activities Stormwater Permit, the San Bernardino County Area-Wide Urban Runoff Permit (MS4 permit), and the City Municipal Code (Title 6, Chapter 6 (Stormwater Drainage System)). The compliance of the proposed Project with all applicable state, San Bernardino County, and City water quality standards would reduce water quality impacts to a less than significant impact and this threshold will not be further evaluated in the EIR.

The elimination of existing groundwater pumping will have a positive impact to the local aquifer. Ground water was not encountered in any of the on-site soil borings up to 31 feet below the existing surface. Although the Project will increase the amount of impervious surfaces compared to the existing condition, proposed water quality retention basins, landscape areas associated with the building areas and within the parking areas, landscape areas along Hellman Avenue and landscape areas extending 32 feet from the right-of-ways for Eucalyptus Avenue and Merrill Avenue will allow percolation of rainfall to recharge the aquifer. The elimination of groundwater pumping and continued percolation of rainfall to recharge the aquifer would have a positive impact to groundwater supplies. The Project would have a less than significant impact to the local aquifer and would not substantially deplete groundwater supplies or interfere with groundwater recharge and this threshold will not be further evaluated in the EIR.

The Project will result in a substantial increase in surface runoff as a result of an increase in the amount of impervious surfaces with the construction of buildings, parking areas, sidewalks, streets, etc. compared to the existing conditions. Pursuant to the requirements of TOP, the City's Development Code, and the County MS4 Permit's WQMP, individual developments must provide Site drainage and WQMP plans according to guidelines established by the City's Engineering Department. The Project includes development of storm drain facilities to adequately serve the stormwater generated by the Project. Therefore, no significant stormwater runoff capacity impacts would occur and this will not be further evaluated in the EIR.

The Project will be required to comply with the statewide NPDES General Construction Permit and the City Municipal Code (Title 6, Chapter 6 [Stormwater Drainage System]) to minimize surface water pollution. The General Construction Permit requirements and the implementation of the applicable policies of TOP will reduce stormwater pollutants. Therefore, potential impacts to water quality by the Project will be less than significant, and this will not be further evaluated in the EIR.

3.9.4 Methodology

The evaluation of the significance of potential impacts related to hydrology and water quality is based on a review of published information and reports regarding regional hydrology, groundwater conditions, and surface water quality. The potential impacts on hydrology and water quality were evaluated by considering the general type of pollutants that operation of the Specific Plan would generate during construction and operation. In determining the level of significance, the analysis recognizes that development under the Specific Plan would be required to comply with relevant federal, state, and regional laws and regulations that are designed to ensure compliance with applicable water quality standards and waste discharge requirements. Because the regional and local regulations related to water quality standards have been developed to reduce the potential of pollutants in the water resources (as described in the Regulatory Setting Section above), and are implemented to specific waterbodies, such as 303D TMDL requirements, or development projects such as grading and construction permit regulations, implementation of all relevant water quality and hydrology requirements would limit potential impacts of the Specific Plan to a less than significant level.

3.9.5 Project Impacts

Impact HYD-1 Would the Project 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? This impact is less than significant.

Potential Impacts from Construction Activities

The project site does not include a stream or river. Construction of the Specific Plan would require demolition and removal of existing farming structures, buildings, and infrastructure on the site. Additionally, excavation, grading, and other site preparation activities would loosen soils, which has the potential to result in erosion and the loss of topsoil. Because the Specific Plan area is flat and does not contain substantial slopes, the large majority of soil disturbance would be related to excavation and backfill for installation of building foundations and underground utilities, as well as site grading to provide proper drainage.

The existing NPDES Construction General Permit, as included in the City's Municipal Code Section 6 Article 5, requires preparation and implementation of a SWPPP by a Qualified SWPPP Developer for the proposed construction activities. The SWPPP is required to address Site-specific conditions related to potential sources of sedimentation and erosion and would list the required BMPs that are necessary to

reduce or eliminate the potential of erosion or alternation of a drainage pattern during construction activities. Examples of BMPs that are typically used during construction and may be in use by the Project include:

- Storm drain inlet protection
- On and off-site street sweeping and vacuuming
- Silt fencing, fiber rolls, or gravel bags
- Hydroseeding inactive areas of the Site
- Stockpile management
- Spill prevention and control
- Vehicle and equipment maintenance, cleaning, fueling and storage
- Stabilized construction entrance/exit
- Material delivery and storage
- Solid waste management
- Concrete waste management

In addition, a Qualified SWPPP Practitioner is required to ensure compliance with the SWPPP through regular monitoring and visual inspections during construction activities. The SWPPP would be amended and BMPs revised, as determined necessary through field inspections, to protect against substantial soil erosion, the loss of topsoil, or alteration of the drainage pattern. Compliance with the Construction General Permit and a SWPPP prepared by a Qualified SWPPP Developer and implemented by a Qualified SWPPP Practitioner would prevent construction-related impacts related to potential alteration of a drainage pattern or erosion from development activities. Overall, with implementation of the existing construction regulations that would be verified by the City's engineering during the permitting approval process, impacts related to alteration of an existing drainage pattern during construction that could result in substantial erosion, siltation, or increases in stormwater runoff, and flooding on- or off-site would be less than significant.

Potential Impacts from Operational Activities

The Specific Plan area does not contain any creeks, streams, or rivers. The Site is generally flat and the existing drainage patterns generally flow from north to south. The existing on-site elevations range from 680 feet above sea level at Eucalyptus Avenue on the north to 660 feet above sea level at Merrill Avenue on the south. The Project proposes to maintain the existing north to south drainage and not significantly alter the existing drainage pattern of the Site. The Project includes construction of an onsite storm drain system that would be consistent with the City's Storm Drainage Master Plan and is sized to adequately accommodate the stormwater flows from the project area and would maintain the existing drainage pattern of the Site.

In addition, as required by Ontario Municipal Code Title 6, Article 5 the Project developer is required to submit and have a SWQMP approved by the City Engineer, which includes Low Impact Development (LID) and Best Management Practices (BMPs) and other measures to minimize excess runoff. LID's proposed for the Project include the installation of underground stormwater retention chambers, which would retain, slow, and filter runoff which would not result in erosion or siltation. In addition, landscaped areas would be graded as swales and designed to accept runoff water from impervious surfaces, which would reduce the potential for erosion. Also, water efficient landscape irrigation would minimize non-stormwater runoff.

Overall, the Project will maintain the overall existing drainage pattern of the Site, and compliance with the required SWQMP and SWPPP with BMPs will reduce potential impacts related to alteration of a drainage pattern, soil erosion and siltation to a less than significant level.

Impact HYD-2 *Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site? This impact is less than significant.*

As discussed in Impact HYD-1 above, as described above, the Specific Plan area does not contain any streams or rivers. The Specific Plan area is generally flat and the existing drainage patterns generally flows from north to south. Development of the Specific Plan would result in an increase in the amount of impervious surfaces onsite, which would increase the onsite runoff. Thus, the Specific Plan includes construction of an onsite storm drain system that would route runoff into underground stormwater retention chambers and would slow and filter the runoff before it is discharged through the proposed storm drain system into the County Line Channel.

Landscaped areas would also be designed to receive and infiltrate runoff water from impervious surfaces. Use of the underground stormwater retention chambers and landscaping areas would regulate the rate and velocity of stormwater flows and would control the amount of discharge through the proposed drainage system into the County Line Channel. In addition, the drainage facilities proposed, have been sized to adequately accommodate the stormwater flows from the Specific Plan area, and are consistent with the City's Storm Drainage Master Plan.

In addition, the City requires a hydrology study and drainage analysis be prepared by a state registered civil engineer in accordance with the San Bernardino County Hydrology Manual and the City of Ontario's Standards and Guidelines, prior to permitting, to ensure the drainage design would accommodate the Specific Plan development. As a result, implementation of the Specific Plan would not result in alteration of any stream or river, or the potential for on- or off-site flooding and impacts would be less than significant.

3.9.6 Cumulative Impacts

The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure for the Specific Plan area, from capture of runoff through final discharge points. Related developments within the Ontario Ranch area would be required to implement water quality control measures pursuant to the same NPDES General Construction Permit that requires implementation of a SWPPP (for construction), a SWQMP (for operation) and BMPs to eliminate or reduce the discharge of pollutants in stormwater discharges, reduce runoff, reduce erosion and sedimentation, and increase filtration and infiltration. The NPDES permit requirements have been set by the State Water Board and implemented by the RWQCB (and the City's Municipal Code Section 6-6 within Ontario) to reduce incremental effects of individual projects so that they would not become cumulatively considerable.

As described above the Project includes installation of underground stormwater retention chambers and landscaping areas that would retain, slow, and filter the runoff before its discharge through storm drain connections to the County Line Channel. These facilities would retain runoff and reduce erosion and siltation. In addition, pursuant to state and regional regulations that require development projects to maintain pre-project hydrology, no net increase of offsite stormwater flows would occur. As a result, the Project would not generate runoff that could combine with additional runoff from cumulative projects that could cumulatively combine to impact erosion, siltation, flooding, and water quality. Thus, cumulative impacts would be less than significant.

3.9.7 Mitigation Measures

Because no significant adverse flooding or drainage impacts have been identified, no mitigation measures are required.

3.9.8 Level of Significance After Mitigation

The Project would not have any significant or unavoidable adverse hydrology impacts.

3.10 LAND USE

3.10.1 Introduction

This section of the EIR discusses the existing land use designations for the Site and the applicable goals and policies of the TOP Land Use Element and analyzes the potential impacts associated with implementation of the Specific Plan. The IS (Appendix A) identified that the Project may result in a potential conflict with applicable TOP land use plan, goals, or policies adopted for the purpose of avoiding or mitigating an environmental effect.

Data used in the preparation of this section was taken from TOP including the Land Use Plan and Land Use Element, City Zoning Ordinance, and information in the Specific Plan.

3.10.2 Existing Conditions

Existing TOP (General Plan) Land Use and Zoning Designations

TOP designations for the Site include Business Park (0.6 FAR) on approximately the northern half and Industrial (0.55 FAR) on approximately the southern half as shown previously in Figure 2-10. The entire Site has a Chino Airport Overlay. For the Business Park land use, the City Development Code¹ states that permitted uses such as construction companies, food manufacturing apparel manufacturing, furniture manufacturing, medical equipment and supplies, wholesale electronics, etc. are allowed. For Industrial use, the City Development Code states that uses including supportive housing, commercial crop production and farming, contractors within a building, food manufacturing, apparel manufacturing, plastic product manufacturing, warehousing and storage, etc. are permitted uses.

The zoning designation for the Site is AG-Specific Plan (SP/AG) as shown previously in Figure 2-11. The AG-Specific Plan zoning designation allows that, while the underlying land can accommodate the continuation of agricultural uses, a specific plan is required by the City to comprehensively plan for the development of planned land uses. The entire Site is in the Agricultural Overlay Zoning District (Right to Farm Ordinance).

The Project includes a 2.49-gross acre (1.41-net acre) area at the northwest corner of the Site that is within the approved Parkside Specific Plan (PSP03-002) and allows residential development. The proposed realignment of Eucalyptus Avenue at the northwest corner of the Site will require the incorporation of this portion of the Parkside Specific Plan to allow for the realignment of Eucalyptus Avenue to serve the Project.

The Ontario Plan Land Use Element

TOP Land Use Element provides the goals and policies that guide future development in the City as allowed by TOP. The applicable TOP Land Use Element goals and policies for the Project are listed below.

¹ Ontario Development Code, Division 5.01, Table 5.02-1.

For achieving balance of land use in the community, the applicable goal and policies include:

Goal LU1 A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.

Policies

LU1-1 *Strategic Growth.* We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, and foster the development of transit.

LU1-2 *Sustainable Community Strategy.* We integrate state, regional and local Sustainable Community/Smart Growth principles into the development and entitlement process.

LU1-3 *Adequate Capacity.* We require adequate infrastructure and services for all development.

LU1-4 *Mobility.* We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on multi-modal transportation opportunities. (Link to Mobility Element Policy M3-3)

LU1-5 *Jobs-Housing Balance.* We coordinate land use, infrastructure, and transportation planning and analysis with regional, county and other local agencies to further regional and sub-regional goals for jobs-housing balance. (Link to Community Economics Element Policy CE1-1)

LU1-6 *Complete Community.* We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario. (Link to Complete Community Section of Community Economics Element)

For land use compatibility, the applicable goal and policies include:

Goal LU2 Compatibility between a wide range of uses.

Policies

LU2-1 *Land Use Decisions.* We minimize adverse impacts on adjacent properties when considering land use and zoning requests.

LU2-2 *Buffers.* We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. (Link to Community Design)

LU2-3 *Hazardous Uses.* We regulate the development of industrial and similar uses that use, store, produce or transport toxic substances, air emissions, other pollutants or hazardous materials. (Link to Hazardous Materials & Waste including Policies S6-4 and S6-5)

LU2-4 *Regulation of Nuisances.* We regulate the location, concentration and operations of potential nuisances.

- LU2-5** *Regulation of Uses.* We regulate the location, concentration and operations of uses that have impacts on surrounding land uses.
- LU2-6** *Infrastructure Compatibility.* We require infrastructure to be aesthetically pleasing and in context with the community character.
- LU2-8** *Transitional Areas.* We require development in transitional areas to protect the quality of life of current residents.

SCAG Regional Transportation Plan

On April 7, 2016 SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). Most of the plan's goals are related to transportation and the efficiency of transportation. Because the proposed Project does not involve transportation, many of the goals are not relevant to the proposed Specific Plan. However, the goals that are related to the proposed Specific Plan Project are listed below:

Goals

1. Align the plan investments and policies with improving regional economic development and competitiveness.
2. Maximize mobility and accessibility for all people and goods in the region.
3. Ensure travel safety and reliability for all people and goods in the region.
4. Preserve and ensure a sustainable regional transportation system.
5. Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).
6. Actively encourage and create incentives for energy efficiency, where possible.

3.10.3 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. Based on the conclusions of the IS (Appendix A), for purposes of this EIR, implementation of the Project may have a significant impact associated with land use if it would result in:

- 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 IS determined the Project would not result in a physical division of an established community; thus, discussion of this impact is not included in this EIR.

3.10.4 Methodology

The evaluation of impacts to land use and planning is based on a comparison of the Specific Plan and the applicable plans, policies, and regulations to determine if implementation of the Project will conflict with a plan, policy, or regulation related to environmental effects.

3.10.5 Project Impacts

Impact LU-1 Would the Project 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, airport land use compatibility plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? This would result in no impact.

In order to implement the Specific Plan, the Project will require a General Plan Amendment and Zone Change to: 1) decrease the designated Business Park area by approximately 40-acres to a total of 21.09-acres; 2) increase the designated Industrial land use by approximately 40-acres to a total of 98.09-acres; and 3) change the land use designation of approximately 2.49-gross acres (1.41 net acres) within the Parkside Specific Plan north of the Site from Parkside Specific Plan (residential use) to Business Park to allow for the realignment of Eucalyptus Avenue.

The Specific Plan land use plan, including the adjustment of the acreage between the Business Park and Industrial land use designations addressed by the requested General Plan Amendment, is consistent with the allowed type of land use development designated for the Site by TOP. The Project will implement the industrial and business park development contemplated for the site in TOP and will be consistent with and compatible with existing and planned industrial and commercial development in City and the City of Chino and its development planned for the area northeast of the Chino Airport. In addition, upon approval of the Specific Plan and the requested zone change, the Project will result in the replacement of the AG-Specific Plan and Parkside Specific Plan zoning designations with the approved Specific Plan, including the Business Park and General Industrial Zoning Districts, consistent with the requested General Plan Amendment.

The Specific Plan has been prepared in conformance with the goals and policies of TOP. Table 3.10-1 lists the TOP policies that are applicable to the Specific Plan and evaluates the Project’s compliance with each policy. As described, the Specific Plan would be consistent with the applicable TOP policies, and impacts related to a conflict with a TOP policy would not occur.

**Table 3.10-1
Specific Plan Consistency with Applicable General Plan Policies**

General Plan Policy	Specific Plan Consistency with Policy
Land Use Element	
Policy LU1-1: Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, and foster the development of transit.	Consistent. The Specific Plan area is located within an area with designated infrastructure improvements for water, sewer, drainage, and roadways. The Specific Plan would implement the City’s planned infrastructure improvements that would serve the Specific Plan area. In addition, the Specific Plan would include building, sign, and landscaping guidelines that would help create place and identity. Thus, the Specific Plan is consistent with General Plan Policy LU1-1.
Policy LU1-2: Sustainable Community Strategy. We integrate state, regional and local Sustainable Community/Smart Growth	Consistent. The Specific Plan would be implemented pursuant to the current Title 24 provisions, which provides sustainable

<p>principles into the development and entitlement process.</p>	<p>measures to conserve energy. In addition, the Specific Plan includes a plant palette of drought tolerant materials and requires that planting and irrigation systems be designed to conserve water. Thus, the Specific Plan is consistent with General Plan Policy LU1-2.</p>
<p>Policy LU1-3: Adequate Capacity. We require adequate infrastructure and services for all development.</p>	<p>Consistent. The infrastructure in the area has been planned to meet the needs of build out of the proposed land use and zoning designations. As described previously, the Project would include installation of the City’s master planned infrastructure that would serve the Site, in addition to adjacent areas. Therefore, the proposed and planned infrastructure would have adequate capacity, and the Specific Plan is consistent with General Plan Policy LU1-3.</p>
<p>Policy LU1-5: Jobs-Housing Balance. We coordinate land use, infrastructure, and transportation planning and analysis with regional, county and other local agencies to further regional and subregional goals for jobs housing balance.</p>	<p>Consistent. The Project region has a greater number of housing units and residents than jobs, and many employees commute to other regions for jobs. The Specific Plan would provide an increase in employment generating uses on the Site, which would assist in the jobs to housing regional balance. Therefore, the Specific Plan is consistent with General Plan Policy LU1-5.</p>
<p>Policy LU1-6: Complete Community. We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.</p>	<p>Consistent. As described previously, the Project region has a greater number of housing units and residents than jobs, and the Specific Plan would provide an increase in employment-generating uses on the Site. This would assist in providing a complete community where people live and work. Therefore, the Specific Plan is consistent with General Plan Policy LU1-6.</p>
<p>Policy LU2-1: Land Use Decisions. We minimize adverse impacts on adjacent properties when considering land use and zoning requests.</p>	<p>Consistent. The Project includes a General Plan Amendment and Zone Change to decrease the designated Business Park area by 40-acres and increase the designated Industrial land use by 40-acres; and change the land use designation of 2.49-gross acres within the Parkside Specific Plan from residential use to Business Park to allow for the realignment of Eucalyptus Avenue. These revisions to the existing land use and zoning would result in minimal changes to build out of the area, and consistent with the intended uses identified by the General Plan, and would not result in adverse impacts on adjacent properties. Therefore, the proposed Project is consistent with General Plan Policy LU2-1.</p>

<p>Policy LU2-2: Buffers. We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur.</p>	<p>Consistent. The Specific Plan includes the provision of buffers that such as setbacks and landscaping along the frontage of Merrill Avenue and Archibald Avenue. Therefore, the Specific Plan is consistent with General Plan Policy LU2-2.</p>
<p>Policy LU2-3: Hazardous Uses. We regulate the development of industrial and similar uses that use, store, produce or transport toxic substances, air emissions, other pollutants or hazardous materials.</p>	<p>Consistent. As detailed in Section 3.8, Hazards and Hazardous Materials, the Specific Plan would comply with all requirements for using, storing, producing, or transporting toxic substances, air emissions, other pollutants, or hazardous materials. Therefore, the Specific Plan is consistent with General Plan Policy LU2-3.</p>
<p>Policy LU2-4: Regulation of Nuisances. We regulate the location, concentration and operations of potential nuisances.</p>	<p>Consistent. As detailed in Section 5.3, Air Quality, the Specific Plan would not generate nuisance odors. Also, as described in Section 3.11, Noise, operation of the Project would be regulated by the City’s Noise Ordinance and would not result in noise that would be a nuisance. Therefore, the Specific Plan is consistent with General Plan Policy LU2-4.</p>
<p>Policy LU2-5: Regulation of Uses. We regulate the location, concentration and operations of uses that have impacts on surrounding land uses.</p>	<p>Consistent. The Specific Plan would regulate the future uses within the planning area, including the location and concentration of uses; therefore, it is consistent with General Plan Policy LU2-5.</p>
<p>Policy LU2-6: Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community character.</p>	<p>Consistent. The streets within and adjacent to the Specific Plan area would be landscaped in an aesthetically pleasing manner with landscaped parkways on each side of the street. In addition, decorative monuments would be constructed at key Project entries to provide identification and to establish a sense of place. The Specific Plan would be consistent with General Plan Policy LU2-6.</p>
<p>Policy LU2-9: Methane Gas Sites. We require sensitive land uses and new uses on former dairy farms or other methane producing sites be designed to minimize health risks.</p>	<p>Consistent. The Phase II ESA (Cardno 2015) that was conducted on the Site included 10 soil vapor borings around the cattle corrals and analyzed for methane. Four of the borings contained very low levels of methane with a maximum concentration of 4.94 µg/l (parts per billion or ppb). The City utilizes a level of 5,000 parts per million (ppm) as a guideline for mitigation. Therefore, the Site is not anticipated to result in a health risk related to methane, and development of the proposed structures would include additional methane testing as required for building permit</p>

	approval. Therefore, the Specific Plan would be consistent with General Plan Policy LU2-9.
Policy LU3-1: Development Standards. We maintain clear development standards which allow flexibility to achieve our Vision.	Consistent. The Specific Plan includes development standards that allow for flexibility to achieve the City’s vision. Therefore, the Specific Plan would be consistent with General Plan Policy LU3-1.
Policy LU4-3: Infrastructure Timing. We require that the necessary infrastructure and services be in place prior to or concurrently with development.	Consistent. As described previously, the Project would include installation of the City’s master planned infrastructure that would serve the Site. Therefore, the proposed and planned infrastructure would be in place to serve the proposed development, and the Specific Plan is consistent with General Plan Policy LU4-3.
Policy LU5-2: Airport Planning Consistency. We coordinate with airport authorities to ensure The Ontario Plan is consistent with state law, federal regulations and/or adopted master plans and land use compatibility plans for the ONT and Chino Airport.	Consistent. As detailed in Section 3.8, Hazards and Hazardous Materials, the Specific Plan would be consistent with the Airport Land Use Planning for both the Ontario and Chino airports. Therefore, the Specific Plan would be consistent with General Plan Policy LU5-2.
Policy LU5-3: Airport Impacts. We work with agencies to maximize resources to mitigate the impacts and hazards related to airport operations.	Consistent. As detailed in Section 3.8, Hazards and Hazardous Materials, the Specific Plan would not result in potential hazards related to the Ontario or Chino airport operations. Therefore, the Specific Plan would be consistent with General Plan Policy LU5-3.
Policy LU5-7: ALUCP Consistency and Land Use Regulations. We comply with state law that requires general plans, specific plans and all new development be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public use airport.	Consistent. As described previously and detailed in Section 3.8, Hazards and Hazardous Materials, the Specific Plan would be consistent with the Airport Land Use Planning for both the Ontario and Chino airports. Therefore, the Specific Plan would be consistent with General Plan Policy LU5-7.
Community Design Element	
Policy CD1-2: Growth Areas. We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.	Consistent. The Specific Plan includes design guidelines to guide the physical character of all future development and all Project related features, including the overall landscape treatment within the Project. Therefore, the Specific Plan would be consistent with General Plan Policy CD1-2.
Policy CD1-4: Transportation Corridors. We will enhance our major transportation corridors within the City through landscape, hardscape, signage and lighting.	Consistent. The Specific Plan includes improvements to Merrill Avenue and Archibald Avenue that include landscaping, signage, and lighting that would be installed pursuant to the design specifications of the Specific Plan. Therefore, the Specific Plan

	<p>would be consistent with General Plan Policy CD1-4.</p>
<p>Policy CD1-5: View Corridors. We require all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City’s visual identity and a key to geographic orientation. Such views should be free of visual clutter, including billboards and may be enhanced by framing with trees.</p>	<p>Consistent. The Specific Plan includes improvements to Archibald Avenue, which is a north-south street and will be designed in accordance with the Master Plan of Streets and Highways. Therefore, the Specific Plan would be consistent with General Plan Policy CD1- 5.</p>
<p>Policy CD2-1: Quality Architecture. We encourage all development projects to convey visual interest and character through:</p> <ul style="list-style-type: none"> • Building volume, massing, and height to provide appropriate scale and proportion; • A true industrial style which is carried out in plan, section and elevation through all aspects of the building and site design and appropriate for its setting; and • Exterior building materials that are visually interesting, high quality, durable, and appropriate for the industrial style. 	<p>Consistent. The Specific Plan includes design guidelines to guide the development of the proposed structures to include features that would provide scale, proportion, and high-quality building materials. Therefore, the Specific Plan would be consistent with General Plan Policy CD2-1.</p>
<p>Policy CD2-5: Streetscapes. We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identity through improvements to the public right of way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.</p>	<p>Consistent. The Specific Plan is designed with comprehensive street improvements to accommodate the safe and efficient movement of vehicles, bicycles, and pedestrians. The Specific Plan includes half width improvements to Merrill Avenue and Archibald Avenue that involve landscaping, signage, and lighting. Therefore, the Specific Plan would be consistent with General Plan Policy CD2-5.</p>
<p>Policy CD2-7: Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.</p>	<p>Consistent. Sustainable Community/Smart Growth principles are incorporated into the Specific Plan, and include the following:</p> <ol style="list-style-type: none"> 1. Encourage walking and other non-vehicular modes of travel. 2. Provide pedestrian connectivity through the Project perimeter. 3. Provide shaded outdoor areas for employee break areas. 4. Encourage the use of architectural elements designed to reduce interior heat gain. 5. Encourage the use of recycled, recyclable, and environmentally friendly building materials.

	<p>6. Require the use of low energy glass and low water plumbing features. 7. Encourage the use of drought tolerant landscaping and water efficient irrigation methods.</p> <p>The Specific Plan includes design guidelines that encourages all new construction to utilize design features, fixtures, and heating and cooling controls to conserve energy and water that would all be required to comply with Title 24 energy efficiency standards.</p> <p>Additionally, the landscape concept incorporates a plant palette of drought tolerant materials and requirements to install planting and irrigation systems designed to conserve water. Therefore, the Specific Plan would be consistent with General Plan Policy CD2-7.</p>
<p>Policy CD2-8: Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of visibility and accessibility, and use of lighting.</p>	<p>Consistent. As described in Section 3.14, Public Services, the Specific Plan would include installation of security features such as the provision of low-intensity security lighting in parking areas and adjacent to buildings structure security. Additionally, the Specific Plan requires that a comprehensive lighting plan be prepared and approved in conjunction with the site plans, and that all plans shall be reviewed and approved by the City Police Department. Also, pursuant to the City’s existing permitting process, the Building Department would review and approve the final site plans to ensure that crime prevention through design measures are incorporated appropriately to provide a safe environment. Therefore, the Specific Plan would be consistent with General Plan Policy CD2-8.</p>
<p>Policy CD2-9: Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.</p>	<p>Consistent. The Specific Plan incorporates the use of durable landscaping materials, a drought tolerant plant palette, and a planting and irrigation system designed to conserve water. Open space areas would include shaded areas, bicycle racks, and other amenity features to encourage pedestrian and other non-vehicular activities. All materials utilized in private and public common areas would be durable landscaping materials. Therefore, the Specific Plan would be consistent with General Plan Policy CD2-9.</p>
<p>Policy CD2-10: Surface Parking Areas. We require parking areas visible to or used by the</p>	<p>Consistent. The Specific Plan includes landscaping around and throughout vehicular</p>

<p>public to be landscaped in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field.</p>	<p>parking areas that are visible to streets. Therefore, the Specific Plan would be consistent with General Plan Policy CD2-10.</p>
<p>Policy CD2-11: Entry Statements. We encourage the inclusion of amenities, signage and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.</p>	<p>Consistent. The Specific Plan includes landscaping to be installed at key entries along with signage to help identify the location and provide a sense of place. The signage and entries would be designed with durable, lasting materials approved by the City’s Building Department during the construction permitting process. Therefore, the Specific Plan would be consistent with General Plan Policy CD2-11.</p>
<p>Policy CD2-12: Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.</p>	<p>Consistent. As described in the previous response, the Specific Plan includes signage to help identify the location and provide a sense of place. The signage and entries would be designed with durable, lasting materials approved by the City’s Building Department during the construction permitting process. Therefore, the Specific Plan would be consistent with General Plan Policy CD2-12.</p>
<p>Policy CD3-1: Design. We require that pedestrian, vehicular, bicycle and equestrian circulation on both public and private property be coordinated and designed to maximize safety, comfort and aesthetics.</p>	<p>Consistent. As described previously, the Specific Plan is designed with comprehensive street improvements to accommodate the safe and efficient movement of vehicles, bicycles, and pedestrians. The Specific Plan includes half-width improvements to Merrill Avenue and Archibald Avenue that involve landscaping, signage, and lighting. Therefore, the Specific Plan would be consistent with General Plan Policy CD3-1.</p>
<p>Policy CD3-2: Connectivity Between Streets, Sidewalks, Walkways and Plazas. We require landscaping and paving be used to optimize visual connectivity between streets, sidewalks, walkways and plazas for pedestrians.</p>	<p>Consistent. The Specific Plan design includes landscaping and paving that would provide visual connectivity between streets and sidewalks for pedestrians. Therefore, the Specific Plan would be consistent with General Plan Policy CD3-2.</p>
<p>Policy CD5-1: Maintenance of Buildings and Property. We require all public and privately owned buildings and property (including trails and easements) to be properly and consistently maintained.</p>	<p>Consistent. The Specific Plan includes a Maintenance Responsibility Matrix defining the public, private, and utility entities responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, traffic signals, infrastructure, and utilities within the Specific Plan area. Therefore, the Specific Plan would be consistent with General Plan Policy CD5-1.</p>

<p>Policy CD5-2: Maintenance of Infrastructure. We require the continual maintenance of infrastructure.</p>	<p>Consistent. The Specific Plan includes a Maintenance Responsibility Matrix defining the responsible entities for continual maintenance of roadways, sidewalks, traffic signals, off site and on site public water, sewer, and storm drain infrastructure facilities. Therefore, the Specific Plan would be consistent with General Plan Policy CD5-2.</p>
<p>Mobility Element</p>	
<p>Policy M1-1: Roadway Design and Maintenance. We require our roadways to:</p> <ul style="list-style-type: none"> • Comply with federal, state and local design and • Safety standards. • Meet the needs of multiple transportation modes and users. • Handle the capacity envisioned in the Functional • Roadway Classification Plan. • Maintain a peak hour Level of Service (LOS) E or better at all intersections. • Be compatible with the streetscape and surrounding land uses. • Be maintained in accordance with best practices and our Right-of-Way Management Plan. 	<p>Consistent. The Specific Plan would provide roadway improvements to adjacent streets and develop driveways that would comply with federal, state, and local safety design standards. Sidewalks would be included to provide for multi-modal transportation. Streetscapes that include landscaping would be installed to improve the existing visual resources. In addition, Mitigation Measure T-1 is included in Section 3.12, Transportation and Circulation, to mitigate the traffic impacts of the Specific Plan and to meet the City’s LOS standards. Furthermore, the Specific Plan includes provision for maintenance of all onsite infrastructure and landscaping. Therefore, the Specific Plan would be consistent with General Plan Policy M1-1.</p>
<p>Policy M1-2: Mitigation of Impacts. We require development to mitigate its traffic impacts.</p>	<p>Consistent. As detailed in Section 3.12, Transportation and Circulation, Mitigation Measure T-1 is included to mitigate the impacts related to the traffic trips that would be generated by the Specific Plan. The mitigation requires fair-share payments toward construction of traffic improvements that would reduce impacts of the Specific Plan. Therefore, the Specific Plan would be consistent with General Plan Policy M1-2.</p>
<p>Policy M2-1: Bikeway Plan. We maintain our Multipurpose Trails & Bikeway Corridor Plan to create a comprehensive system of on- and off-street bikeways that connect residential areas, businesses, schools, parks, and other key destination points.</p>	<p>Consistent. The Specific Plan includes a connection to the multipurpose trail along the Cucamonga Creek Channel. From this connection point, pedestrians would have access to the larger City system of trails and bikeways. Therefore, the Specific Plan would be consistent with General Plan Policy M2-1.</p>
<p>Policy M2-2: Bicycle System. We provide off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances.</p>	<p>Consistent. The Specific Plan includes a connection to the multipurpose trail along the Cucamonga Creek Channel. From this connection point, pedestrians would have access to the larger City system of trails and bikeways. Therefore, the Specific Plan would be consistent with General Plan Policy M2-2.</p>

<p>Policy M2-3: Pedestrian Walkways. We require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.</p>	<p>Consistent. The Specific Plan includes construction of a pedestrian circulation system comprised of interconnected sidewalks within all roadway rights-of ways, that would be separated from vehicular travel lanes by a landscaped parkway. Therefore, the Specific Plan would be consistent with General Plan Policy M2-3.</p>
<p>Policy M2-4: Network Opportunities. We explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, levees, drainage corridors, road right-of-ways, medians and other potential options.</p>	<p>Consistent. As described in the response above, the Specific Plan includes construction of a pedestrian circulation system comprised of interconnected sidewalks within all roadway rights-of ways, that would be separated from vehicular travel lanes by a landscaped parkway. Therefore, the Specific Plan would be consistent with General Plan Policy M2-4.</p>
<p>Policy ER1-3: Conservation. We require conservation strategies that reduce water usage.</p>	<p>Consistent. The proposed development would be required to comply with Title 24 energy efficiency standards that include water conservation features, such as low-flow water fixtures, drought tolerant landscaping, and irrigation systems designed to conserve water. Therefore, the Specific Plan would be consistent with General Plan Policy ER1-3.</p>
<p>Policy ER1-4: Supply-Demand Balance. We require that available water supply and demands be balanced.</p>	<p>Consistent. As described in Section 3.14, Utilities and Service Systems, the Specific Plan would be served by the City’s available water supply. Therefore, the Specific Plan would be consistent with General Plan Policy ER1-4.</p>
<p>Policy ER1-5: Groundwater Management. We protect groundwater quality by incorporating strategies that prevent pollution, require remediation where necessary, capture and treat urban run-off, and recharge the aquifer.</p>	<p>Consistent. As described in Section 3.9, Hydrology and Water Quality, the Specific Plan would implement a SWPPP as required by the NPDES General Construction Permit and the City’s Municipal Code Section 6-6 during construction activities, and implement a WQMP per Municipal Code Section 6-6.501, the Regional MS4 Permit, and the County Water Quality Management Plan, which would protect groundwater quality. Therefore, the Specific Plan would be consistent with General Plan Policy ER1-5.</p>
<p>Policy ER1-6: Urban Run-off Quantity. We encourage the use of low impact development strategies to intercept run-off, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems.</p>	<p>Consistent. As described in Section 3.9, Hydrology and Water Quality, the Specific Plan would use low impact development strategies that intercept, filter, and infiltrate run-off to ensure that the quantity and velocity of run-off does not increase with implementation of the Specific Plan.</p>

	Therefore, the Specific Plan would be consistent with General Plan Policy ER1-6.
Policy ER1-7: Urban Run-off Quality. We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.	Consistent. As described previously and in Section 3.9, Hydrology and Water Quality, the Specific Plan would implement a SWPPP as required by the NPDES General Construction Permit and the City’s Municipal Code Section 6-6 during construction activities, and implement a WQMP per Municipal Code Section 6-6.501, the Regional MS4 Permit, and the County Water Quality Management Plan, which would protect groundwater quality. Therefore, the Specific Plan would be consistent with General Plan Policy ER1-7.
Policy ER1-8: Wastewater Management. We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board (RWQCB).	Consistent. As described in Section 3.15, Utilities and Service Systems, the City requires users of the wastewater system to obtain a wastewater discharge permit (pursuant to Municipal Code Section 6-7.301) that identifies the type and amount of wastewater that would be discharged into the sewer system. This manages wastewater to be consistent with waste discharge requirements of the RWQCB. Therefore, the Specific Plan would be consistent with General Plan Policy ER1-8.
Policy ER2-1: Waste Diversion. We shall meet or exceed AB 939 requirements.	Consistent. As described in Section 3.14, Utilities and Service Systems, all uses within the City are subject to the requirements of AB 939, and all projects in the City undergo development review and permitting, including a review to ensure compliance with waste diversion requirements. Therefore, the Specific Plan would be consistent with General Plan Policy ER2-1.
Policy ER3-1: Conservation Strategy. We require conservation as the first strategy to be employed to meet applicable energy-saving standards.	Consistent. As described previously, the proposed development would be required to comply with Title 24 energy efficiency standards that conserve energy. Therefore, the Specific Plan would be consistent with General Plan Policy ER3-1.
Policy ER3-2: Green Development–Communities. We require the use of best practices identified in green community rating systems to guide the planning and development of all new communities.	Consistent. As provided in Section 3.0, Project Description, the Specific Plan would implement energy-saving and sustainable design features and operational programs consistent with the CCAP and the California Green Building Standards Code. Therefore, the Specific Plan would be consistent with General Plan Policy ER3-2.

<p>Policy ER3-3: Building and Site Design. We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar and natural ventilation.</p>	<p>Consistent. As described in the previous response, the Specific Plan would implement energy-saving and sustainable design features and operational programs consistent with the CCAP and the California Green Building Standards Code. Therefore, the Specific Plan would be consistent with General Plan Policy ER3-3.</p>
<p>Policy ER3-4: Green Development– Public Buildings. We require all new and substantially renovated City buildings in excess of 10,000 square feet achieve a LEED Silver Certification standard, as determined by the U.S. Green Building Council.</p>	<p>Consistent. As described in the previous response, the Specific Plan would implement energy-saving and sustainable design features and operational programs consistent with the CCAP and the California Green Building Standards Code. Therefore, the Specific Plan would be consistent with General Plan Policy ER3-4.</p>
<p>Policy ER4-1: Land Use. We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.</p>	<p>Consistent. As described previously, the Project would provide an increase in employment generating uses on the Site, which would assist in the jobs to housing regional balance. Therefore, the Specific Plan is consistent with General Plan Policy ER4-1.</p>
<p>Policy ER4-3: Greenhouse Gases (GHG) Emissions Reductions. We will reduce GHG emissions in accordance with regional, state and federal regulations.</p>	<p>Consistent. As described in Section 3.7, Greenhouse Gas, the Project would be implemented consistent with the CCAP, which would meet regional and state regulations related to GHG emissions. Therefore, the Specific Plan is consistent with General Plan Policy ER4-3.</p>
<p>Policy ER4-4: Indoor Air Quality. We will comply with State Green Building Codes relative to indoor air quality.</p>	<p>Consistent. The Specific Plan would comply with all state Green Building Codes relative to indoor air quality, which would be verified by the City during the building permitting process. Therefore, the Specific Plan is consistent with General Plan Policy ER4-4.</p>
<p>Policy ER4-6: Particulate Matter. We support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.</p>	<p>Consistent. As described in Section 3.3, Air Quality, the Project would be implemented in compliance with all SCAQMD rules, which are included as PPP AQ-1, related to the reduction of particulate matter, and would meet both state and federal clean air standards. Therefore, the Specific Plan is consistent with General Plan Policy ER4-6.</p>
<p>Policy ER4-8: Tree Planting. We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality.</p>	<p>Consistent. The Project includes landscaping such as trees to be installed along the streets, within parking areas, and around building structures. Therefore, the Specific Plan is consistent with General Plan Policy ER4-8.</p>

<p>Policy ER5-2: Entitlement and Permitting Process. We comply with state and federal regulations regarding protected species.</p>	<p>Consistent. As described in Section 3.4, Biological Resources, the Specific Plan would be implemented in compliance with federal, state, and regional regulations related to protected species. Therefore, the Specific Plan is consistent with General Plan Policy ER5-2.</p>
<p>Safety Element</p>	
<p>Policy S1-1: Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.</p>	<p>Consistent. As described in Section, 3.6 Geology and Soils, the Project would be implemented in compliance with the CBC adopted in the City Municipal Code Title 8, which would be verified for appropriate inclusion as part of the building plan check and development review process. Therefore, the Specific Plan is consistent with General Plan Policy S1-1.</p>
<p>Policy S1-2: Entitlement and Permitting Process. We follow state guidelines and the California Building Code to determine when development proposals must conduct geotechnical and geological investigations.</p>	<p>Consistent. As described in Section 3.6, Geology and Soils, two geotechnical investigations were prepared for the Site, and as described in the previous response, the Project would be implemented pursuant to the requirements of the CBC. Therefore, the Specific Plan is consistent with General Plan Policy S1-2.</p>
<p>Policy S2-1: Entitlement and Permitting Process. We follow State guidelines and building code to determine when development proposals require hydrological studies prepared by a state-certified engineer to assess the impact that the new development will have on the flooding potential of existing development down gradient.</p>	<p>Consistent. As described in Section 3.9, Hydrology and Water Quality, a hydrology and hydraulics study was prepared for the Site, and found that the Project would not have down-gradient flooding potential because the Project includes installation of an onsite infiltration basin that would retain and filter stormflows before slowly discharging into the storm drains. The facilities have been sized to accommodate the anticipated runoff such that flooding would not occur. Therefore, the Specific Plan is consistent with General Plan Policy S2-1.</p>
<p>Policy S2-5: Storm Drain System. We maintain and improve the storm drain system to minimize flooding.</p>	<p>Consistent. As described in the previous response and in Section 3.9, Hydrology and Water Quality, the Project includes installation of an onsite infiltration basin and storm drain facilities that have been designed to accommodate stormflows, such that flooding would not occur. Therefore, the Specific Plan is consistent with General Plan Policy S2-5.</p>
<p>Policy S3-1: Prevention Services. We proactively mitigate or reduce the negative effects of fire, hazardous materials release, and structural collapse by implementing the adopted Fire Code.</p>	<p>Consistent. As described in Section 3.12, Public Services, the Project would be implemented in compliance with the adopted Fire Code that is included in Fire Code Section 4-4.01. Also, the City’s Building Department</p>

	and the Fire Department would review the building plans prior to approval to ensure that all applicable fire safety features are included in the Project. Therefore, the Specific Plan is consistent with General Plan Policy S3-1.
Policy S3-3: Fire and Emergency Medical Services. We maintain sufficient fire stations, equipment and staffing to respond effectively to emergencies.	Consistent. As described in Section 3.12, Public Services, the City has eight existing fire stations; the closest of which is 4.1 miles north of the Site. The City is also developing a new fire station that will be located 1 mile from the Site. Therefore, the Specific Plan is consistent with General Plan Policy S3-3.
Policy S3-8: Fire Prevention through Environmental Design. We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces and buildings	Consistent. As described in previously and in Section 3.12, Public Services, the Project would be implemented in compliance with the adopted Fire Code that is included in Fire Code Section 4-4.01, and City's Building Department and the Fire Department would review the building plans prior to approval to ensure that all applicable fire safety features are included in the Project. Therefore, the Specific Plan is consistent with General Plan Policy S3-8.
Policy S4-1: Noise Mitigation. We utilize the City's Noise Ordinance, building codes and subdivision and development codes to mitigate noise impacts.	Consistent. As described in Section 3.11, Noise, the Project would be implemented in compliance with the City's Noise Ordinance standards, which are included as PPP SC 1.4 and SC 5.3. Therefore, the Specific Plan is consistent with General Plan Policy S4-1.
Policy S5-2: Dust Control Measures. We require the implementation of Best Management Practices for dust control at all excavation and grading projects.	Consistent. As described in Section 3.3 Air Quality, the Project would be implemented in compliance with all SCAQMD rules, including Rule 403 related to implementation of BMPs for fugitive dust. Therefore, the Specific Plan is consistent with General Plan Policy S5-2.
Policy S6-9: Remediation of Methane. We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.	Consistent. The Phase II ESA (Cardno 2015) that was conducted on the Site included 10 soil vapor borings around the cattle corrals and analyzed for methane. Four of the borings contained very low levels of methane with a maximum concentration of 4.94 µg/l (parts per billion or ppb). The City utilizes a level of 5,000 parts per million (ppm) as a guideline for mitigation. Therefore, the Site is not anticipated to result in a health risk related to methane, and development of the proposed structures would include additional methane testing as required for building permit

	approval. Therefore, the Specific Plan would be consistent with General Plan Policy S6-9.
Policy S7-4: Crime Prevention through Environmental Design (CPTED). We require new development to incorporate CPTED in the design of streetscapes, sites, open spaces and buildings.	Consistent. As described previously, and in Section 3.12, Public Services, the Specific Plan would include installation of security features, such as the provision of low-intensity security lighting in parking areas and adjacent to building structures. Additionally, the Specific Plan requires that a comprehensive lighting plan be prepared and approved in conjunction with the site plans, and that all plans would be reviewed and approved by the City Police Department. Also, pursuant to the City’s existing permitting process, the Building Department would review and approve the final site plans to ensure that crime prevention through design measures are incorporated appropriately to provide a safe environment. Therefore, the Specific Plan would be consistent with General Plan Policy S7-4.
Community Economics Element	
Policy CE1-1: Jobs-Housing Balance. We pursue improvement to the Inland Empire’s balance between jobs and housing by promoting job growth that reduces the regional economy’s reliance on out-commuting.	Consistent. As described previously, the Specific Plan would provide an increase in employment generating uses in the City, which would assist in the jobs to housing regional balance. Therefore, the Specific Plan is consistent with General Plan Policy CE1-1.
Policy CE1-2: Jobs and Workforce Skills. We use our economic development resources to: 1) attract jobs suited for the skills and education of current and future City residents; 2) work with regional partners to provide opportunities for the labor force to improve its skills and education; and 3) attract businesses that increase Ontario’s stake and participation in growing sectors of the regional and global economy.	Consistent. As described in the previous response, the Specific Plan would provide an increase in employment-generating uses in the City and would potentially attract businesses that increase the City’s participation in the regional and global economy. Therefore, the Specific Plan is consistent with General Plan Policy CE1-2.
Policy CE1-5: Business Attraction. We proactively attract new and expanding businesses to Ontario in order to increase the City’s share of growing sectors of the regional and global economy.	Consistent. As described in the previous response, the Specific Plan would provide an increase in businesses in the City and would potentially attract businesses that increase the City’s participation in the regional and global economy. Therefore, the Specific Plan is consistent with General Plan Policy CE1-5.

City Development Code.

Upon adoption of the Specific Plan, the development regulations and design standards within the Specific Plan would apply to the Project area and would establish the applicable zoning regulations

and development standards. The Specific Plan would become the main land use implementation tool for the Project area. As stated in Section 1.01.035 of the City Development Code, in the event of any conflict between the requirements of the Development Code and the standards contained within an adopted Specific Plan, the requirements of the Specific Plan shall govern, and when the provisions of a Specific Plan are silent on a specific matter, the regulations set forth in the Development Code shall apply. As such, the Specific Plan would not result in conflicts with the Ontario Development Code and impacts would be less than significant.

Based on the discussion above, the Project will not result in an impact due to a conflict with TOP land use plan, Zoning Ordinance designations, or the applicable TOP Land Use Element goals and policies.

SCAG Regional Transportation Plan

As described above, SCAG RTP policies focus largely on transportation and the efficiency of transportation, which are not applicable to the Specific Plan. However, the Specific Plan would implement and are consistent with the SCAG policies that are listed in Table 3.10-2. Therefore, implementation of the Specific Plan would not result in conflict with SCAG policies, and impacts would not occur.

**Table 3.10-2
Specific Plan Consistency with Applicable SCAG Regional Transportation Plan**

RTP Policy	Specific Plan Consistency with Policy
1. Align the plan investments and policies with improving regional economic development and competitiveness.	Consistent. The Specific Plan will provide light industrial, warehousing/distribution, and business uses and improve regional economics by providing an increase of employment, improving the jobs-housing balance, and providing additional goods and services within the Ontario region. The Specific Plan is consistent with RTP Policy 1.
2. Maximize mobility and accessibility for all people and goods in the region.	Consistent. The Specific Plan would provide light industrial, warehousing/distribution, and business uses and increase the accessibility of goods in the region due to access to regional transportation facilities. The Specific Plan is consistent with RTP Policy 2.
3. Ensure travel safety and reliability for all people and goods in the region.	Consistent. The Specific Plan does not involve regional travel improvements, but does provide local street improvements, driveway accessibility, and a safe onsite circulation system (as detailed in Chapter 3.13, Traffic and Circulation) that provides reliable and safe travel within and adjacent to the Project. The Specific Plan is consistent with RTP Policy 3.
4. Preserve and ensure a sustainable regional transportation system.	Consistent. As described above, the Specific Plan does not propose any regional travel improvements but will provide roadway improvements within and adjacent to the

	Project that provide connections to regional transportation systems. The Specific Plan is consistent with RTP Policy 4.
5. Maximize the productivity of our transportation system.	Consistent. The Specific Plan would provide an increase in employment generating uses in the City, which would assist in the jobs to housing regional balance, which will assist in maximizing the productivity of the transportation system. Thus, the Specific Plan is consistent with RTP Policy 5.
6. Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	Consistent. The Specific Plan includes a pedestrian circulation system comprised of interconnected sidewalks within all roadway rights-of-ways that would be separated from vehicular travel lanes by a landscaped parkway, which will encourage bicycling and walking. The Specific Plan is consistent with RTP Policy 6.
7. Actively encourage and create incentives for energy efficiency, where possible.	Consistent. As described in Chapter 2.0, Project Description, the Specific Plan includes design features that promote energy efficiency and sustainability. The Specific Plan is consistent with RTP Policy 7.
8. Encourage land use and growth patterns that facilitate transit and active transportation.	Not Applicable. Due to the agriculture, dairy, and industrial uses in the Project area, there is no existing transit service in the immediate vicinity of the Site.
9. Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Not Applicable. The Specific Plan will develop light industrial, warehousing/distribution, and business park uses that do not involve the security of the regional transportation system, or regional transportation system planning.

3.10.6 Cumulative Impacts

Upon approval of the Specific Plan and requested General Plan Amendment and Zone Change, the Project will comply with TOP land use designations and City Zoning Ordinance designations for the site. Prior to their approval, the cumulative projects identified in Chapter 2.0 (Project Description) will be required to address compatibility with the respective jurisdictions land use and zoning plans. If a general plan amendment or zone change is requested, similar to the Project, the appropriate analysis would be required by the respective jurisdiction and adjustments would be made to their general plan and zoning plans. Therefore, the Project in combination with the cumulative projects will result in a less than significant cumulative impact related to an applicable land use plan, policy, or regulation that was adopted for the purpose of avoiding or mitigating an environmental effect.

3.10.7 Mitigation Measures

Because no significant land use impacts have been identified, no mitigation measures are required.

3.10.8 Level of Significance After Mitigation

The Project would not have any significant or unavoidable adverse land use impacts.

3.11 NOISE

3.11.1 Introduction

This section of the EIR analyzes the potential noise and ground borne vibration impacts associated with the development of the Specific Plan. The IS (Appendix A) identified the following scope of the analysis for the Project: exposure of persons to or generation of noise levels in excess of standards established in TOP or Noise Ordinance; exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels; a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project; and a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.¹

The noise report prepared for the Project is included as Appendix K of this EIR. The analysis uses existing noise levels obtained at measurement locations based on a selection criteria approved by City staff and the modeling of existing and future noise levels at the Site and in the surrounding area. Information in the traffic study in Appendix L to this EIR was used to analyze the long-term noise impacts related to traffic.

3.11.2 Existing Conditions

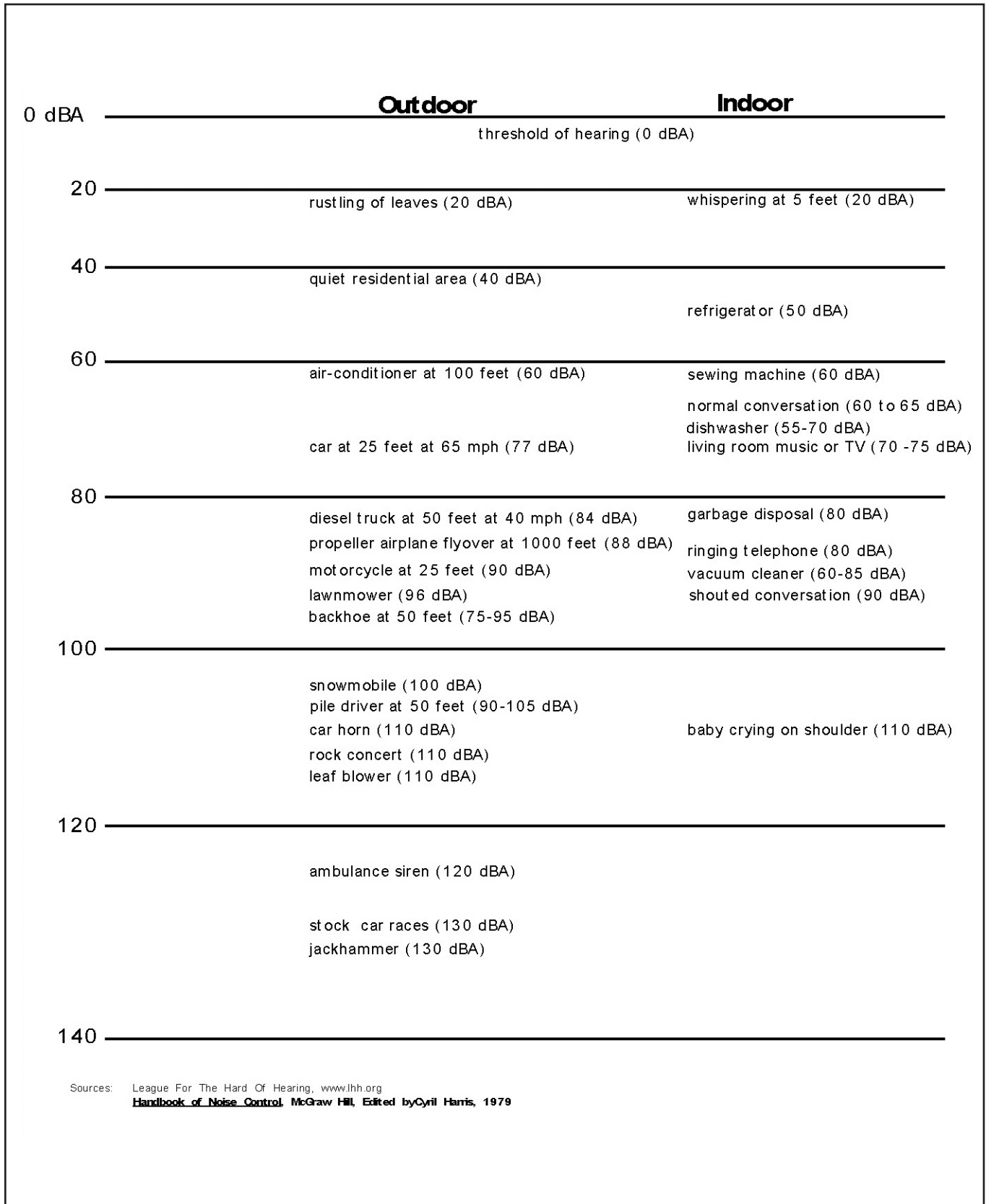
Noise Criteria Background

Sound is technically described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dB higher than another is twice as loud; and 20 dB higher four times as loud; and so forth. Everyday sounds normally range from 30 dB (very quiet) to 100 dB (very loud).

Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear. Community noise levels are measured in terms of the “A-weighted decibel,” abbreviated dBA. Figure 3.11-1 provides examples of various noises and their typical A-weighted noise level.

Sound levels decrease as a function of distance from the source as a result of wave divergence, atmospheric absorption, and ground attenuation. As the sound wave form travels away from the source, the sound energy is dispersed over a greater area, thereby dispersing the sound power of the wave. Atmospheric absorption also influences the levels that are received by the observer. The greater the distance traveled, the greater the influence and the resultant fluctuations. The degree of absorption is a function of the frequency of the sound as well as the humidity and temperature of the air. Turbulence and gradients of wind, temperature, and humidity also play a significant role in determining the degree of attenuation. Intervening topography can also have a substantial effect on the effective perceived noise levels.

¹ The IS (Appendix A) determined the Project is not in an airport land use plan or within the vicinity of a private airstrip and would expose people residing or working in the Project area to excessive noise levels. Therefore, a discussion of these thresholds is not included in this EIR.



Source: Greve & Associates, LLC

Figure 3.11-1
Typical A-Weighted Noise Levels

Noise is defined as unwanted sound and it is known to have several adverse effects on people. From these known effects of noise, criteria have been established to help protect the public health and safety and prevent disruption of certain human activities. This criteria is based on such known impacts of noise on people as hearing loss, speech interference, sleep interference, physiological responses, and annoyance. Each of these potential noise impacts on people are briefly discussed in the following narratives:

Hearing Loss - Is not a concern in community noise situations of this type. The potential for noise induced hearing loss is more commonly associated with occupational noise exposures in heavy industry or very noisy work environments. Noise levels in neighborhoods, even in very noisy airport environs, are not sufficiently loud to cause hearing loss.

Speech Interference - Is one of the primary concerns in environmental noise problems. Normal conversational speech is in the range of 60 to 65 dBA and any noise in this range or louder may interfere with speech. There are specific methods of describing speech interference as a function of distance between speaker and listener and voice level.

Sleep Interference - Is a major noise concern for traffic noise. Sleep disturbance studies have identified interior noise levels that have the potential to cause sleep disturbance. Note that sleep disturbance does not necessarily mean awakening from sleep, but can refer to altering the pattern and stages of sleep.

Physiological Responses - Are those measurable effects of noise on people that are realized as changes in pulse rate, blood pressure, etc. While such effects can be induced and observed, the extent is not known to which these physiological responses cause harm or are sign of harm.

Annoyance - Is the most difficult of all noise responses to describe. Annoyance is a very individual characteristic and can vary widely from person to person. What one person considers tolerable can be quite unbearable to another of equal hearing capability.

Noise Assessment Metrics

The description, analysis and reporting of community noise levels around communities is made difficult by the complexity of human response to noise and the myriad of noise metrics that have been developed for describing noise impacts. Each of these metrics attempts to quantify noise levels with respect to community response. Most of the metrics use the A-Weighted noise level to quantify noise impacts on humans. A-Weighting is a frequency weighting that accounts for human sensitivity to different frequencies.

Noise metrics can be divided into two categories: single event and cumulative. Single-event metrics describe the noise levels from an individual event such as an aircraft fly over or perhaps a heavy equipment pass-by. Cumulative metrics average the total noise over a specific time period, which is typically 1 or 24-hours for community noise problems. For this type of analysis, cumulative noise metrics are used.

Several rating scales have been developed for measurement of community noise. These account for: (1) the parameters of noise that have been shown to contribute to the effects of noise on man, (2) the variety of noises found in the environment, (3) the variations in noise levels that occur as a person moves through the environment, and (4) the variations associated with the time of day. They are designed to account for the known health effects of noise on people described previously. Based on these effects, the observation has been made that the potential for a noise to impact people is dependent on the total acoustical energy content of the noise. A number of noise scales have been developed to account for this observation. Two of the predominate noise scales are the: Equivalent Noise Level (Leq) and the Community Noise Equivalent Level (CNEL). These scales are described in the following paragraphs.

Leq is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. Leq is the “energy” average noise level during the time period of the sample. Leq can be measured for any time period but is typically measured for 1 hour. This 1-hour noise level can also be referred to as the Hourly Noise Level (HNL). It is the energy sum of all the events and background noise levels that occur during that time period.

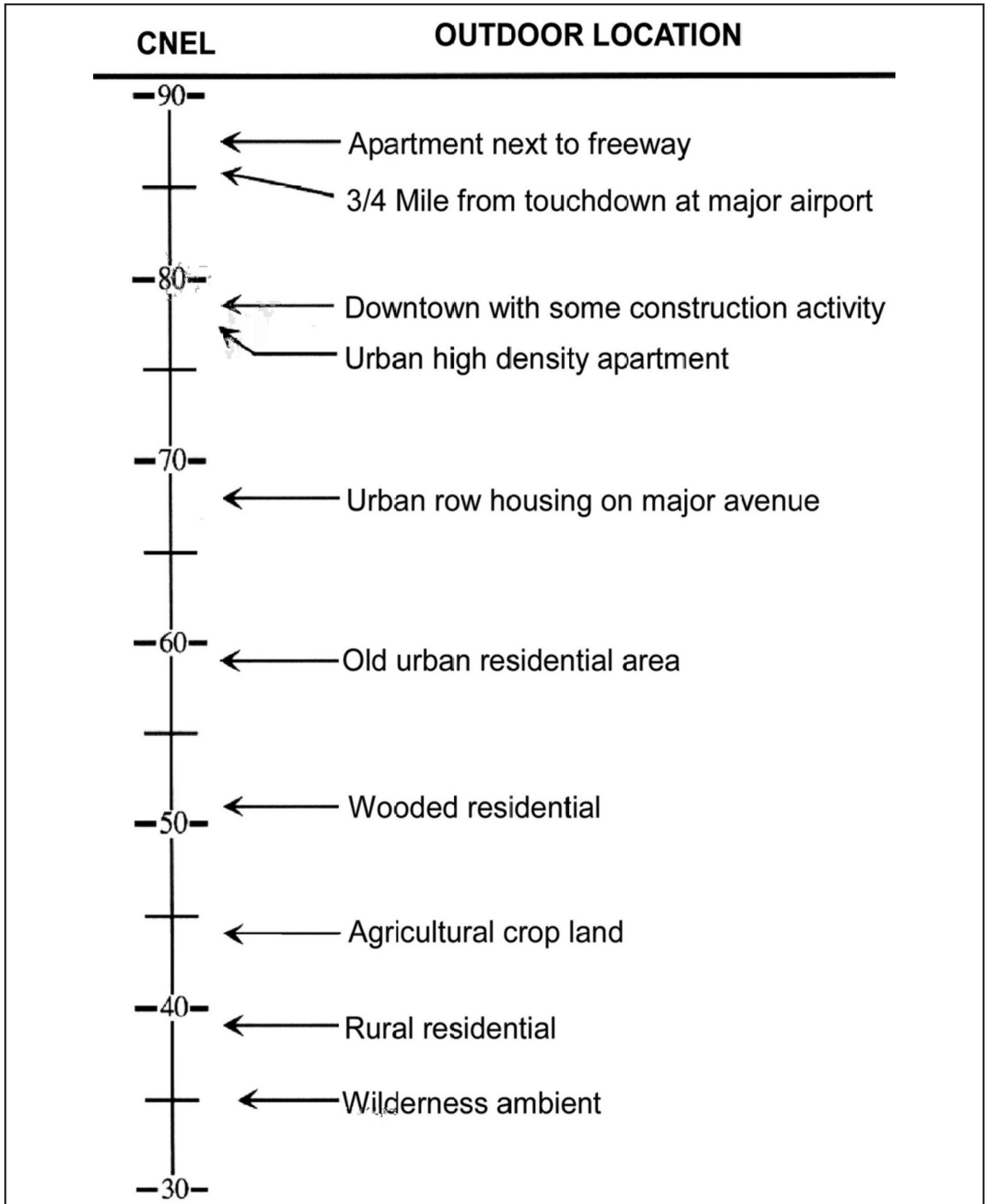
CNEL, Community Noise Equivalent Level, is the predominant rating scale now in use in California for land use compatibility assessment. The CNEL scale represents a time weighted 24-hour average noise level based on the A-weighted decibel. Time weighted refers to the fact that noise that occurs during certain sensitive time periods is penalized for occurring at these times. The evening time period (7 p.m. to 10 p.m.) penalizes noises by 5 dBA, while nighttime (10 p.m. to 7 a.m.) noises are penalized by 10 dBA. These time periods and penalties were selected to reflect people’s increased sensitivity to noise during these time periods. A CNEL noise level may be reported as a “CNEL of 60 dBA,” “60 dBA CNEL,” or simply “60 CNEL.” Typical noise levels in terms of the CNEL scale for different types of communities are presented in Figure 3.11-2.

Ldn, the day-night scale is similar to the CNEL scale except that evening noises are not penalized. It is a measure of the overall noise experienced during an entire day. The time-weighted refers to the fact that noise that occurs during certain sensitive time periods is penalized for occurring at these times. In the Ldn scale, those noise levels that occur during the night (10:00 pm to 7:00 am) are penalized by 10 dB. This penalty was selected to attempt to account for increased human sensitivity to noise during the quieter period of a day, where home and sleep is the most probable activity.

L(%) is a statistical method of describing noise which accounts for variance in noise levels throughout a given measurement period. L(%) is a way of expressing the noise level exceeded for a percentage of time in a given measurement period. For example, since 5 minutes is 25% of 20 minutes, L(25) is the noise level that is equal to or exceeded for five minutes in a twenty-minute measurement period. It is L(%) that is used for most Noise Ordinance standards. For example, most daytime County, State, and City Noise Ordinances use an ordinance standard of 55 dBA for 30 minutes per hour or an L(50) level of 55 dBA. In other words, the Noise Ordinance states that no noise level should exceed 55 dBA for more than fifty percent of a given period.

State of California Noise Criteria

The State of California’s Green Building Code (CALGreen) (California Code of Regulations, Title 24, Part 11) specifies an interior noise standard for non-residential uses exposed to exterior noise levels from transportation noise sources (aircraft, roadway, and rail) exceeding 65 CNEL or a one-hour Leq of 65 dBA or greater. The standard specifies minimum outdoor-indoor-transmission class (OITC) ratings for exterior walls or a performance standard of a one-hour interior noise level of 50 dBA Leq(H). Note that the noise standards contained in CALGreen do not apply to residential developments.



Source: Greve & Associates, LLC

Figure 3.11-2
Typical Outdoor Noise Levels

City Noise Criteria

The City Noise Ordinance and Safety Element of TOP contain the City's policies on noise. The Safety Element, Section S4 Noise Hazards of TOP presents limits on noise levels from transportation noise sources, vehicles on public roadways, railroads, and aircraft. These limits are imposed on new developments. The new developments must incorporate measures to ensure that the limits are not exceeded.

The City Noise Ordinance applies to noise on one property impacting a residential neighbor. It sets limits on noise levels that can be experienced at the residence. The Noise Ordinance and Safety Element policies are presented below.

The Ontario Plan Safety Element, Section S4 Noise Hazards

The Safety Element, Section S4 Noise Hazards specifies the outdoor and indoor noise standard for various land uses impacted by transportation noise sources. The City's noise standards are consistent with the State of California's noise standards. The interior and exterior noise standards are in terms of the CNEL. Figure 3.11-3 provides Table LU-7 of the Safety Element that identifies acceptable exterior and interior noise standards for land use categories in the City.

The Safety Element, Section S4 Noise Hazards presents one goal and six policies to achieve the noise goal. The applicable City goal and policies are presented below.

Goal S4: An environment where noise does not adversely affect the public's health, safety, and welfare.

Policy S4-1: Noise Mitigation. We utilize the City's Noise Ordinance, building codes and subdivision and development codes to mitigate noise impacts.

Policy S4-2: Coordination with Transportation Authorities. We collaborate with airport owners, FAA, Caltrans, SANBAG, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of, and updates to transportation-related plans to minimize noise impacts and provide appropriate mitigation measures.

Policy S4-3: Airport Noise Mitigation. We aggressively pursue funding and utilize programs to reduce effects of aircraft noise in impacted areas of our communities.

Policy S4-4: Truck Traffic. We manage truck traffic to minimize noise impacts on sensitive land uses.

Policy S4-5: Roadway Design. We design streets and highways to minimize noise impacts.

Policy S4-6: Airport Noise Compatibility. We utilize information from Airport Land Use Compatibility Plans to prevent the construction of new noise sensitive land uses within airport noise impact zones.

Potential noise impacts by the Project to off-site land uses from Project-generated traffic are evaluated relative to the City's land use noise compatibility standards shown in Figure 3.11-3.

LAND USE CATEGORIES		COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)					
Category	Land Use	55	60	65	70	75	80
Residential/ Lodging	Single Family / Duplex	Green	Green	Yellow	Orange	Red	Red
	Multi-Family	Green	Green	Yellow	Orange	Red	Red
	Mobile Homes	Green	Green	Yellow	Red	Red	Red
	Hotel/Motels	Green	Green	Yellow	Orange	Orange	Red
Public/Institutional	Schools/Hospitals	Green	Green	Yellow	Orange	Red	Red
	Churches/ Libraries	Green	Green	Orange	Red	Red	Red
	Auditoriums/Concert Halls	Green	Yellow	Orange	Orange	Red	Red
Commercial	Offices	Green	Green	Green	Yellow	Yellow	Orange
	Retail	Green	Green	Green	Yellow	Orange	Red
Industrial	Manufacturing	Green	Green	Green	Yellow	Orange	Orange
	Warehousing	Green	Green	Green	Yellow	Yellow	Orange
Recreational/ Open Space	Parks/Playgrounds	Green	Green	Green	Yellow	Orange	Red
	Golf Courses/ Riding Stables	Green	Green	Green	Yellow	Orange	Red
	Outdoor Spectator Sports	Green	Green	Yellow	Orange	Orange	Red
	Outdoor Music Shells/ Amphitheaters	Yellow	Yellow	Orange	Red	Red	Red
	Livestock/Wildlife Preserves	Green	Green	Green	Green	Orange	Red
	Crop Agriculture	Green	Green	Green	Green	Green	Green

LEGEND

	Clearly Acceptable:	No special noise insulation required, assuming buildings of normal conventional construction.
	Normally Acceptable:	Acoustical reports will be required for major new residential construction. Conventional construction with closed windows and fresh air supply systems of air conditioning will normally suffice.
	Normally Unacceptable:	New construction should be discouraged. Noise/aviation easements required for all new construction. If new construction does proceed, a detailed analysis of noise reduction requirements must be made and necessary noise insulation features included.
	Clearly Unacceptable:	No new construction should be permitted.

Note: For noise compatibility criteria and contours for Ontario International Airport refer to the adopted ALUCP for ONT.

Source: Greve & Associates, LLC

Figure 3.11-3
City of Ontario Noise Compatibility Standards

The impacts from noise sources generated by the proposed land uses are evaluated using the City's land use noise compatibility standards.

Policies S4-3 and S4-6 address airport noise compatibility. There are two airports in the vicinity of the Site: Chino Airport, a private airport located approximately one mile southwest of the Site; and Ontario International Airport, a public commercial airport located approximately 4.5 miles north of the Site. The aircraft over flights from the two airports were not a significant source of noise during the measured noise levels either on or near the Site. The Site is well outside the 60 CNEL noise contours for both airports and the proposed Project is compatible with the aircraft noise levels. Therefore, the IS (Appendix A) concluded that the analysis of potential noise issues related to the airports would not be analyzed in this EIR.

City of Ontario Noise Ordinance

The City's Noise Ordinance is contained in Title 5, Chapter 29 of the City Municipal Code. Sections 5-29.04 and 5-29.05 of the Noise Ordinance establishes exterior and interior noise level standards for five noise zones in the City. Table 3.11-1 shows the exterior noise standards defined in Section 5-29.04. The section states, "It is unlawful for any person at any location within the incorporated area of the City to create noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which noise causes the noise level, when measured at any location on any other property, to exceed" the noise levels presented in Table 3.11-1.

**Table 3.11-1
City of Ontario Allowable Exterior Noise Levels**

Noise Zone	Type of Land Use	Daytime (7 a.m. to 10 p.m.)		Nighttime (10 p.m. to 7 a.m.)	
		Leq ¹	Lmax	Leq ¹	Lmax
I	Single-Family Residential	65 dBA	85 dBA	45 dBA	65 dBA
II	Multi-Family Residential, Mobile Home Parks	65 dBA	85 dBA	50 dBA	70 dBA
III	Commercial Property	65 dBA	85 dBA	60 dBA	80 dBA
IV	Residential Portion of Mixed Use ²	70 dBA	90 dBA	70 dBA	90 dBA
V	Manufacturing and Industrial, Other Uses	70 dBA	90 dBA	70 dBA	90 dBA

Notes:

¹ 15 minute measurement period.

² The Noise Zone IV standard shall apply to that portion of residential property falling within one hundred (100) feet of a commercial property or use, if the noise originates from that commercial property or use.

³ If the ambient noise level, i.e., the noise level without the offending source, exceeds the standard then the ambient noise level shall be the standard.

⁴ If the measurement location is on a boundary between two (2) different noise zones, the lower noise level standard applicable to the noise zone shall apply.

Section 5-29.08 of the Noise Ordinance prohibits loud noises, exceeding the limits defined in Table 3.11-1, during the maintenance of real property except between the hours of 8:00 a.m. and 6:00 p.m. The use of chainsaws, mulching machines, and gasoline or electric blowers is only allowed between 8:00 a.m. and 6:00 p.m. on a weekday and 9:00 a.m. and 5:00 p.m. on Saturdays and Sundays.

Section 5-29.11 extends the Noise Zone 1 exterior noise standards shown in Table 3.11-1 to apply to a school, day care center, hospital or other similar health care institution, church, library, or museum while these facilities are in use.

Section 5-29.15 of the Noise Ordinance, Noise Level Measurement, specifies the locations where the exterior noise measurements should be taken to determine compliance with the noise level limits presented in Table 3.11-1.

Table 3.11-2 shows the interior noise standards for residential uses defined in Section 5-29.05. There are no interior noise standards for commercial, manufacturing, industrial, or other uses. The section states, "It is unlawful for any person at any location within the incorporated area of the City to create noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which noise causes the noise level, when measured at any location on any other property, to exceed" the noise levels in Table 3.11-2.

**Table 3.11-2
City of Ontario Allowable Interior Noise Levels**

Noise Zone	Type of Land Use	Daytime (7 a.m. to 10 p.m.)		Nighttime (10 p.m. to 7 a.m.)	
		Leq ¹	Lmax	Leq ¹	Lmax
I	Single-Family Residential	45 dBA	60 dBA	40 dBA	60 dBA
II	Multi-Family Residential, Mobile Home Parks	45 dBA	60 dBA	40 dBA	60 dBA
IV	Residential Portion of Mixed Use ²	45 dBA	60 dBA	40 dBA	60 dBA

Notes:

¹ 15 minute measurement period.

² The Noise Zone IV standard shall apply to that portion of residential property falling within one hundred (100) feet of a commercial property or use, if the noise originates from that commercial property or use.

³ If the ambient noise level, i.e., the noise level without the offending source, exceeds the standard then the ambient noise level shall be the standard.

⁴ If the measurement location is on a boundary between two (2) different noise zones, the lower noise level standard applicable to the noise zone shall apply.

Section 5-29.09 prohibits loud noises, exceeding the limits defined in Tables 3.11-1 and 3.11-2, during construction, remodeling, digging, grading, demolition, or other related building activity except 7:00 a.m. and 6:00 p.m. on a weekday or between 9:00 a.m. and 6:00 p.m. on Saturdays and Sundays. Emergency construction activities or municipal construction activities that cannot be feasibly completed during normal business hours are fully exempted from the Noise Ordinance.

In addition, noise generated by agricultural operations is exempt as long as the activities take place between the hours of 7:00 a.m. and 8:00 p.m., if they are required for protection or salvage of crops during periods of frost or other adverse weather, or if they are involved in pesticide application in accordance with permits issued by or regulations enforced by the California Department of Agriculture.

Existing Noise Measurements

The primary criteria used to determine the location of the noise measurements was based on: 1) the location represents a noise sensitive land use; 2) it is a potential noise impact area; and 3) the noise measurement location is along a route that would be traveled by Project generated truck traffic. Based on this criteria and input from

City staff, eight noise measurement locations were selected to take noise measurements. Figure 3.11-4 shows the noise measurement locations. The noise measurements were taken on March 8, 2017. The data for the measured noise levels are shown in Table 3.11-3, including the start time of each measurement, the energy Leq, Lmax, and the Lmin for each noise measurement site.

**Table 3.11-3
Ambient Noise Measurement Results (dBA)**

Site	Start	Leq	Lmax	L1.7	L8	L25	L50	Lmin
1	10:04 a.m.	64.0	79.8	72.3	67.9	64.3	60.7	51.6
	10:20 a.m.	63.3	79.2	70.5	67.1	63.8	60.5	51.6
2	2:22 p.m.	71.5	89.6	78.8	76.2	72.4	65.2	48.3
	2:39 p.m.	71.2	85.5	74	76.5	72.0	65.5	48.8
3	3:18 p.m.	71.8	90.0	79.5	75.5	72.0	68.1	46.8
	3:34 p.m.	72.3	83.3	80.9	77.0	72.8	68.6	45.0
4	1:22 p.m.	65.1	77.4	74.7	69.9	64.8	59.4	49.1
	1:49 p.m.	66.3	82.4	74.2	71.0	66.5	61.8	48.9
5	11:00 a.m.	60.2	73.9	67.7	64.4	60.9	57.9	45.8
	11:17 a.m.	60.5	78.1	68.3	64.0	60.8	57.9	46.9
6	4:04 p.m.	67.5	79.1	75.5	71.9	68.4	65.2	46.9
	4:21 p.m.	67.7	77.9	75.4	72.6	68.9	64.7	43.6
7	9:22 a.m.	70.4	86.3	80.3	75.7	67.4	59.4	49.4
	9:39 a.m.	70.4	86.1	80.5	75.7	68.9	60.2	49.4
8	11:53 a.m.	66.9	78.7	75.1	72.2	67.6	61.8	36.7
		67.2	80.1	75.5	72.3	68.1	62.5	42.7

Leq – Equivalent (Energy Average) Noise Level

Lmax – Maximum Noise Level during Measurement Period

L25 – Noise Level Exceed 25% of Measurement Period (equivalent to 15 minutes in an hour)

L50 – Noise Level Exceed 50% of Measurement Period (equivalent to 30 minutes in an hour)

Lmin – Minimum Noise Level during Measurement Period

Site 1 is along the east side of Archibald Avenue near the corner with Merrill Avenue. Merrill Avenue does not go through to the east and, therefore, has very little traffic at this location. The measurement site is located at a residential area. The noise environment at this site is dominated by the traffic on Archibald Avenue. Other noise sources included distant construction noise and an occasional aircraft overflight. The maximum sound levels were due to trucks on Archibald Avenue that resulted in noise levels in the lower 60s.

Site 2 is also along the east side of Archibald Avenue, but at the corner with Big Range Road. The measurement site is located at a residential area. The noise environment at this site is dominated by the traffic on Archibald Avenue. The only other noise sources heard were from chickens and chicks across the street at what was an apparent enclosed chicken farm. The noise from the chicken farm was minor

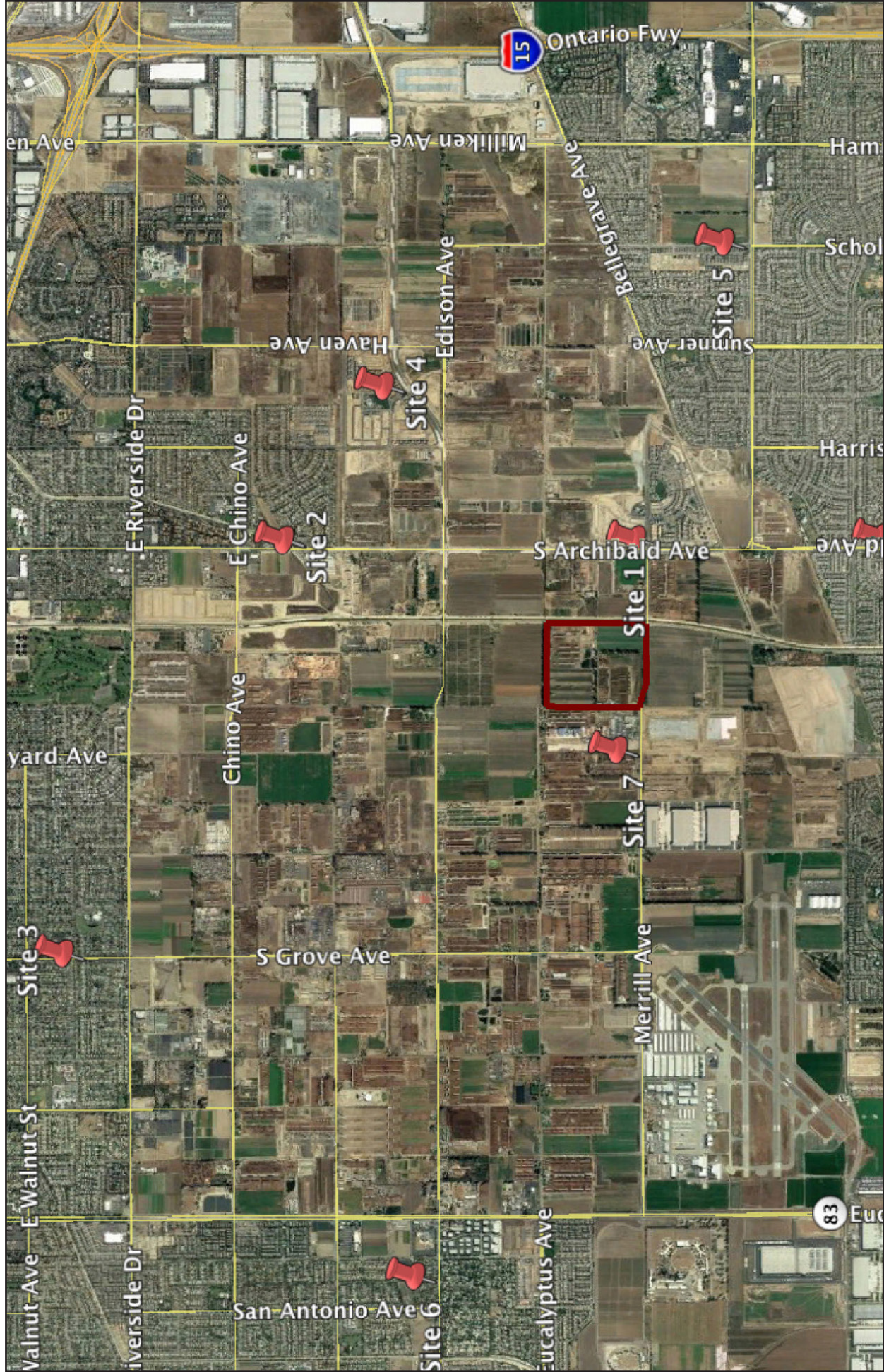


Figure 3.11-4

Noise Measurement Locations

Source: Greve & Associates, LLC



compared to the traffic noise. The maximum sound levels were due to trucks on Archibald Avenue that resulted in noise levels in the lower 70s. The homes in this area have existing soundwalls that would provide some protection for the first floor and yard areas. The measurement location was not behind a wall and is indicative of second floor noise exposure.

Site 3 is on the west side of South Grove Avenue at the southwest corner with East Deerfield Street. This measurement site is in a residential community that has primarily one-story houses. The houses in this area generally have existing soundwalls along South Grove Avenue which provide protection for first floor rear yards and rooms on the back side of the residence. However, the front of the houses do not have existing soundwalls and are exposed to the full noise from South Grove Avenue. Maximum sound levels were caused by loud trucks or loud automobiles on South Grove Avenue that resulted in noise levels in the lower 70 dBA range.

Site 4 is along the north side of Ontario Ranch Road at the corner with New Haven Avenue. The measurement site is located at a residential area. The noise environment at this site is dominated by the traffic on Ontario Ranch Road with a significant contribution from grading equipment working on the opposite side of Ontario Ranch Road. The maximum sound levels were due to trucks on Ontario Ranch Road that resulted in noise levels in the mid-60s. The homes in this area have existing soundwalls that would provide some protection for the first floor and yard areas. The measurement location was not behind a wall and is indicative of second floor noise exposure.

Site 5 is along the north side of Limonite Avenue near the corner with Scholar Way. The measurement site is located at a residential area. The noise environment at this site is dominated by the traffic on Limonite Avenue. An occasional aircraft was also heard during the measurement periods. The maximum sound levels were due to trucks and loud cars on Limonite Avenue that resulted in noise levels the low 60 dBA range.

Site 6 is along the north side of Edison Avenue at the corner with Whitebark Avenue. The measurement site is located at a residential area. The noise environment at this site is dominated by the traffic on Edison Avenue. The maximum sound levels were due to trucks on Edison Avenue that resulted in noise levels in the mid-60s. The homes in this area have existing soundwalls that would provide some protection for the first floor and yard areas. The measurement location was not behind a wall and is indicative of second floor noise exposure.

Site 7 is along the north side of Merrill Avenue near a small group of homes. The nearest home is at 8810 Merrill Avenue located about a ¼ mile west of the Site. These homes do not have existing soundwalls and front onto Merrill Avenue. The noise environment at this site is dominated by the traffic on Merrill Avenue. A high percentage of trucks was observed on this roadway, so two five-minute counts of vehicle types were made during the noise measurement periods. The results indicated that heavy trucks were 10.9% of the traffic and the medium truck were 7.8%. This is a much higher percent of trucks than typically observed on most roadways. Leq are in the lower 70 dBA range.

Site 8 is along the east side of Archibald Avenue at the corner with Whispering Hills Drive. The measurement site is located at a residential area. The noise environment at this site is dominated by the traffic on Archibald Avenue. The maximum sound levels were due to trucks on Archibald Avenue that resulted in noise levels in the mid-60s. The homes in this area have existing soundwalls, which would provide some protection for the first floor and yard areas. The measurement location was not behind a wall and is indicative of second floor noise exposure.

Existing Roadway Noise Levels

The projected highway noise levels for the Project were computed using the Highway Noise Model published by the Federal Highway Administration ("FHWA Highway Traffic Noise Prediction Model," FHWA-RD-77-108). For the roadway noise analysis, worst-case assumptions about future motor vehicle noise levels were incorporated in the modeling. Specifically, no reductions in motor vehicle noise have been assumed in spite of legislation requiring quieter vehicles at the time of manufacture. Table 3.11-4 shows that the roadways in the Project area with the highest existing noise levels are portions of Archibald Avenue, Euclid Avenue, and Limonite Avenue.

**Table 3.11-4
Existing Roadway Traffic Noise Levels**

Roadway Segment	Extent of Segment	CNEL @ 100' *	Distance To CNEL Contour from Centerline of Roadway (feet) *		
			70 CNEL	65 CNEL	60 CNEL
Walnut Avenue	Euclid to Grove	61.4	26	57	123
Riverside Avenue	Euclid to Grove	64.3	41	89	193
Riverside Avenue	Turner to Haven	64.9	45	98	212
Chino Avenue	Euclid to Grove	58.8	RW	38	82
Schaefer Avenue	Euclid to Grove	55.9	RW	24	52
Grand Avenue	Roswell to Ramona	65.7	51	111	240
Grand Avenue	Mountain to Euclid	64.5	43	92	200
Edison Avenue	Haven to Milliken	62.8	33	71	153
Edison Avenue	Milliken to I-15	64.8	45	97	209
Eucalyptus Avenue	Grove to Project Site	47.6	RW	RW	14
Merrill Avenue	Grove to Project Site	62.6	32	68	148
Limonite Avenue	Sumner to Hamner	66.7	59	129	278
Limonite Avenue	I-15 Ramps	68.3	77	167	359
Euclid Avenue	SR-60 Ramps	67.2	65	140	302
Euclid Avenue	Riverside to Chino	67.8	71	154	333
Euclid Avenue	Merrill to Pine	67.2	65	140	301
Grove Avenue	SR-60 Ramps	67.2	65	140	302
Grove Avenue	Riverside to Chino	62.3	30	66	142
Archibald Avenue	SR-60 Ramps	66.8	60	131	282
Archibald Avenue	Riverside to Chino	66.0	53	116	250
Archibald Avenue	Edison to Eucalyptus	67.3	65	141	305
Archibald Avenue	Limonite to Schleisman	67.3	65	141	305
Hamner Avenue	Limonite to Schleisman	64.7	44	96	207

* From Centerline of Road

ROW = Noise contour falls within roadway right-of-way.

3.11.3 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. Based on the conclusions of the IS (Appendix A), for the purpose of this EIR, the Project may have a significant noise or vibration impact on the environment if it would result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

The IS determined the Project would have No Impact to the following noise thresholds and are be further evaluated in this EIR:

- For a project located within the noise impact zones of the airport land use compatibility plan for Ontario and Chino airports, would the project expose people residing or working in the project area to excessive noise levels;
- For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.

3.11.4 Methodology

Noise Standards

Off-site impacts from on-site activities, both short-term and long-term, are measured against the Noise Ordinance criteria discussed in Regulatory Requirements above. Construction activities for the Project and any noise generating activities associated with the operation of the Project would be required to meet the Noise Ordinance standards.

Off-Site Traffic Noise

Operational off-site impacts from traffic noise are measured against two criteria. Both criteria must be met for a significant project noise impact. First, project traffic must cause a substantial noise level increase greater than 3 dB on a roadway segment adjacent to a noise sensitive land use. Second, the future noise level with a project must exceed the criteria level for the noise sensitive land use. In this case, the criteria level is 65 CNEL for off-site noise sensitive land uses such as residential and schools. The Project would have a significant impact if it causes a 3 dB increase in the existing measured noise levels and the resulting noise level is 65 CNEL or higher for a sensitive land use.

Cumulative traffic noise level increases also use a significance threshold of 3 dB. If the Project contributes more than 3 dB to the cumulative increase, then it would have a significant contribution to the cumulative impact.

Operational Noise Increase

The City identifies significant increases in ambient noise levels at noise-sensitive receivers near the Site pursuant to the following criteria:

- Ambient noise levels are less than 60 dBA and the project creates a *readily perceptible* 5 dBA or greater project-related noise level increase; or
- Ambient noise levels range from 60 to 65 dBA and the project creates a *barely perceptible* 3 dBA or greater Project-related noise level increase; or
- Ambient noise levels already exceed 65 dBA, and the project creates a community noise level impact of greater than 1.5 dBA.

Temporary Construction Noise Increase

Based on the Caltrans, Traffic Noise Analysis Protocol for construction noise impacts to ambient noise, the project would generate temporary project construction-related noise level impacts if construction results in a 12 dBA Leq increase at noise-sensitive receptors.

Vibration

Vibration is most commonly expressed in terms of the root mean square (RMS) velocity of a vibrating object. RMS velocities are expressed in units of vibration decibels. The range of vibration decibels (VdB) is as follows:

- 65 VdB - threshold of human perception
- 72 VdB - annoyance due to frequent events
- 80 VdB - annoyance due to infrequent events
- 94-98 VdB - minor cosmetic damage

The federal standard and threshold for vibration is 80 vibration decibels (VdB) for infrequent daily events and 72 VdB for frequent events. Frequent events are defined as more than 70 vibration events of the same source per day.

3.11.5 Project Impacts

Impact NOI-1 Would the Project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? This impact would be less than significant.

Potential Impacts from Construction Activities

Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction is expected to occur in the following stages: demolition, grading, building construction, architectural coating, paving. City of Ontario exempts construction noise as long as it occurs between 7:00 a.m. and 6:00 p.m. on a weekday or between 9:00 a.m. and 6:00 p.m. on Saturdays and Sundays. Because construction operations would not occur outside the construction hour limits imposed by the City, construction noise impacts related to exceedance of a noise standard would not occur.

Potential Impacts from On-Site Operational Activities

The proposed warehouses with loading docks would generate noise associated with the loading dock activities, and the business park and industrial uses would generate noise associated with air conditioning units, parking lot noise including deliveries, building maintenance employee vehicles, landscape maintenance, etc. When directly adjacent to residential or other sensitive land uses, these activities could result in noise impacts.

Loading dock operations would generate the highest exterior noise from the Project. Thus, noise levels were measured at similar facilities to determine representative noise levels that might be generated by the type of activity associated with the Project. Noise measurements were taken at two facilities: 1) Lowes Distribution Center (3984 Indian Avenue, Perris, California); and 2) Ross Distribution Center (3404 Indian Avenue, Perris, California). The Lowes facility is approximately 1.6 million square feet and the Ross facility is approximately 1.3 million square feet. The Lowes facility was very busy during the time of the noise consultant's measurements, while the Ross facility had less traffic activity. Therefore, the Lowes facility measurements are used in this analysis as the worst-case noise scenario.

The noise measurements were taken 30 feet outside of the property line of the Lowes facility and 300 feet from the warehouse building. The measurement site was elevated with a clear line of sight into the warehouse area. The measurements were taken during the afternoon hours of March 13, 2012 and three 15-minute noise measurements were taken. At the conclusion of each set of measurements, the Leq, Lmin, and Lmax values were recorded. Table 3.11-5 shows the results of the measurements.

**Table 3.11-5
Warehousing Activity Noise (dBA)**

Site	Lmax	Leq	Lmin
1	69.0	56.0	45.4
2	68.9	55.2	45.9
3	74.2	57.3	46.4

The noise meter was facing the side of the Lowes distribution center where approximately 111 loading bays were counted. Between the loading bays and the property line, truck trailers were parked. Almost all of the loading bays had trailers backed up to them and forklifts loading the trailers could be heard. A truck would backup to a trailer once it was loaded and move it to the parking area between the building and the property line where it would be unhitched. In addition, trucks moved the empty trailers to the loading docks and other trucks hitched up to loaded trailers and would drive away.

Based on the Lowes noise measurements, the Leq was consistent for each of the three measurement periods, indicating that the activity level is about the same for each period. The Lmin represent the ambient noise level in the area when no activity could be heard from Lowes. The Lmax noise level for each of the three noise measurement periods was due to truck activity. A truck air brake caused the Lmax in the first period, a truck hauling away a loaded trailer caused the Lmax in the second period, and a truck hitching to a trailer caused the Lmax in the third period.

Using the measurement from the third period, which had the highest noise levels, potential noise exposure levels can be calculated for various distances. Table 3.11-6 shows the noise levels for various distances from the warehouse property line with no noise barrier and with a 12-foot noise barrier to show the difference in noise levels with noise attenuation. The results for the distance of 1,300 feet represents the estimated noise levels at the nearest existing residential units located along Eucalyptus Avenue west of the Site.

**Table 3.11-6
Estimated Noise Levels for Warehousing Activities**

Distance from Facility (feet)	Noise Level (dBA Leq)	
	No Barrier	With 12-foot Barrier
250	42.9	36.9
500	36.9	31.5
1,300 (Nearest Residential)	28.6	23.5

The Noise Ordinance requires that noise levels remain below 45 dBA (Leq) during nighttime hours. As shown in Table 3.11-6, the projected noise level at the nearest residence is estimated to be 28.6 dBA (Leq), which is below the City 45 dBA noise level limit. Therefore, the noise impacts from on-site activities during the operation of the Project would be less than significant.

Impact NOI-2 Would the Project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? This impact would be less than significant.

Potential Impacts from Construction Activities

Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in the movement of soil, such as grading activities. Vibration related concerns generally occur due to resonances in the structural components of a building because structures amplify groundborne vibration. Due to the “soft” sedimentary surfaces of much of Southern California, ground vibration is quickly damped. Groundborne vibration is almost never annoying to people who are outdoors (FTA 2006).

As described previously, the threshold for vibration is 80 vibration decibels (VdB) for infrequent daily events and 72 VdB for frequent events. Frequent events are defined as more than 70 vibration events of the same source per day. The on-site construction equipment that would be used to demolish the existing site improvements, grade the Site, and compact the soil would generate a maximum vibration potential include the operation of large bulldozers. The stated vibration source level in the FTA Handbook for a large bulldozer is 81 VdB at 50 feet from the source. With typical vibrational energy spreading loss, the vibration annoyance standard is met at 56 feet. In addition, Table 3.11-7 shows the estimated vibration levels generated by the use of the construction equipment based on various distances from the vibration source.

**Table 3.11-7
Approximate Vibration Levels Induced by Construction Equipment (VdB)**

Equipment	25 feet	50 feet	75 feet	100 feet
Large Bulldozer	87	81	78	75
Loaded Truck	86	80	77	74
Jackhammer	79	73	70	67
Small Bulldozer	58	52	49	46

Source: FTA Transit Noise & Vibration Assessment, Chapter 12, Construction, 2006)

The grading activities of the Project would be a minimum of 1,300 feet from the closest existing residences west of the site along Eucalyptus Avenue. At 1,300 feet, the vibration of the operation of a

large bulldozer would not be perceivable. In addition, the grading and construction equipment that would be used during Project construction would not generate any vibrations greater than the 72 VdB at sensitive receptors. Therefore, the potential impacts related to groundborne vibration from Project construction would be less than significant.

Potential Impacts from Operational Activities

The operation of the Project would include heavy trucks transiting on site to and from the loading dock areas. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. The FTA Transit Noise Impact and Vibration Assessment describes that trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 VdB and could reach 72 VdB when trucks pass over bumps in the road. The proposed project includes various street improvements surrounding the project site. Thus, the roadways would not have unusual bumps or potholes that could generate vibration above 72 VdB. Also, truck deliveries transiting on site would be travelling at very low speeds. Thus, operational truck trips would not generate substantial vibration at nearby sensitive receptors, and impacts would be less than significant.

Impact NOI-3 *Would the Project result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project? This impact would be less than significant.*

Potential Impacts from On-Site Operations

As discussed in Impact NOI-1, the loading dock operations would generate the highest exterior noise from the Project, and the projected noise level at the nearest residence is estimated to be 28.6 dBA Leq. The closest sensitive receptors are located at Site 1, which has an existing ambient noise level of 64 Leq and Site 7, which has an existing ambient noise level of 70.4 Leq (as shown on Table 3.11-3). Therefore, the noise from on-site activities during the operation of the Project would be lower than the existing ambient noise in the project area, and impacts would be less than significant.

Potential Impacts from Off-Site Traffic

Traffic generated by the proposed Project would result in increased traffic noise levels along the roadways in the vicinity of the Project. To determine traffic noise impacts as a result of the Project, the FHWA noise model was used.

Existing Plus Project

Table 3.11-8 shows the existing noise levels and the Project related traffic noise changes on the roadways affected by the Project.

**Table 3.11-8
Traffic Noise CNEL Increases Existing Plus Project (dB)**

Roadway Segment	Extent of Segment	Existing CNEL	Project Increase
Walnut Avenue	Euclid to Grove	61.4	0.0
Riverside Avenue	Euclid to Grove	64.3	0.0
Riverside Avenue	Turner to Haven	64.9	0.0
Chino Avenue	Euclid to Grove	58.8	0.0

Schaefer Avenue	Euclid to Grove	55.9	0.0
Grand Avenue	Roswell to Ramona	65.7	0.4
Grand Avenue	Mountain to Euclid	64.5	0.6
Edison Avenue	Haven to Milliken	62.8	0.6
Edison Avenue	Milliken to I-15	64.8	0.2
Eucalyptus Avenue	Grove to Project Site	47.6	3.2
Merrill Avenue	Grove to Project Site	62.6	1.3
Limonite Avenue	Sumner to Hamner	66.7	0.3
Limonite Avenue	I-15 Ramps	68.3	0.1
Euclid Avenue	SR-60 Ramps	67.2	0.1
Euclid Avenue	Riverside to Chino	67.8	0.2
Euclid Avenue	Merrill to Pine	67.2	0.2
Grove Avenue	SR-60 Ramps	67.2	0.1
Grove Avenue	Riverside to Chino	62.3	0.9
Archibald Avenue	SR-60 Ramps	66.8	0.2
Archibald Avenue	Riverside to Chino	66.0	0.3
Archibald Avenue	Edison to Eucalyptus	67.3	0.4
Archibald Avenue	Limonite to Schleisman	67.3	0.1
Hamner Avenue	Limonite to Schleisman	64.7	0.1

As shown in the shaded line in Table 3.11-8, the highest noise generated by the Project would be along Eucalyptus Avenue between Grove Avenue where the existing ambient noise level is 47.6 dB CNEL. As shown, the Project would result in a 3.2 dBA increase, which is less than the 5 dBA threshold for areas with ambient noise of less than 60 dBA. Thus, traffic noise in the existing plus project condition would be less than significant.

Horizon Year Plus Project

The estimated noise from the roadways in the vicinity of the Site with operation of the Project in 2040 are shown in Table 3.11-9. The values shown in the 60, 65, and 70 CNEL columns represent the distance from the centerline of the roadway to the respective noise contour value. In addition, the CNEL at 100 feet from the roadway centerline is provided. The contours do not take into account the effect of any noise barriers or topography that may attenuate and reduce traffic noise levels.

**Table 3.11-9
Future Traffic Noise Levels (Year 2040)**

Roadway Segment	Extent of Segment	CNEL @ 100' *	Distance from Centerline (feet)		
			70 CNEL	65 CNEL	60 CNEL
Walnut Avenue	Euclid to Grove	61.4	27	58	124
Riverside Avenue	Euclid to Grove	66.1	55	118	256
Riverside Avenue	Turner to Haven	66.7	59	129	278
Chino Avenue	Euclid to Grove	63.3	35	76	164
Schaefer Avenue	Euclid to Grove	57.1	13	29	63
Grand Avenue	Roswell to Ramona	67.6	59	128	277
Grand Avenue	Mountain to Euclid	67.6	55	118	255
Edison Avenue	Haven to Milliken	66.3	44	96	208
Edison Avenue	Milliken to I-15	70.6	101	218	469

Eucalyptus Avenue	Grove to Project Site	64.1	10	21	46
Merrill Avenue	Grove to Project Site	67.6	52	113	245
Limonite Avenue	Sumner to Hamner	72.6	141	304	655
Limonite Avenue	I-15 Ramps	71.4	120	260	561
Euclid Avenue	SR-60 Ramps	68.1	71	153	331
Euclid Avenue	Riverside to Chino	69.0	81	176	379
Euclid Avenue	Merrill to Pine	69.0	80	172	372
Grove Avenue	SR-60 Ramps	67.7	66	142	307
Grove Avenue	Riverside to Chino	64.8	31	67	145
Archibald Avenue	SR-60 Ramps	69.1	80	172	371
Archibald Avenue	Riverside to Chino	69.5	81	176	379
Archibald Avenue	Edison to Eucalyptus	72.0	116	250	538
Archibald Avenue	Limonite to Schleisman	72.1	135	290	626
Hamner Avenue	Limonite to Schleisman	67.4	64	139	301

* From Centerline of Road

As described previously the highest noise generated by the Project would be along Eucalyptus Avenue between Grove Avenue and the Site (Table 3.11-8). As shown in Table 3.11-9, the future (year 2040) traffic noise levels along Eucalyptus Avenue would be relatively low. The 65 CNEL noise level noise along this roadway in 2040 with implementation of the Project would be 21 feet from the roadway centerline. There are 12 existing residences along this roadway that are located between 65 to 105 feet from the centerline of Eucalyptus Avenue. The noise levels at these residences with the project in 2040 would range from 55 to 58 CNEL, which is below the 65 CNEL impact criteria. Therefore, the long-term off-site noise impacts due to traffic generated during the operation of the Project would be less than significant.

Impact NOI-4 Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project? This impact would be less than significant.

Short-term Noise Impacts from Construction Activities

Construction noise represents a short-term impact on ambient noise levels. While demolition can generate considerable levels of noise, there are no existing sensitive noise receptors within 500 feet of PAs 1 and 2 where demolition will occur. At 500 feet, noise generated by the demolition activities may be audible during periods when noise from other sources is absent, but the noise levels to off-site noise receptors will not be substantial.

The highest levels of noise would be generated during site preparation and grading when large pieces of heavy equipment would be operating on the Site. Noise generating activities during Site preparation would be somewhat sporadic and irregular in any one area of the Site. Site grading would involve considerable periods of near continuous operation of multiple pieces of heavy equipment simultaneously and generate the highest noise levels overall from the Site. However, due to the size of the Site, the noise levels from the operation of large pieces of construction equipment simultaneously would only be experienced in any one area for a relatively short period of time. The noise that would be generated during the construction of the individual buildings and the grading of the Site for the construction of individual buildings would be less than the mass grading of the entire Site because there would be fewer and smaller pieces of construction equipment and the equipment would operate for shorter periods of time due to the smaller lots.

The equipment that would be used for construction of the Project would include equipment that is typically used for large industrial development. The worst-case examples of construction noise at 50 feet are presented in Figure 3.11-5. Typical equipment that might be employed for this type of Project includes graders, scrapers, front loaders, trucks, backhoes, concrete mixers, and concrete pumps. The L_{max} for most of the equipment that would be used during the construction of the Project is 70 to 95 dBA at a distance of 50 feet. Noise levels at further distances would be less than this and intervening terrain would reduce noise levels even further. The noise levels shown in Figure 3.11-5 are based upon worst-case (i.e., loudest noise) conditions at a construction site, so these noise levels were used as the basis for predicting the worst-case construction noise estimate for the Project.

The closest noise sensitive receptor closest to construction activities is a residence south of the site. Potential construction operations on the Site and near the Project property line would be approximately 200 feet from the residence south of the Site. Although some construction activity, such as Merrill Avenue street improvements and utility construction in Merrill Avenue could occur as close as 100 feet to the residence, the majority of the construction noise would occur on the Project and more than 200 feet from the residence. Based on a distance of 200 feet from the existing residence, the worst-case unmitigated L_{max} construction noise levels could be 58 to 83 dBA at the residence.

The ambient noise levels that were measured at Site 7 west of the Site on Merrill Avenue are similar to the ambient noise levels on Merrill Avenue adjacent to the residence south of the Project. The L_{max} noise levels measured at Site 7 were approximately 86 dBA. Thus, the construction noise of 58 to 83 dBA at the residence would be less than the ambient noise levels at this location, and impacts would be less than significant.

The next closest sensitive noise receptors are the residential units west of the Project at Site 1, where ambient noise is approximately 64 Leq. Construction operations near the property line would occur about 1,300 feet from these residences. Based on a distance of 1,300 feet, the worst-case unmitigated L_{max} construction noise levels could be 42 to 67 dBA at the residences. Thus, the construction noise at this location would be approximately the same as the existing ambient noise levels, and impacts would be less than significant.

Backup warning systems, which are required by California labor law for heavy equipment, typically employ audible alarms in the form of backup beepers. These beepers typically produce sound levels between 63 to 67 dBA at 50 feet. The ambient noise levels that were measured closest to the Project site at Archibald Avenue and Merrill Avenue (Site 1) recorded an L_{max} noise levels measured at this site were about 86 DbA. Thus, the noise from the backup warning systems would be less than the ambient noise levels at sensitive receptor locations, and impacts would be less than significant.

As described above, the noise levels of the construction equipment that will be operating on the Site would be approximately the same as or less than the ambient noise at sensitive receptors. Additionally, all construction activity will be required to comply with the City Municipal Code Chapter 5-29.09 that restricts construction to specific hours and days of the week. Therefore, the Project would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity and impacts would be less than significant.

3.11.6 Cumulative Impacts

Cumulative noise assessment considers development of the Specific Plan in combination with ambient growth and other development projects within the vicinity of the Specific Plan area. As noise is a localized phenomenon, and drastically reduces in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the Specific Plan to result in cumulative noise

impacts. In regard to cumulative traffic noise, the geographic area considered includes the roadways examined in the transportation impact analysis and evaluated in Section 5.13, Transportation and Traffic, of this EIR.

Development of the Specific Plan area in combination with the related projects would result in an increase in local construction-related and traffic-related noise and vibration. However, each of the related projects would be subject to the operational noise standards established in Sections 5-29.09 of the City's Municipal Code. In addition, construction noise and vibration is localized in nature and decreases substantially with distance. Consequently, in order to achieve a substantial cumulative increase in construction noise levels or vibration, more than one source emitting high levels of construction noise and/or vibration would need to be in close proximity to the construction noise on the Specific Plan Site. However, due to the size of the Specific Plan area (120 acres) and the intermittent location of development activities, the construction noise and/or vibration would have a minimal potential to combine and become cumulatively significant. Therefore, cumulative noise and/or vibration impacts associated with construction activities would be less than significant.

As described previously, the operational noise from onsite activities at Specific Plan buildout at the closest sensitive receptor would be 28.6 dBA Lmax, which is less than the noise standards and the existing ambient noise in the Project vicinity. Therefore, operational noise from the Specific Plan would not combine with operational noise from nearby development projects to result in a cumulatively significant increase. Thus, the Specific plan would result in a less than cumulatively significant impact on ambient noise levels from operational activities.

Cumulative mobile source noise increases that would occur as a result of the combination of increased traffic on local roadways due to the proposed Specific Plan, horizon year 2040 growth, and related projects are shown in Table 3.11-8. As described previously, the highest noise generated by the Project would be along Eucalyptus Avenue between Grove Avenue and the Site, where traffic noise with the project in 2040 would result in noise levels that are below the significance thresholds, and therefore less than cumulatively considerable. Project related traffic noise increases at other locations are described below.

- **Chino Avenue between Euclid Avenue and Grove Avenue.** This roadway has scattered residences with some homes as close as 50 feet from the centerline of the roadway. Any homes closer than 76 feet from the centerline would experience noise levels greater than 65 CNEL due to cumulative traffic. The cumulative noise level will increase by 4.5 dB at this location; however, the Project will generate 0 dB of noise to this increase. Therefore, the Project will not result in a cumulatively considerable noise level increase at this roadway location.
- **Grand Avenue between Mountain and Euclid.** This area has several residential developments. The residences have block walls that act as noise barriers to attenuate noise levels. While the 2040 noise level will increase by 3.1 dB and the Project will contribute 1.5 dB, which is less than the threshold of 3 dB. Additionally, the noise levels in the outdoor yards facing Grand Avenue would remain less than 65 CNEL and the Project will not result in a cumulatively considerable noise level increase at this roadway location.
- **Edison Avenue between Haven and Milliken.** This area is being developed with new residential units, which will have block walls that will act as noise barriers. While the 2040 noise level will increase by 3.4 dB and the Project will contribute 1.5 dB, which is less than the threshold of 3 dB. Additionally, the noise levels in the yards facing Edison Avenue would remain less than 65 CNEL and the Project will not result in a cumulatively considerable noise level increase at this roadway location.

- **Edison Avenue between Milliken and I-15 Freeway.** There are no noise sensitive receptors in this area. Therefore, there will not be a significant cumulative noise impact.
- **Merrill Avenue between Grove Avenue and the Project Site.** There are approximately six occupied residential units along this section of Merrill Avenue. The homes are set-back approximately 100 feet or more from the centerline of the roadway. At 100 feet, the cumulative noise level will be 67.3 CNEL with the Project contributing 2 dB of the 4.7 dB, which is less than the threshold of 3 dB. Therefore, the Project will not result in a cumulatively considerable noise level increase at this roadway location.
- **Limonite Avenue between Sumner and Hamner.** This area has recently been developed with residential units, which have block walls that act as noise barriers. While the 2040 noise level will increase by 4.5 dB, the Project will contribute 0.5 dB, which is less than the threshold of 3 dB. Additionally, the noise levels at the residences that front Limonite Avenue would remain less than 65 CNEL. Therefore, the Project will not result in a cumulatively considerable noise level increase at this roadway location.
- **Archibald Avenue between Riverside Drive and Chino Avenue.** There are two major multi-family complexes on both sides of the roadway. The multi-family development on the west side of the roadway is approximately 160 feet from the roadway centerline. The cumulative traffic noise levels for these units will be just over 65 CNEL. The multi-family units on the east side of Archibald Avenue are approximately 150 feet from the roadway centerline and will also experience cumulative noise levels slightly above 65 CNEL. However, the Project contribution to these noise levels will only be 0.5 dB, which is less than the threshold of 3 dB. Therefore, the Project will not result in a cumulatively considerable noise level increase at this roadway location..
- **Archibald Avenue between Edison and Eucalyptus Avenue.** There are no residences along this section of Archibald Avenue. A new residential development is being constructed on the west side of Archibald Avenue and a noise barrier is in place. While the 2040 noise level will increase by 4.5 dB and the Project will contribute 1.0 dB, which is less than the threshold of 3 dB. Therefore, the Project will not result in a cumulatively considerable noise level increase at this roadway location..

3.11.7 Mitigation Measures

Since no significant noise impacts have been identified, no mitigation measures are required.

3.11.8 Level of Significance After Mitigation

The Project would not have any significant or unavoidable adverse noise impacts.

3.12 PUBLIC SERVICES

3.12.1 Introduction

This section of the EIR describes the public services including fire and police protection that serve the Site and the ability of those services to serve the Specific Plan. The IS (Appendix A) determined that impacts of the Project on other public facilities, including schools, parks and recreation and other public facilities to be less than significant.

Information from this section is based on TOP, TOP EIR, and the City Development Code. In addition, agencies providing these public services were contacted to obtain information regarding available service levels and current or anticipated constraints to serving the Project.

3.12.2 Existing Conditions

Fire Protection Services

The City Fire Department provides fire protection for the Site. The Fire Department has eight fire stations that serve the City. Fire Station No. 133, which is located at 1408 East Francis Street and Fire Station No. 136, which is located at 2931 E. Philadelphia Street, serve the Site. Fire Station 133 is approximately 6.5 miles from the Project boundary with an estimated travel time of 13 minutes and Fire Station 136 is approximately 4.7 miles from the Site and an estimated travel time of 9 minutes. Both fire stations exceed the desired service delivery levels for fire protection within the City. Construction of a new fire station, which would be about one-mile northeast of the Site, is scheduled to be completed by August 2018. Response times to the Site are expected to improve in the future with the addition of a new fire station, Fire Station 139.¹

The Fire Department serves an area of 50 square miles and provides Emergency Medical Dispatch (EMD), Basic Life Support/AED (EMT-1), and Advanced Life Support (EMT-P). The Fire Department maintains a mutual-aid agreement with the Operation Area and State of California and receives first alarm automatic-aid from the following fire departments:

- Chino Valley Fire Department District—Fire Stations 63 and 65
- Montclair Fire Department—Fire Stations 151 and 152
- Ontario Airport Fire Department
- Rancho Cucamonga Fire Department—Fire Stations 172 and 174
- San Bernardino County Fire Department—Central Valley Battalion Fire Stations 74 and 72
- Upland Fire Department—Fire Station 161

Police Protection

The City Police Department provides police protection to the Site. The Police Department's police headquarters is located at 2500 South Archibald Avenue, approximately 3.5 miles north of the Site. The Police Department has a mutual aid agreement with all adjacent cities as a primary resource and the County of San Bernardino Sheriff's Department as a secondary resource. The median response time for Priority E calls for service was 2 minutes, 47 seconds in 2016.² The police response time is the time period between when a call is received by a dispatcher and the arrival of a police officer. Response times will vary depending on the level of priority in conjunction with the availability of an officer.

¹Art Andres, Deputy Fire Chief/Fire Marshall, letter dated May 30, 2017.

² Scott Kocab, Detective, Ontario Police Department, letter dated June 22, 2017.

Regulatory Framework

Federal

There are no federal regulations related to public services that apply to the Project.

State

Uniform Fire Code

The Uniform Fire Code contains regulations relating to construction and maintenance of buildings and the use of premises. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and premises. The Code contains specialized technical regulations related to fire and life safety.

TOP Goals

TOP has the following goals to mitigate public safety (fire and police protection), schools and parks:

Fire and Rescue Hazards

Goal S3 Reduced risk of death, injury, property damage and economic loss due to fires, accidents and normal everyday occurrences through prompt and capable emergency response.

Policies

- S3-1** Prevention Services. We proactively mitigate or reduce the negative effects of fire, hazardous materials release, and structural collapse by implementing the adopted Fire Code.
- S3-3** Fire and Emergency Medical Services. We maintain sufficient fire stations, equipment and staffing to respond effectively to emergencies.
- S3-4** Special Team Services. We maintain effective special rescue services.
- S3-5** Emergency Communication Services. We maintain a 9-1-1 emergency communication and dispatch center.
- S3-6** Interagency Cooperation. In order to back up and supplement our capabilities to respond to emergencies, we participate in the California Fire Rescue and Mutual Aid Plan.
- S3-8** Fire Prevention through Environmental Design. We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces and buildings
- S3-9** Resource Allocation. We analyze fire data to evaluate the effectiveness of our fire prevention and reduction strategies and allocate resources accordingly.

Law Enforcement

Goal S7 Neighborhoods and commercial and industrial districts that are kept safe through a multi-faceted approach of prevention, suppression, community involvement and a system of continuous monitoring.

Policies

S7-1 Police Unit Response. We respond to calls for service in a timely manner.

S7-2 Community Oriented Problem Solving (C.O.P.S.). We support and maintain the mission of COPS to identify and resolve community problems.

S7-3 Prevention Services. We provide crime prevention programs targeted to youth, parents, seniors, businesses, and neighborhoods.

S7-4 Crime Prevention through Environmental Design (CPTED). We require new development to incorporate CPTED in the design of streetscapes, sites, open spaces and buildings.

S7-5 Interdepartmental Coordination. We utilize all City departments to help reduce crime and promote public safety.

S7-6 Partnerships. We partner with other local, state and federal law enforcement agencies and private security providers to enhance law enforcement service to Ontario.

S7-7 Resource Allocation. We analyze crime data to evaluate the effectiveness of crime prevention and reduction strategies and allocate resources accordingly.

City Municipal Code

The City Municipal Code includes the following regulation related to fire protection.

Section 4-4.01 – Adopts the California Fire Code, Part 9 of Title 24 of the California Code of Regulations

3.12.3 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. For purposes of this EIR, implementation of the Project may have a significant adverse impact on Public Services if it would:

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

The IS determined that the Project would have No Impact to schools and schools are not further evaluated in the EIR.

The IS determined the Project would have Less Than Significant Impact to parks and other public services, and are, thus, not further evaluated in the EIR:

3.12.4 Methodology

The potential impacts related to fire and police services were evaluated based on the ability of existing and planned fire and police department staffing, equipment, and facilities to meet the additional demand for fire protection and law enforcement services resulting from the development of the Specific Plan. Fire and police protection impacts are considered significant if the Specific Plan would result in inadequate staffing levels, response times, and/or increased demand for services that would require the construction or expansion of new or altered facilities that might have an adverse physical effect on the environment. In addition, a significant impact could occur if the Specific Plan generated the need for additional fire and police personnel or equipment that could not be accommodated by the existing facilities and manpower and will require the construction of a new fire or police station or an expansion of an existing fire or police station.

3.12.5 Project Impacts

Impact PS-1 *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services? This impact would be less than significant.*

Development consistent with the Specific Plan and development plan would replace the existing dairy and agricultural operations with up to 2,905,510 square feet of Business Park and Industrial uses. This increase in development and persons within the Specific Plan area would result in additional calls for Fire Department services, which would increase needs for Fire Department staffing and equipment. Construction of Fire Station 139 is scheduled to be completed by August 2018 would, once completed, serve the Project and reduce the Fire Department response times compared to existing conditions. The Project will be required to meet all applicable current California Fire Code and CBC requirements for fire safety.³ The Project would be consistent with the TOP goal for fire protection with compliance of the California Fire Code and CB C requirements for fire safety.

The Site currently lacks adequate water supply infrastructure to provide adequate fire flow for fire protection. However, the Project proposes and is required by the Development Agreement to construct a water system to provide an adequate potable water supply for the Project and water pressure for fire suppression on the Site. The quantity of water required for fire protection (i.e., fire flows) varies and is dependent upon factors that are specific to each particular building, such as the floor area, type of construction, expected occupancy, type of activities conducted within the building and the distance to adjacent buildings. The City Fire Department reviews and approves all development plans prior to construction to ensure that adequate fire flows and fire hydrants are available to meet fire suppression needs of the Department. As part of the building process, the City Fire Department will require the Project developer to conduct a fire flow test to provide proof the water pressure is adequate for fire protection throughout the Site. In addition, the proposed structures would be constructed from non-flammable concrete and cement, the buildings would have automatic ceiling-mounted fire sprinkler system and would include all fire related safety features pursuant to the California Fire Code (CFC), which is included in the

³ Art Andres, Deputy Fire Chief/Fire Marshall, letter dated May30, 2017.

City's Municipal Code as Section 4-4.01. Additionally, the City's Building Department and the Fire Department would review the building plans prior to approval to ensure that all applicable fire safety features are included in the project. Furthermore, the Fire Department would complete an inspection of all new structures before approval of occupancy permits to ensure that all fire safety features are installed appropriately, which would reduce the potential for fire hazards during operation of the Project. The Specific Plan would develop the Site in consistency with the TOP General Industrial and Business Park land use designations, and the permitted FAR; and the fire service needs from buildout of the Site and its vicinity have been anticipated in development of the new fire station. Thus, calls for emergency services from the Specific Plan would be accommodated within the City's planned fire service facilities, and buildout of the Specific Plan would not result in a significant impact on the ability to maintain adequate level of fire protection service to the area. The Specific Plan would not require provision of new or physically altered fire protection facilities, construction of which could cause significant environmental impacts. Thus, impacts related to fire protection services would be less than significant.

Impact PS-2 Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services? This impact would be less than significant.

Implementation of the Specific Plan would convert an agricultural site into light industrial, warehousing/distribution, and business uses, which would result in the addition of employees and potentially valuable goods within the Site, which could result in an increase in calls for police services. However, the Specific Plan would include installation of security features to reduce the potential for crime, such as the provision of low-intensity security lighting in parking areas and adjacent to buildings structure security. As described in the Specific Plan illumination of on-site areas include: lighting for parking areas, pedestrian walkways, shipping and loading areas, and additional exterior areas. Additionally, the Specific Plan specifically requires that a comprehensive lighting plan be prepared and approved in conjunction with the site plans, and that all plans shall be reviewed and approved by the City Police Department. Also, pursuant to the City's existing permitting process, the Building Department would review and approve the final site plans to ensure that crime prevention through design measures are incorporated appropriately to provide a safe environment. Additionally, the Project would operate 24 hours per day, 7 days per week. This would ensure there is no time during which no person(s) are onsite, which lowers the potential for crime during non-occupied times. Therefore, development of the Specific Plan would include features to reduce the need for law enforcement services.

The City Police Department has prepared for the growth of Ontario Ranch and has the ongoing ability to provide police services to the area with the existing level of staffing and equipment.⁴

The Project is consistent with the TOP goal to protect and keep neighborhoods safe through prevention, suppression, community involvement and a system of continuous monitoring with the implementation of proposed measures in the Project. The Specific Plan would not require provision of new or physically altered police protection facilities, construction of which could cause significant environmental impacts. Thus, impacts related to police protection services would be less than significant.

⁴ Detective Scott Kocab, Ontario Police Department, letter dated June 22, 2017

3.12.6 Cumulative Impacts

As new development occurs in the Project area, there will be an increase in the demand for law enforcement and fire protection services, including the need for additional personnel, equipment, and other support facilities. However, an increase in the demand for police and fire services are routinely assessed by these agencies as dictated by TOP policy S3-3 (fire) and policies S7-7 (police) as well as part of an annual monitoring and budgeting process. The law enforcement and fire protection services in the City are anticipated to be adequate to serve existing development. These service providers have anticipated development in the Project area and considered the Project, in conjunction with other development in the area, in their planning processes. The completion of Fire Station 139 would meet the fire protection needs of the cumulative projects in the southeast area of the City, including the Project. Once completed, Fire Station 139 would reduce cumulative impacts to the existing fire stations in the Project area, including Fire Stations 133 and 136 that currently serve the Site and other cumulative projects in the Project vicinity.

The Project's contribution to the cumulative impact on police and fire services in the City is less than significant, since the Project can be served within the established response times and distances for the City's Fire Department and Police Department.

3.12.7 Mitigation Measures

Since no significant impacts have been identified, no mitigation measures are required.

3.12.8 Level of Significance After Mitigation

The Project would not have any significant or unavoidable adverse public services impacts.

3.13 TRANSPORTATION/TRAFFIC

3.13.1 Introduction

This section of the DEIR describes the existing traffic conditions within the Project study area and analyzes the potential traffic impacts to the transportation and traffic circulation system with development of the Specific Plan. The IS (in Appendix A of this DEIR) identified the following potential impacts of the Project and analyzed in this DEIR: the potential for impacts with an increased number of vehicle trips, traffic congestion and exceeding established levels of service of the County congestion management agency and substantially increase hazards due to a design feature.

Data to prepare this section were taken from the TOP Mobility Element and the Traffic Impact Analysis report¹ prepared for the Project. The traffic report is provided in Appendix L to this DEIR.

3.13.2 Baseline Conditions

Site Access and Circulation:

The existing roadways in the Project vicinity that provide access to the Site are Merrill Avenue, Carpenter Avenue, and Eucalyptus Avenue. State Route 60 (SR-60) is located approximately 2.5 miles north of the Site and Interstate 15 (I-15) is located approximately 2.5 miles to the east.

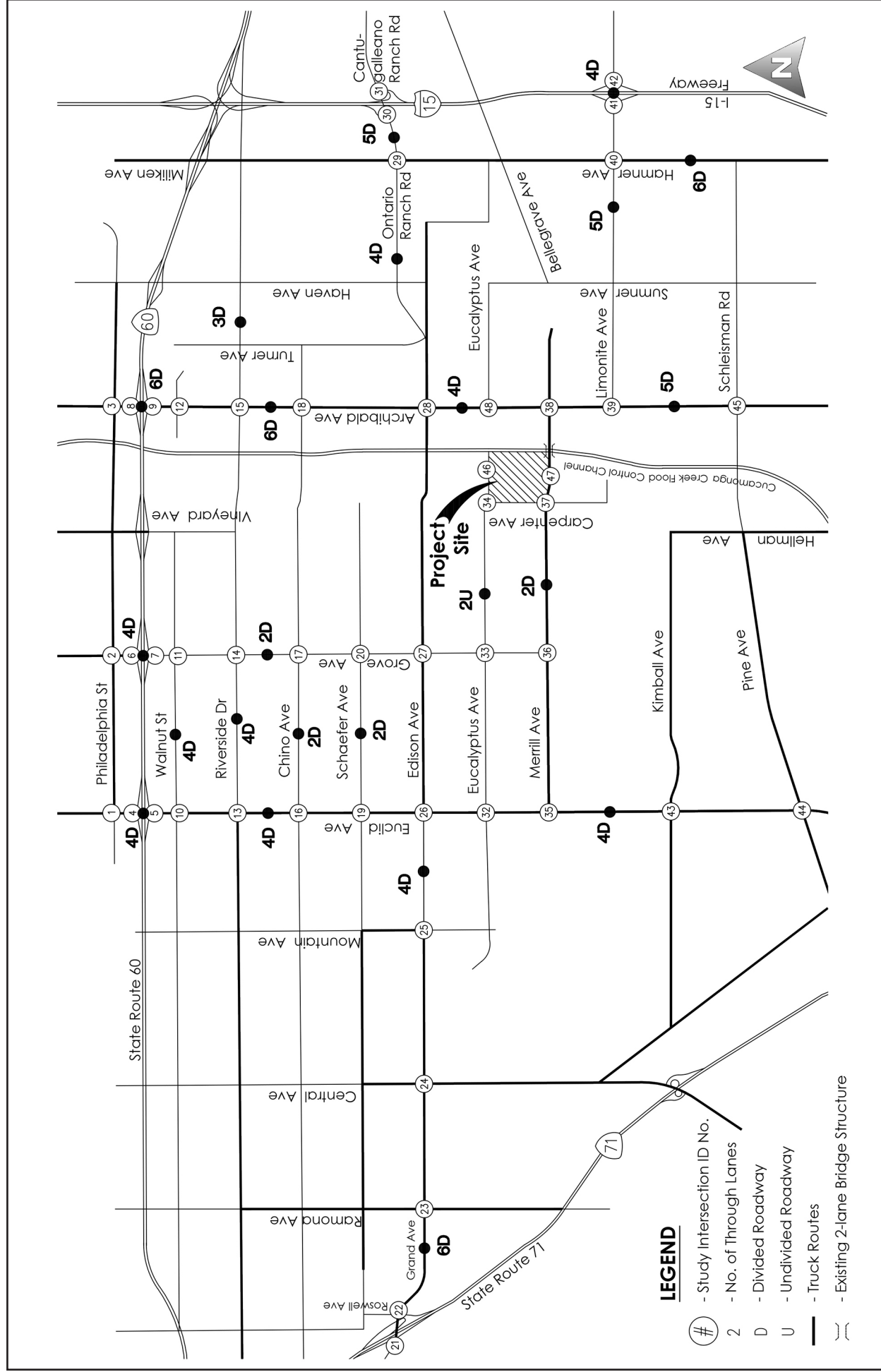
The forty-eight (48) signalized and unsignalized intersections that are included in the Project study area for the traffic analysis are listed below. The Project study area and the studied intersections are shown on Figure 3.13-1 along with roadway information. The geometrics and control of each intersection are shown in Figures 2-1B and 2-1C of the traffic study in Appendix L.

Signalized Intersections

1. Euclid Avenue/Philadelphia Street
2. Grove Avenue/Philadelphia Street
3. Archibald Avenue /Philadelphia Street
4. Euclid Avenue/SR-60 Westbound Ramps
5. Euclid Avenue/SR-60 Eastbound Ramps
6. Grove Avenue/SR-60 Westbound Ramps
7. Grove Avenue/SR-60 Eastbound Ramps
8. Archibald Avenue/SR-60 Westbound Ramps
9. Archibald Avenue/SR-60 Eastbound Ramps
10. Euclid Avenue/Walnut Street
11. Grove Avenue/Walnut Street
12. Archibald Avenue/Walnut Street
13. Euclid Avenue/Riverside Drive
14. Grove Avenue/Riverside Drive
15. Archibald Avenue/Riverside Drive
16. Euclid Avenue/Chino Avenue
18. Archibald Avenue/Chino Avenue
19. Euclid Avenue/Schaefer Avenue

Figure 3.13-1 Studied Intersections

¹ West Ontario Commerce Center Specific Plan Traffic Impact Analysis, Ontario, CA, Stantec, March 2018.



Source: Traffic Impact Analysis, Stantec

Figure 3.13-1
Studied Intersections

21. SR-71 SB Ramps/Grand Avenue
22. SR-71 NB Ramps/Grand Avenue
23. Ramona Avenue/Edison Avenue
24. Central Avenue/Edison Avenue
25. Mountain Avenue/Edison Avenue
26. Euclid Avenue/Edison Avenue
28. Archibald Avenue/Edison Avenue
29. Hamner Avenue/Cantu-Galleano Ranch Road/Ontario Ranch Road
30. I-15 SB Ramps/ Cantu-Galleano Ranch Road/Ontario Ranch Road
31. I-15 NB Ramps/ Cantu-Galleano Ranch Road/Ontario Ranch Road
32. Euclid Avenue/Eucalyptus Avenue
35. Euclid Avenue/Merrill Avenue
37. Carpenter Avenue/Merrill Avenue
38. Archibald Avenue/Merrill Avenue
39. Archibald Avenue/Limonite Avenue
40. Hamner Avenue/Limonite Avenue
41. I-15 SB Ramps/Limonite Avenue
42. I-15 NB Ramps/Limonite Avenue
43. Euclid Avenue/Kimball Avenue
44. Euclid Avenue/Pine Avenue
45. Archibald Avenue/Schleisman Road
46. Hellman Avenue/Merrill Avenue
48. Archibald Avenue/Eucalyptus Avenue

Unsignalized Intersections

17. Grove Avenue/Chino Avenue
20. Grove Avenue/Schaefer Avenue
27. Grove Avenue/Edison Avenue
33. Grove Avenue/Eucalyptus Avenue
34. Carpenter Avenue/Eucalyptus Avenue
36. Grove Avenue/Merrill Avenue
47. Hellman Avenue/Eucalyptus Avenue

Existing 2017 Traffic Volumes

Table 3.13-1 shows the existing (2017) LOS at the study area intersections. As shown in Table 3.13-1, all existing signalized intersections in the City currently operate at an acceptable LOS E or higher during the AM and PM peak hours. One intersection in the City of Chino, SR-71 Northbound Ramp/Grand Avenue, currently operates at unacceptable LOS E, based on the City of Chino's LOS standard of LOS D.

**Table 3.13-1
Existing (2017) Level of Service at Study Area Intersections**

Signalized Intersection	Existing (2017)			
	AM Peak Hour		PM Peak Hour	
	Delay (sec.)	LOS	Delay (sec.)	LOS
1 Euclid Ave / Philadelphia St	24.1	C	27.0	C
2 Grove Ave / Philadelphia St	18.0	B	22.6	C
3 Archibald Ave / Philadelphia St	16.8	B	19.7	B
4 SR60 WB Ramp / Euclid Ave	16.6	B	14.5	B
5 SR60 EB Ramp / Euclid Ave	16.5	B	15.5	B
6 SR60 WB Ramp / Grove Ave	17.2	B	17.4	B
7 SR60 EB Ramp / Grove Ave	24.8	C	21.6	C
8 SR60 WB Ramp / Archibald Ave	15.6	B	18.3	B
9 SR60 EB Ramp / Archibald Ave	13.5	B	19.9	B
10 Euclid Ave / Walnut St	15.6	B	16.6	B
11 Grove Ave / Walnut St	19.8	B	19.7	B
12 Archibald Ave / Walnut St	7.3	A	8.1	A
13 Euclid Ave / Riverside Dr	20.3	C	22.8	C
14 Grove Ave / Riverside Dr	21.6	C	22.6	C
15 Archibald Ave / Riverside Dr	11.9	B	14.6	B
16 Euclid Ave / Chino Ave	12.2	B	13.0	B
18 Archibald Ave / Chino Ave	8.1	A	8.6	A
19 Euclid Ave / Schaefer Ave	16.1	B	17.5	B
21 SR71 SB Ramp / Grand Ave	12.1	B	37.3	D
22 SR71 NB Ramp / Grand Ave	42.6	D	63.2	E
23 Ramona Ave / Edison Ave	19.2	B	21.3	C
24 Central Ave / Edison Ave	22.7	C	27.9	C
25 Mountain Ave / Edison Ave	16.0	B	15.1	B
26 Euclid Ave / Edison Ave	15.0	B	15.6	B
28 Archibald Ave / Edison Ave	18.8	B	18.2	B
29 Milliken Ave / Cantu-Galleano Ranch Rd	32.8	C	33.7	C
30 I-15 SB Ramp / Cantu- Galleano Ranch Rd	10.0	A	9.8	A
31 I-15 NB Ramp / Cantu- Galleano Ranch Rd	6.3	A	4.0	A
32 Euclid Ave / Eucalyptus Ave	9.8	A	10.1	B
35 Euclid Ave / Merrill Ave	15.8	B	13.7	B

Signalized Intersection	Existing (2017)			
	AM Peak Hour		PM Peak Hour	
	Delay (sec.)	LOS	Delay (sec.)	LOS
38 Archibald Ave / Merrill Ave	17.2	B	23.1	C
39 Archibald Ave / Limonite Ave	40.0	D	18.3	B
40 Hamner Ave / Limonite Ave	23.9	C	23.6	C
41 I-15 SB Ramp / Limonite Ave	17.3	B	15.8	B
42 I-15 NB Ramp / Limonite Ave	19.1	B	17.1	B
43 Euclid Ave / Kimball Ave	30.5	C	30.7	C
44 Euclid Ave / Pine Ave	23.9	C	43.1	D
45 Archibald Ave / Schleisman Rd	23.0	C	21.9	C
48 Archibald Ave / Eucalyptus Ave	5.0	A	3.4	A
Unsignalized Intersections	Existing (2017)			
	AM Peak Hour		PM Peak Hour	
	Delay (sec.)	LOS	Delay (sec.)	LOS
17 Grove Ave / Chino Ave	10.4	B	13.1	B
20 Grove Ave / Schaefer Ave	10.3	B	11.3	B
27 Grove Ave / Edison Ave	18.5	C	21.7	C
33 Grove Ave / Eucalyptus Ave	12.4	B	12.3	B
34 Carpenter Ave / Eucalyptus Ave	7.2	A	7.2	A
36 Grove Ave / Merrill Ave	13.9	B	13.1	B
37 Carpenter Ave / Merrill Ave	16.2	C	16.8	C

Note: Shading indicates unsatisfactory LOS

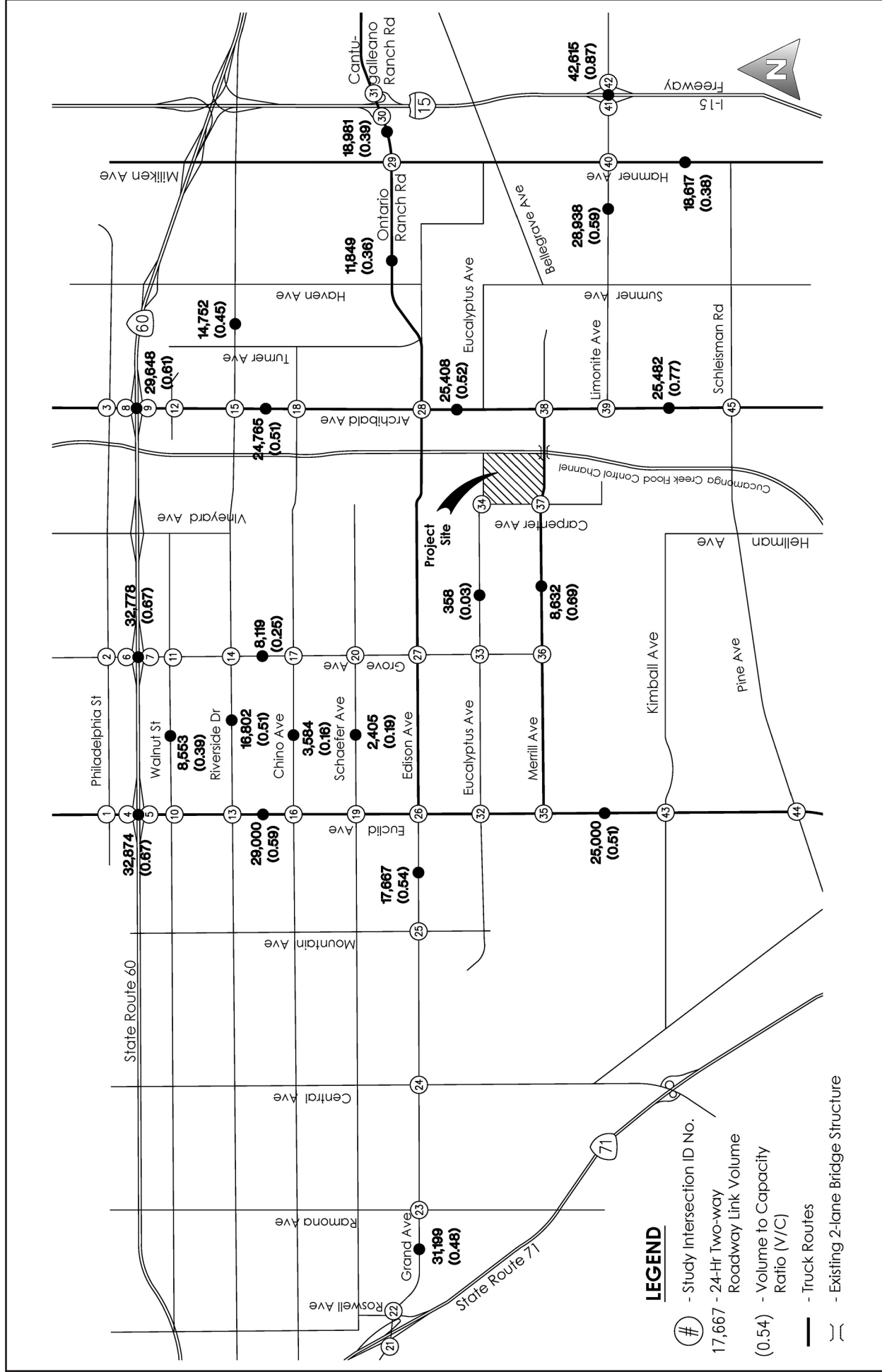
Source: Stantec, March 2018

Figure 3.13-2 shows the existing (2017) weekday 24-hour volumes on roadway segments and volume-to-capacity (v/c) ratios and shows that all study area roadway segments are currently operating with an acceptable v/c ratio below 0.90 (LOS D or better).

Figures 3.13-3 and 3.13-4 show the freeway mainline analysis for SR-60 and I-15, respectively, in the existing condition. SR-60 study segments are operating at LOS D or better in the existing conditions with the exception of westbound SR-60 at the Euclid Avenue off-ramp, which operates at LOS E during both the AM and PM peak hours. All segments of I-15 currently operate at LOS D or better during the AM and PM peak hours.

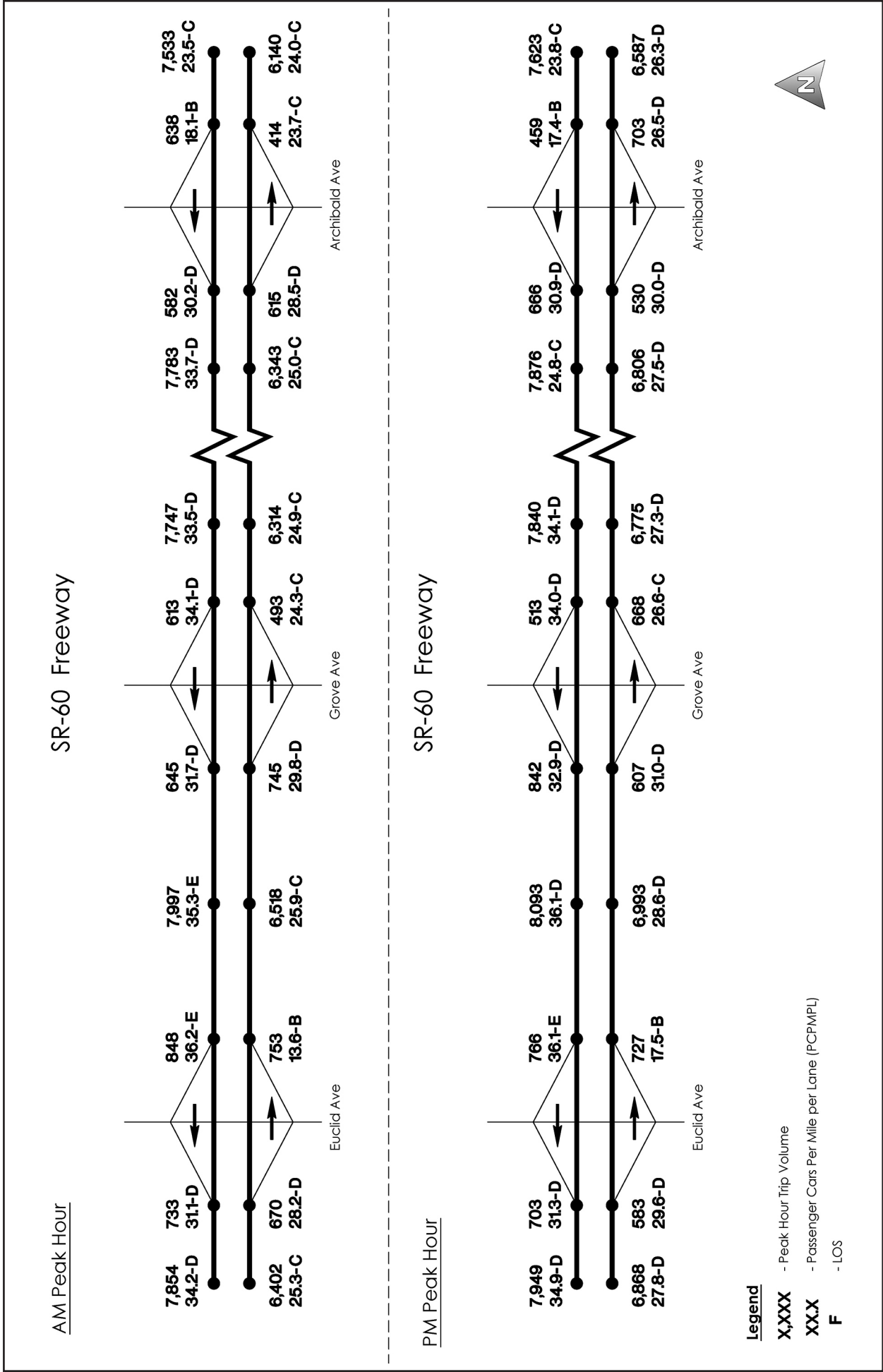
Opening Year 2023 No Project Traffic Conditions

The Opening Year 2023 - No Project condition includes traffic from the cumulative projects that will be completed by 2023 (shown in Figure 3.13-5) and the construction of twenty-two (22) planned roadway/intersection improvements within the study area shown in Table 3.13-2, in addition, to construction of the ultimate width of the Eucalyptus Avenue bridge over the Cucamonga Creek. The Project is required to provide a fair share contribution toward construction of the improvements listed in Table 3.13-2 and the Eucalyptus Avenue /Cucamonga



Source: Traffic Impact Analysis, Stantec

Figure 3.13-2 Existing (2017) Weekday 24-Hour Volumes on Roadway Segments and Volume-to-Capacity (V/C) Ratios

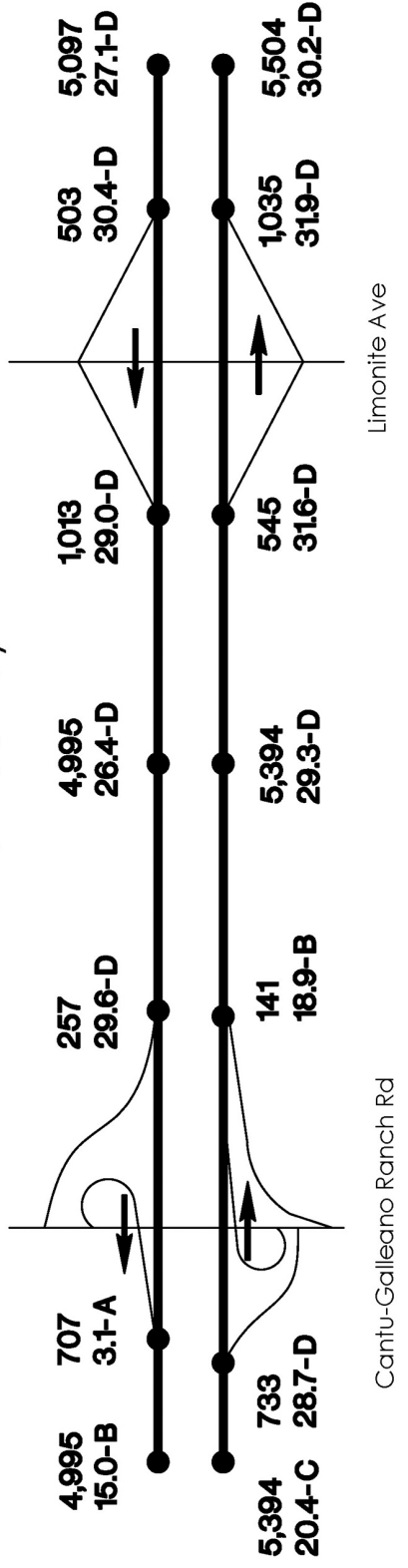


Source: Traffic Impact Analysis, Stantec

Figure 3.13-3 Existing 2017 SR-60 Mainline Traffic Volumes and Level of Service

AM Peak Hour

I-15 Freeway

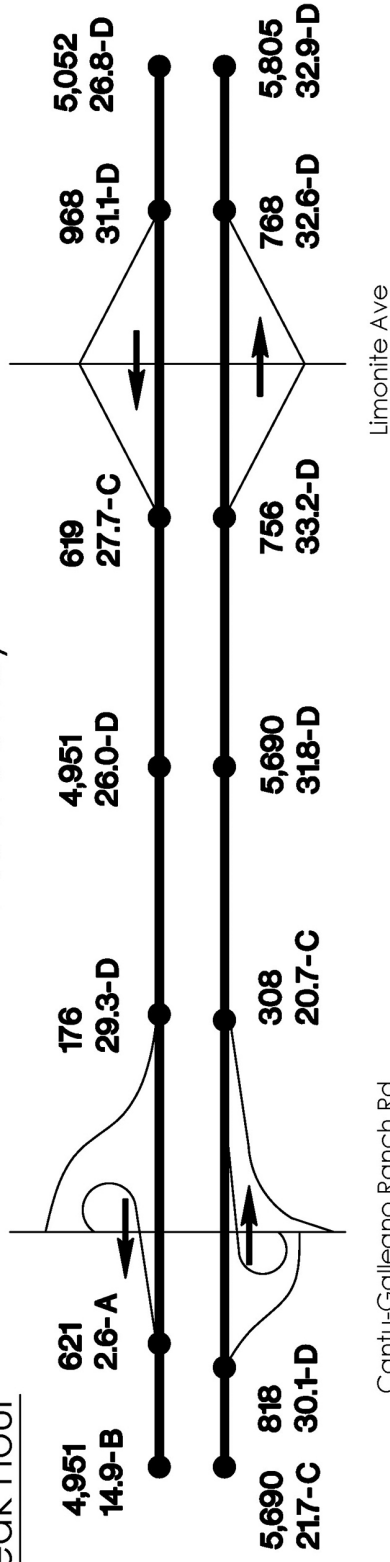


Cantu-Galleano Ranch Rd

Limonite Ave

PM Peak Hour

I-15 Freeway



Cantu-Galleano Ranch Rd

Limonite Ave

Legend

X,XXX - Peak Hour Trip Volume

XX.X - Passenger Cars Per Mile per Lane (PCPMPL)

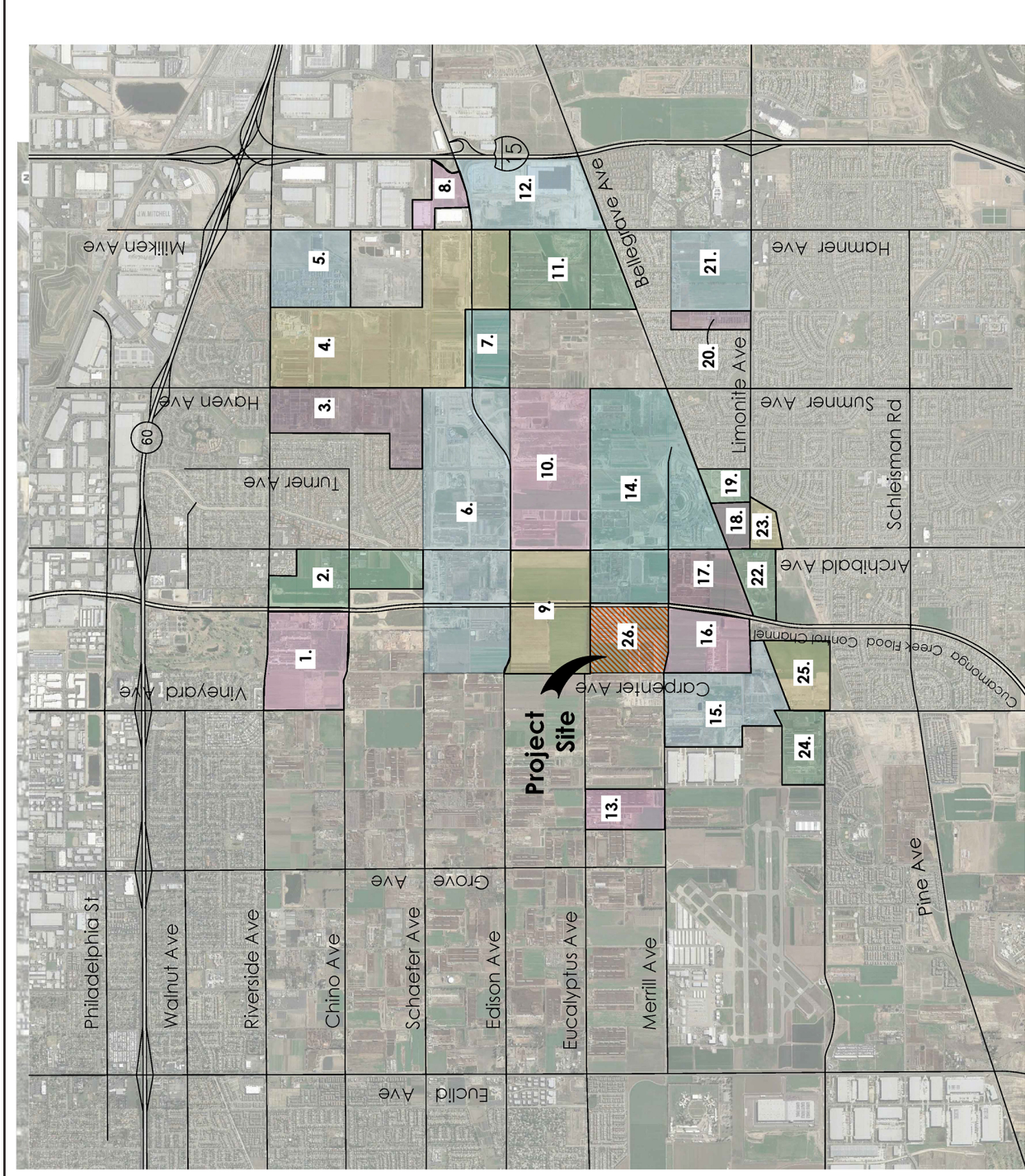
F - LOS

Source: Traffic Impact Analysis, Stantec

Figure 3.13-4

Existing 2017 I-15 Mainline Traffic Volumes and Level of Service

	Cumulative Developments	Study Analysis Year
1.	Armstrong Ranch	2023
2.	Countryside	2023
3.	West Haven	2023
4.	Rich-Haven	2023
5.	Edenglen	2023
6.	The Avenue	2023
7.	Rich-Haven SPA	2023
8.	Eastvale Industrial	2023
9.	Parkside	2023
10.	Grand Park	2023
11.	Esperanza	2023
12.	Eastvale Commerce Center	2023
13.	Chino Parcel Delivery	2023
14.	Subarea 29	2023
15.	Watson Industrial	2023
16.	Colony Commerce Center	2023/40
17.	Colony Commerce Center - East	2023/40
18.	Dairy Property	2023
19.	SC Limonite	2023
20.	TR32821	2023
21.	Eastvale Leal	2040
22.	The Campus/Providence	2023
23.	Eastvale Crossings	2023/40
24.	Kimball Business Park	2023
25.	The Ranch at Eastvale	2023
26.	West Ontario Commerce Center	2023



Creek crossing improvements. These improvements are included in the analysis below, and the payment of fair share would be ensured through the project permitting process, and included in the EIR mitigation program.

**Table 3.13-2
Cumulative Project Intersection Improvements Planned for Implementation by 2023**

Study Intersection	Improvements	Study Recommended/ Identified
4. Euclid Ave./SR-60 WB Ramps	Add 2nd NBL	Watson Industrial
5. Euclid Ave./SR-60 EB Ramps	Add 2nd SBL	Watson Industrial
8. Archibald Ave./ SR-60 WB Ramps	Add 2nd NBL Restripe WBTL to WBLTR	Colony Commerce East Countryside
9. Archibald Ave./ SR-60 EB Ramps	Restripe EBTL to EBLTR	Colony Commerce East
13. Euclid Ave./Riverside Dr.	Add 3rd NBT, 3rd SBT	Watson Industrial
15. Archibald Ave./Riverside Dr.	Add 2nd NBL, 2nd SBL Add EBR, WBR w/O.L.	Colony Commerce East
18. Archibald Ave./Chino Ave.	Add 2nd EBT, Add EBR	Countryside
26. Euclid Ave./Edison Ave.	Add 2nd NBL, 3rd NBT, 3rd SBT, 2nd WBT	Watson Industrial
28. Archibald Ave./Edison Ave.	Add 2nd NBL	Colony Commerce East
29. Hamner Ave./Cantu-Galleano Ranch Rd./Ontario Ranch Rd.	Add 2nd NBT, NBR w/O.L. Add 2nd SBL, 2nd SBT Add 2nd EBT Add 2nd WBL, WBT, WBR O.L.	Eastvale Industrial Development
30. I-15 SB Ramps/ Cantu-Galleano Ranch Rd./Ontario Ranch Rd.	Restripe No. 2 SBL to LR to provide SBL, SBLR, and SBR	Eastvale Industrial Development
35. Euclid Ave./Merrill Ave.	Add 3rd NBT, 2nd SBL, 3rd SBT, WBR w/O.L. 2nd WBL	Colony Commerce East
36. Grove Ave./Merrill Ave.	Add EBL, 2nd EBT, 2nd WBT	Colony Commerce East
38. Archibald Ave./Merrill Ave.	Add 2nd NBL, 3rd NBT Add 3rd SBT, SBR O.L. Add 2nd EBL, 2nd EBT, Free EBR Add 2nd WBT	Colony Commerce East
39. Archibald Ave./Limonite Ave.	Add 2nd NBT Add 2nd SBL, SBT	Colony Commerce East

Study Intersection	Improvements	Study Recommended/ Identified
	Add 2nd WBL, 2nd WBR	
40. Hamner Ave./Limonite Ave.	NBR O.L., SBR O.L., Add 3rd WBT Add 3rd SBT, EBR O.L. WBR O.L.	Colony Commerce East Eastvale Crossing Watson Industrial
41. I-15 SB Ramps/Limonite Ave.	Add 3rd EBT, 3rd WBT	Colony Commerce East
42. I-15 NB Ramps/Limonite Ave.	Add 3rd EBT, 3rd WBT	Eastvale Crossing
43. Euclid Ave./Kimball Ave.	Add 2nd SBL, SBR w/O.L. Add 3rd NBT, 3rd SBT Add 2nd EBL, EBR Add WBR	Watson Industrial Colony Commerce East
44 Euclid Ave./Pine Ave.	Add 3rd NBT, 3rd SBT, 2nd NBR	Colony Commerce East Eastvale Crossing
45. Archibald Ave./Schleisman Rd.	SBR O.L.	Eastvale Crossing
47. Hellman Ave./Merrill Ave.	NBL, NBR, 2nd EBT, EBR WBL, 2nd WBT	Colony Commerce East

Source: Stantec, March 2018

Table 3.13-3 shows the LOS at the study area intersections in 2023 without the Project. As shown in Table 3.13-3, in 2023 there will be twelve signalized intersections operating at an unacceptable LOS (LOS F in the City of Ontario or LOS E or F in the Cities of Chino or Eastvale) compared to one signalized intersection currently. There would be four unsignalized intersections operating at an unacceptable LOS F compared to no unsignalized intersections currently operating at an unacceptable LOS. All stop-controlled intersections satisfy at least one traffic signal warrant under the Opening Year 2023 (No Project) condition.

**Table 3.13-3
Opening Year (2023) No Project Level of Service at Study Area Intersections**

Signalized Intersections		Opening Year (2023) No Project			
		AM Peak Hour		PM Peak Hour	
		Delay (sec.)	LOS	Delay (sec.)	LOS
1	Euclid Ave / Philadelphia St	26.4	C	30.6	C
2	Grove Ave / Philadelphia St	18.6	B	20.9	C
3	Archibald Ave / Philadelphia St	15.3	B	19.5	B
4	SR60 WB Ramp / Euclid Ave	18.1	B	17.8	B
5	SR60 EB Ramp / Euclid Ave	33.7	C	22.5	C
6	SR60 WB Ramp / Grove Ave	21.1	C	19.0	B

Signalized Intersections		Opening Year (2023) No Project			
		AM Peak Hour		PM Peak Hour	
		Delay (sec.)	LOS	Delay (sec.)	LOS
7	SR60 EB Ramp / Grove Ave	35.4	D	26.8	C
8	SR60 WB Ramp / Archibald Ave	14.6	B	21.6	C
9	SR60 EB Ramp / Archibald Ave	18.9	B	29.8	C
10	Euclid Ave / Walnut St	19.2	B	22.8	C
11	Grove Ave / Walnut St	19.7	B	20.0	B
12	Archibald Ave / Walnut St	7.4	A	8.4	A
13	Euclid Ave / Riverside Dr	25.4	C	47.7	D
14	Grove Ave / Riverside Dr	16.5	B	15.9	B
15	Archibald Ave / Riverside Dr	18.1	B	28.6	C
16	Euclid Ave / Chino Ave	50.3	D	78.9	E
18	Archibald Ave / Chino Ave	19.1	B	27.7	C
19	Euclid Ave / Schaefer Ave	29.2	C	34.4	C
21	SR71 SB Ramp / Grand Ave	12.9	B	65.3	E
22	SR71 NB Ramp / Grand Ave	59.8	E	98.1	F
23	Ramona Ave / Edison Ave	22.6	C	32.1	C
24	Central Ave / Edison Ave	26.2	C	48.7	D
25	Mountain Ave / Edison Ave	15.6	B	15.0	B
26	Euclid Ave / Edison Ave	16.1	B	37.3	D
28	Archibald Ave / Edison Ave	95.2	F	144.2	F
29	Milliken Ave / Cantu-Galleano Ranch Rd	95.9	F	161.4	F
30	I-15 SB Ramp / Cantu- Galleano Ranch Rd	47.7	D	64.3	E
31	I-15 NB Ramp / Cantu- Galleano Ranch Rd	22.7	B	74.6	E
32	Euclid Ave / Eucalyptus Ave	19.2	B	21.3	C
35	Euclid Ave / Merrill Ave	74.0	E	25.9	C
38	Archibald Ave / Merrill Ave	27.4	C	46.6	D
39	Archibald Ave / Limonite Ave	26.1	C	28.4	C
40	Hamner Ave / Limonite Ave	65.8	E	78.0	E
41	I-15 SB Ramp / Limonite Ave	287.4	F	125.0	F
42	I-15 NB Ramp / Limonite Ave	77.5	E	92.1	F
43	Euclid Ave / Kimball Ave	23.1	C	26.5	C
44	Euclid Ave / Pine Ave	24.1	C	25.3	C
45	Archibald Ave / Schleisman Rd	25.2	C	28.0	C
48	Archibald Ave / Eucalyptus Ave	89.5	F	139.9	F

Signalized Intersections	Opening Year (2023) No Project			
	AM Peak Hour		PM Peak Hour	
	Delay (sec.)	LOS	Delay (sec.)	LOS
Unsignalized Intersections	Opening Year (2023) No Project			
	AM Peak Hour		PM Peak Hour	
	Delay (sec.)	LOS	Delay (sec.)	LOS
17 Grove Ave / Chino Ave	42.1	E	107.1	F
20 Grove Ave / Schaefer Ave	11.7	B	13.6	B
27 Grove Ave / Edison Ave	205.3	F	321.4	F
33 Grove Ave / Eucalyptus Ave	18.8	C	18.9	C
34 Carpenter Ave / Eucalyptus Ave	9.5	A	9.6	A
36 Grove Ave / Merrill Ave	119.1	F	202.5	F
37 Carpenter Ave / Merrill Ave	655.4	F	1166.9	F

Note: Shading indicates unsatisfactory LOS

Source: Stantec, March 2018

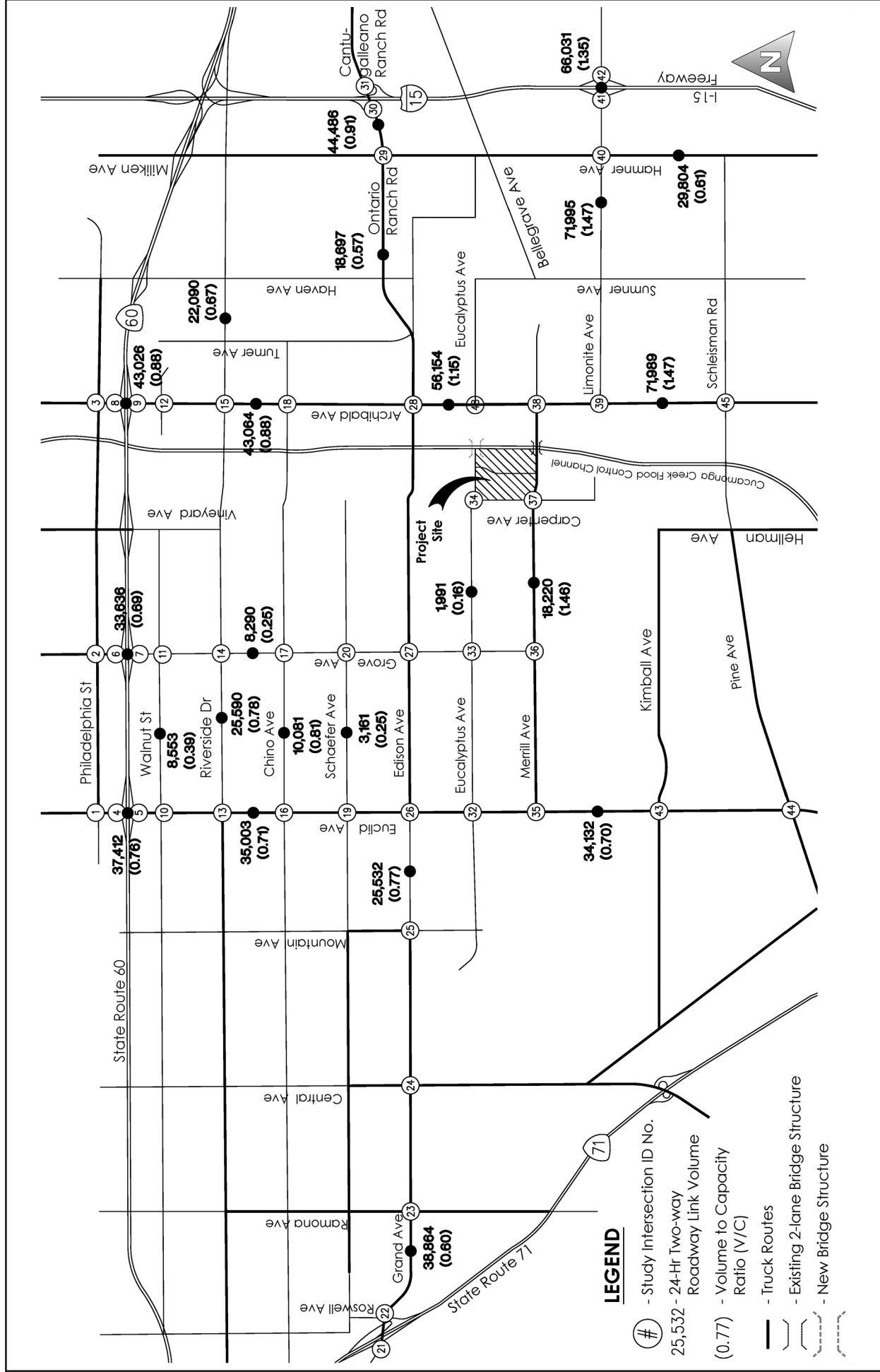
Figure 3.13-6 shows the Opening Year 2023 weekday 24-hour volumes on roadway segments and volume-to-capacity (v/c) ratios. As shown in the figure, five roadway segments would operate with a v/c ratio greater than 1.0 (LOS F) in the Opening Year 2023 no project conditions.

Horizon Year 2040 Traffic Volumes

The Horizon Year 2040 traffic forecasts were derived from the regional SBTAM model output of future daily volumes and were post-processed/refined as appropriate to develop AM/PM peak hour 2040 turning movement volumes. The existing counts (March 2017) were used and the volumes increased to 2040 using the SBTAM growth forecasts.

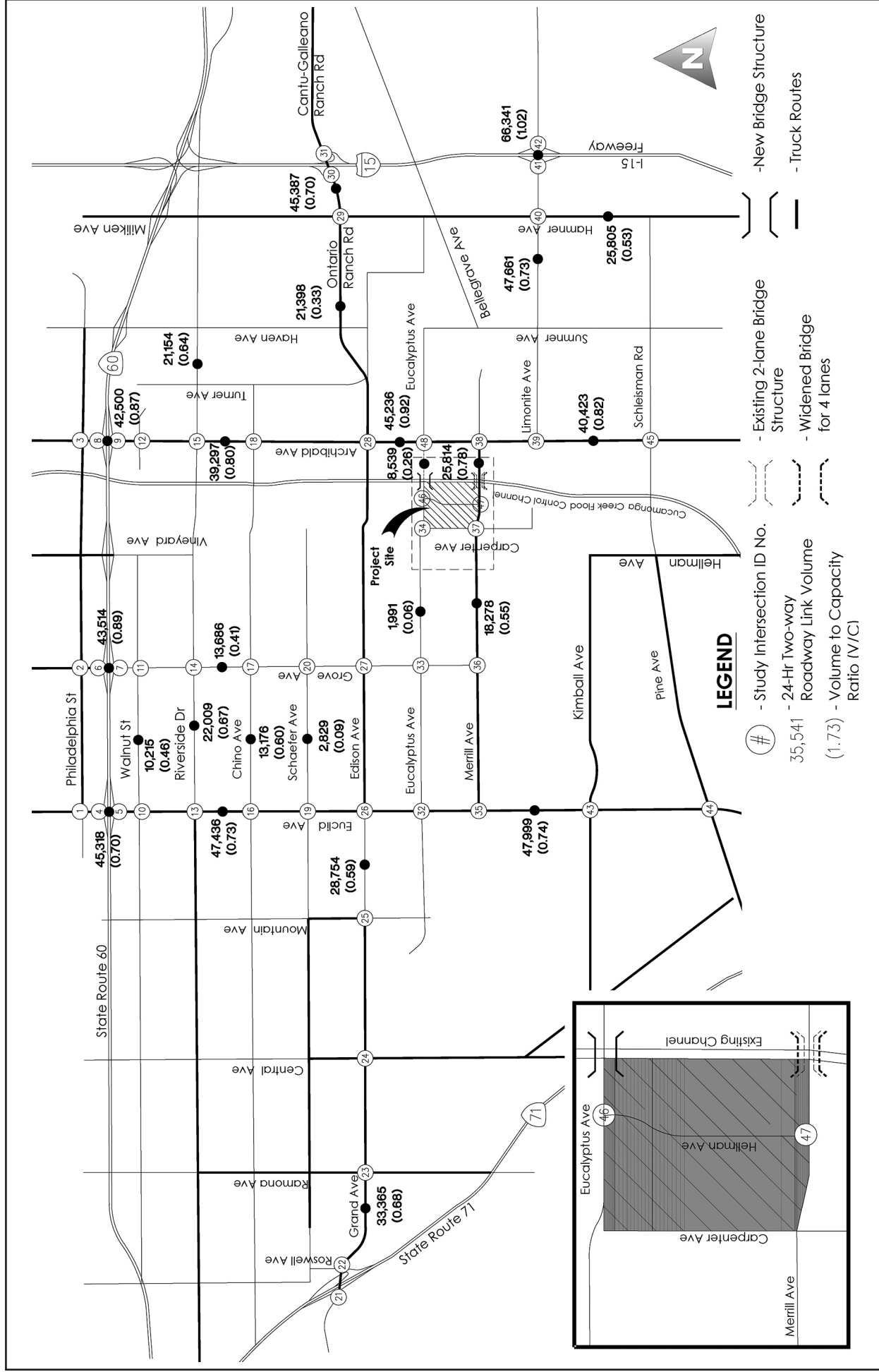
Figure 3.13-7 shows Horizon Year 2040 No Project weekday 24-hour volumes on roadway segments and volume-to-capacity (v/c) ratios. As shown in the Figure, one roadway segment would operate with a v/c ratio greater than 1.0 (LOS F) in the 2040 No Project condition.

Table 3.13-4 shows the LOS at the study area intersections in Horizon Year 2040 without the Project. As shown in Table 3.13-4, in 2040 one intersections is forecast to operate with unacceptable LOS E.



Source: Traffic Impact Analysis, Stantec

Figure 3.13-6
Opening Year 2023 Weekday 24-Hour Volumes on Roadway Segments and Volume-to-Capacity (V/C) Ratios



Source: Traffic Impact Analysis, Stantec

Figure 3.13-7
Horizon Year 2040 No Project Traffic Volumes 24-Hour Roadway Link Volumes and V/C Ratios

**Table 3.13-4
Horizon Year (2040) No Project Level of Service at Study Area Intersections**

Signalized Intersections		Horizon Year 2040 No Project			
		AM Peak Hour		PM Peak Hour	
		Delay (sec.)	LOS	Delay (sec.)	LO
1	Euclid Ave / Philadelphia St	19.9	B	28.2	C
2	Grove Ave / Philadelphia St	20.3	C	24.0	C
3	Archibald Ave / Philadelphia St	15.2	B	19.5	B
4	SR60 WB Ramp / Euclid Ave	20.6	C	20.4	C
5	SR60 EB Ramp / Euclid Ave	39.4	D	28.3	C
6	SR60 WB Ramp / Grove Ave	32.3	C	36.7	D
7	SR60 EB Ramp / Grove Ave	61.8	E	51.2	D
8	SR60 WB Ramp / Archibald Ave	16.3	B	52.8	D
9	SR60 EB Ramp / Archibald Ave	13.6	B	14.7	B
10	Euclid Ave / Walnut St	22.6	C	31.3	C
11	Grove Ave / Walnut St	22.2	C	22.7	C
12	Archibald Ave / Walnut St	7.2	A	8.5	A
13	Euclid Ave / Riverside Dr	22.2	C	32.5	C
14	Grove Ave / Riverside Dr	16.2	B	16.3	B
15	Archibald Ave / Riverside Dr	17.4	B	23.7	C
16	Euclid Ave / Chino Ave	12.1	B	14.2	B
17	Grove Ave / Chino Ave	11.0	B	11.7	B
18	Archibald Ave / Chino Ave	17.8	B	20.7	C
19	Euclid Ave / Schaefer Ave	17.6	B	21.2	C
20	Grove Ave / Schaefer Ave	9.2	A	10.1	B
21	SR71 SB Ramp / Grand Ave	12.5	B	48.8	D
22	SR71 NB Ramp / Grand Ave	19.9	B	24.6	C
23	Ramona Ave / Edison Ave	20.8	C	26.2	C
24	Central Ave / Edison Ave	24.2	C	40.7	D
25	Mountain Ave / Edison Ave	15.2	B	15.1	B
26	Euclid Ave / Edison Ave	16.6	B	21.7	C
27	Grove Ave / Edison Ave	10.1	B	10.6	B
28	Archibald Ave / Edison Ave	23.2	C	42.6	D
29	Milliken Ave / Cantu-Galleano Ranch Rd	34.9	C	58.2	E
30	I-15 SB Ramp / Cantu- Galleano Ranch Rd	14.4	B	6.8	A
31	I-15 NB Ramp / Cantu- Galleano Ranch Rd	13.7	B	51.4	D
32	Euclid Ave / Eucalyptus Ave	12.6	B	13.6	B
33	Grove Ave / Eucalyptus Ave	6.6	A	6.9	A

Signalized Intersections		Horizon Year 2040 No Project			
		AM Peak Hour		PM Peak Hour	
		Delay (sec.)	LOS	Delay (sec.)	LO
35	Euclid Ave / Merrill Ave	25.4	C	33.0	C
36	Grove Ave / Merrill Ave	6.7	A	8.8	A
37	Carpenter Ave / Merrill Ave	6.6	A	12.4	B
38	Archibald Ave / Merrill Ave	28.0	C	49.4	D
39	Archibald Ave / Limonite Ave	31.6	C	28.2	C
40	Hamner Ave / Limonite Ave	52.8	D	47.1	D
41	I-15 SB Ramp / Limonite Ave	5.4	A	12.5	B
42	I-15 NB Ramp / Limonite Ave	43.0	D	43.5	D
43	Euclid Ave / Kimball Ave	28.1	C	30.4	C
44	Euclid Ave / Pine Ave	20.8	C	22.3	C
45	Archibald Ave / Schleisman Rd	21.3	C	23.3	C
46	Hellman Ave / Eucalyptus Ave	1.3	A	0.8	A
47	Hellman Ave / Merrill Ave	1.1	A	1.0	A
48	Archibald Ave / Eucalyptus Ave	21.9	C	52.4	D
Unsignalized Intersection		Horizon Year 2040 No Project			
		AM Peak Hour		PM Peak Hour	
		Delay (sec.)	LOS	Delay (sec.)	LO
34	Carpenter Ave / Eucalyptus Ave	9.4	A	9.4	A

Note: Shading indicates unsatisfactory LOS

Source: Stantec, March 2018

3.13.3 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. Based on the conclusions of the IS (Appendix A), for purposes of this EIR, the Project may have a significant impact on transportation facilities and traffic if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

The Initial Study determined the Project would have No Impact to the following traffic and circulation thresholds and will not be further evaluated in the EIR:

- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The Initial Study determined the Project would have Less Than Significant Impact to the following traffic and circulation thresholds and will not be evaluated in the EIR:

- Result in inadequate emergency access.
- Result in inadequate parking capacity.

The Project will be designed to provide adequate emergency vehicle access to meet all applicable California Building Code and City of Ontario Fire and Police Department access requirements. Thus, the Project will not have any significant emergency vehicle access impacts. The Project will be required to meet all applicable parking standards established by the Ontario Development Code. The Project will not have any significant parking capacity impacts. Because the Project will have less than significant impacts for these two thresholds they will not be discussed in the EIR.

Intersection Thresholds

The City, County, County of Riverside, and City of Eastvale utilize a “50 peak hour trip” criteria to identify intersections that need to be evaluated. This generally represents the minimum number of trips by which a typical intersection could be substantively impacted by a development.

City of Ontario/CMP Intersections: For intersections located within the City of Ontario or CMP intersections located within the City of Ontario, a direct project impact would result if project-generated traffic would cause a deterioration from an acceptable LOS (LOS E or better) to an unacceptable LOS (LOS F). For intersections within the City or CMP intersections located within the City that already operate at an unacceptable LOS, a cumulative project impact would result if the project contributes 50 or more trips to the intersection.

City of Eastvale Intersections: For intersections located within the City of Eastvale, a direct project impact would result if project-generated traffic would cause the existing acceptable LOS (LOS D or better) to deteriorate to an unacceptable LOS (LOS E or worse). For intersections within the City of Eastvale that already operate at an unacceptable LOS, a cumulative project impact would result if project traffic would increase the delay at an already deficient intersection (one operating at an unacceptable LOS) by more than 5.0 seconds.

City of Chino Intersections: For intersections located within City of Chino, a direct project impact would result if project-generated traffic would cause a deterioration from an acceptable LOS (LOS D or better) to an unacceptable LOS (LOS E or F). For intersections within the City of Chino that already operate at an unacceptable LOS, a cumulative project impact would result if the project contributes 50 or more trips to the intersection.

Roadway Segment Thresholds

A direct Project impact would occur on a roadway segment if Project-generated traffic would cause a deterioration from an acceptable LOS (LOS D or LOS E for CMP roadways or roadways located in the

City). For segments already operating at unacceptable LOS, an impact would result if the Project contributes 50 or more trips to the roadway segment.

Caltrans Facility Thresholds

The following thresholds determine whether the addition of Project traffic to freeway segments would result in an impact:

- The Project results in the LOS of a segment degrading from D or better to E or F.
- The Project results in the exacerbation an already deficient condition by contributing 25 or more one-way peak hour trips. A segment that is operating at or near capacity is deemed to be deficient. Because the Caltrans facilities selected for evaluation are all anticipated to receive 25 or more one-way peak hour trips from the Project, any of the segments that are identified as deficient, would be considered cumulatively significant.

3.13.4 Methodology

This analysis focuses on the nature and magnitude of the change in the transportation and circulation environment due to implementation of the Specific Plan, based on the maximum development assumptions outlined in Chapter 2.0, Project Description. This evaluation of the significance of potential impacts related to transportation and circulation has been prepared in accordance with the San Bernardino Association of Governments (SANBAG) Congestion Management Program (CMP) Guidelines for CMP Traffic Impact Analysis Reports (2016 Update), and the California Department of Transportation (Caltrans) Guide for the Preparation of Traffic Impact Studies (December 2002). Trips generated by the Specific Plan's land uses have been estimated based on trip generation rates collected by the ITE Trip Generation Manual.

Signalized Intersections

The Cities of Ontario, Chino and Eastvale require signalized intersection operations analysis based on the methodology described in the Highway Capacity Manual (HCM), which identifies intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 3.13-5.

California Department of Transportation

Per the Caltrans Guide for the Preparation of Traffic Impact Studies, the traffic modeling and signal timing optimization software package PVT Vistro (Version 5) has been utilized to analyze signalized intersections under Caltrans' jurisdiction, which include interchange to arterial ramps (i.e. SR-71) at Grand Avenue, SR-60 ramps at Archibald Avenue, Grove Avenue, Euclid Avenue and I-15 ramps at Cantu Galleano Ranch Road and Limonite Avenue.

**Table 3.13-5
Signalized Intersection LOS Thresholds**

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A	F
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B	F
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C	F
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D	F
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E	F
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	80.01 and up	F	F

Source: HCM 2010

California Department of Transportation

Per the Caltrans Guide for the Preparation of Traffic Impact Studies, the traffic modeling and signal timing optimization software package PVT Vistro (Version 5) has been utilized to analyze signalized intersections under Caltrans' jurisdiction, which include interchange to arterial ramps (i.e. SR-71) at Grand Avenue, SR-60 ramps at Archibald Avenue, Grove Avenue, Euclid Avenue and I-15 ramps at Cantu Galleano Ranch Road and Limonite Avenue.

Unsignalized Intersections

The Cities of Ontario, Chino and Eastvale also require that unsignalized intersections be evaluated using the methodology described in the HCM. The LOS rating is based on the weighted average control delay expressed in seconds per vehicle, as shown in Table 3.13-6.

**Table 3.13-6
Unsignalized Intersection LOS Thresholds**

Description	Average Control Delay Per Vehicle (Seconds)	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Little or no delays.	0 to 10.00	A	F
Short traffic delays.	10.01 to 15.00	B	F
Average traffic delays.	15.01 to 25.00	C	F
Long traffic delays.	25.01 to 35.00	D	F
Very long traffic delays.	35.01 to 50.00	E	F
Extreme traffic delays with intersection capacity exceeded.	>50	F	F

Source: HCM 2010

At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop controlled intersections, LOS is computed for the intersection as a whole.

Roadway Segment Methodology

Roadway segment operations have been evaluated using the Roadway Capacity Values provided in the City General Plan (1992) Infrastructure Element, Figure INF-2 and Table INF-1. The daily roadway segment capacities for each type of roadway are summarized in Table 3.13-7. As noted in TOP, these roadway capacities are “rule of thumb” estimates for planning purposes and are affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian bicycle traffic. In other words, while using average daily traffic (ADT) for planning purposes is suitable with regards to evaluating potential volume to capacity with future forecasts, it is not suitable for operational analysis because it does not account for the factors listed previously. As such, where the ADT based roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more detailed peak hour intersection analysis and progression analysis are undertaken. The more detailed peak hour intersection analysis accounts for factors that affect roadway capacity.

**Table 3.13-7
Roadway Segment Capacity LOS Thresholds¹**

Street Classification	Lanes	Right of Way Width ²	Curb-to-Curb Width ²	Median ³	LOS E Capacity
Divided Arterial	8	146	120	Yes	65,000
Divided Arterial	6	120 or more	94	Yes	49,000
Standard Arterial	4	100	76	TWLTL ⁴	33,000
Collector Street	4	88	64	No	22,000
Local Street	2	66/60	40	No	12,500
Local Industrial Street	2	66	48	No	12,500

1 Source: Derived from the City of Ontario General Plan (1992), Infrastructure Element, Figure INF-2 and Table INF-1.

2 Some arterial streets may be narrower than the right-of-way or curb-to-curb standard indicated above.

3 Median not necessarily raised and/or landscaped.

4 Two-way left-turn lane.

Traffic Signal Warrant Analysis Methodology

The term "signal warrants" refers to established criteria used by Caltrans and other public agencies to quantitatively identify the need for installation of a traffic signal at an unsignalized intersection. The TIA uses the signal warrant criteria presented in the latest edition of the Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), as amended by the MUTCD 2014 California Supplement, for all study area intersections.

Future unsignalized intersections, that currently do not exist, have been assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets. Traffic signal warrant analyses were performed during the peak weekday conditions wherein the Specific Plan is anticipated to contribute the highest trips.

Freeway Mainline Segment Analysis Methodology

This analysis includes freeway segments along the SR-60 and I-15 where the Specific Plan is anticipated to contribute 25 or more one-way peak hour trips. The freeway segment analysis is based on the HCM methodology and conducted using HCS2010 software. Table 3.13-8 lists the freeway segment LOS descriptions for each density range utilized for this analysis.

**Table 3.13-8
Description of Freeway Mainline LOS**

Level of Service	Description	Density Range (pc/mi/ln)¹
A	Free-flow operations in which vehicles are relatively unimpeded in their ability to maneuver within the traffic stream. Effects of incidents are easily absorbed.	0.0 – 11.0
B	Relative free-flow operations in which vehicle maneuvers within the traffic stream are slightly restricted. Effects of minor incidents are easily absorbed.	11.1 – 18.0
C	Travel is still at relative free-flow speeds, but freedom to maneuver within the traffic stream is noticeably restricted. Minor incidents may be absorbed, but local deterioration in service will be substantial. Queues begin to form behind significant blockages.	18.1 – 26.0
D	Speeds begin to decline slightly and flows and densities begin to increase more quickly. Freedom to maneuver is noticeably limited. Minor incidents can be expected to create queuing as the traffic stream has little space to absorb disruptions.	26.1 – 35.0
E	Operation at capacity. Vehicles are closely spaced with little room to maneuver. Any disruption in the traffic stream can establish a disruption wave that propagates throughout the upstream traffic flow. Any incident can be expected to produce a serious disruption in traffic flow and extensive queuing.	35.1 – 45.0
F	Breakdown in vehicle flow.	>45.0

¹ pc/mi/ln = passenger cars per mile per lane. Source: HCM 2010

Freeway Merge/Diverge Ramp Junction Analysis

The freeway merge/diverge analysis is based on the HCM Ramps and Ramp Junctions analysis method and performed using HCS2010 software. The measure of effectiveness (reported in passenger car/mile/lane) is defined in level of service descriptions for each density range, as listed in Table 3.13-9.

**Table 3.13-9
Description of Freeway Merge and Diverge LOS**

Level of Service	Density Range (pc/mi/ln) ¹
A	≤10.0
B	10.0 – 20.0
C	20.0 – 28.0
D	28.0 – 35.0
E	>35.0
F	Demand Exceeds Capacity

¹ pc/mi/ln = passenger cars per mile per lane. Source: HCM 2010

3.13.5 Project Impacts

Impact TRAF-1 Would the Project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? This impact is significant and unavoidable.

Impact TRAF-2 Would the Project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? This impact is significant and unavoidable.

Project Trip Generation

The trip generation for the Project is shown in Table 3.13-10. The trip generation that was used to forecast the traffic volumes generated by the Project are identified by the Institute of Transportation Engineers (ITE), in *Trip Generation*. Vehicle trips, including truck volumes, were converted to passenger car equivalent (PCE) trips per the procedures of the *Fontana Truck Trip Generation Study*. As shown in the table, the Project would generate 16,830 daily PCE trips, 1,472 PCE trips during the AM peak hour and 1,359 PCE trips during the PM peak hour.

**Table 3.13-10
Project Trip Generation**

Trip Generation Rates*										
					AM Peak Hour			PM Peak Hour		
		ITE Land Code	Quantity	Daily Rate	Split			Split		
Land Use	Unit				Rate	In	Out	Rate	In	Out
1. Warehouse	1000 SF	150	2,350,005	Eqn ^{1A}	Eqn ^{1B}	79%	21%	Eqn ^{1C}	25%	75%
2. Business Park	1000 SF	770	555,505	Eqn ^{2A}	Eqn ^{2B}	85%	15%	Eqn ^{2C}	0.26%	74%
		Eqn ^{1 A}	Ln(T) = 0.86Ln(X)+2.24			Eqn ^{2 A}	T = 10.62(X)+715.61			
		Eqn ^{1 B}	Ln(T) = 0.55Ln(X)+1.88			Eqn ^{2 B}	Ln(T) = 0.97Ln(X)+0.49			
		Eqn ^{1 C}	Ln(T) = 0.64Ln(X)+1.14			Eqn ^{2 C}	Ln(T) = 0.90Ln(X)+0.85			
			X = 1000 Sq. Feet Gross Floor Area							
Project Trip Generation										
				AM Peak Hour Volume			PM Peak Hour Volume			
Land Use	Quantity	ADT		Total	In	Out	Total	In	Out	
1A. Warehouse East	1,253,889	4,124		321	254	67	289	72	217	
1B. Warehouse West	1,276,116	3,674		298	235	63	266	67	199	
2. Business Park	555,505	6,615		750	638	113	691	180	511	
Total		14,413		1,369	1,127	242	1,246	319	927	
Project Trip Generation with PCE Conversion**										
				AM Peak Hour Volume			PM Peak Hour Volume			
Land Use	Quantity	ADT		Total	In	Out	Total	In	Out	
1A. Warehouse East	1,253,889	5,402		375	279	96	350	106	244	
1B. Warehouse West	1,276,116	4,813		347	257	90	318	96	222	
2. Business Park	555,505	6,615		750	638	113	691	180	511	
Total		16,830		1,472	1,174	299	1,359	382	977	

*Source: ITE Trip Generation Manual, 9th Edition

**Source: Fontana Truck Trip Generation Study

Source: Stantec, March 2018

Project Trip Distribution

The trip distributions were obtained from the San Bernardino Association of Governments (SANBAG) based on traffic forecasts performed for this study using County Traffic Analysis Model (SBTAM). The SBTAM model output that was referenced for the Project trip distribution is included in Appendix L of this DEIR.

Existing Year (2017) With Project Traffic

The Project traffic volumes were added to the 2017 traffic volumes to develop the Existing plus Project traffic volume forecasts. Table 3.13-11 shows the LOS at area intersections with the Project traffic added to the existing condition. For comparison, this table also includes the existing LOS at the area intersections.

**Table 3.13-11
Existing (2017) with Project Level of Service at Study Area Intersections**

Signalized Intersection	Existing (2017) No Project				Existing (2017) with Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
1 Euclid Ave / Philadelphia St	24.1	C	27.0	C	24.3	C	27.3	C
2 Grove Ave / Philadelphia St	18.0	B	22.6	C	18.0	B	20.2	C
3 Archibald Ave / Philadelphia St	16.8	B	19.7	B	16.7	B	19.6	B
4 SR60 WB Ramp / Euclid Ave	16.6	B	14.5	B	17.3	B	15.0	B
5 SR60 EB Ramp / Euclid Ave	16.5	B	15.5	B	17.2	B	15.9	B
6 SR60 WB Ramp / Grove Ave	17.2	B	17.4	B	17.5	B	17.9	B
7 SR60 EB Ramp / Grove Ave	24.8	C	21.6	C	24.9	C	23.6	C
8 SR60 WB Ramp / Archibald Ave	15.6	B	18.3	B	16.2	B	19.1	B
9 SR60 EB Ramp / Archibald Ave	13.5	B	19.9	B	13.1	B	23.0	C
10 Euclid Ave / Walnut St	15.6	B	16.6	B	15.7	B	16.7	B
11 Grove Ave / Walnut St	19.8	B	19.7	B	19.4	B	22.8	C
12 Archibald Ave / Walnut St	7.3	A	8.1	A	7.1	A	8.0	A
13 Euclid Ave / Riverside Dr	20.3	C	22.8	C	20.4	C	22.9	C
14 Grove Ave / Riverside Dr	21.6	C	22.6	C	20.2	C	21.2	C
15 Archibald Ave / Riverside Dr	11.9	B	14.6	B	11.2	B	14.3	B
16 Euclid Ave / Chino Ave	12.2	B	13.0	B	12.4	B	13.2	B
18 Archibald Ave / Chino Ave	8.1	A	8.6	A	7.9	A	8.5	A
19 Euclid Ave / Schaefer Ave	16.1	B	17.5	B	16.2	B	17.7	B
21 SR71 SB Ramp / Grand Ave	12.1	B	37.3	D	12.4	B	38.4	D
22 SR71 NB Ramp / Grand Ave	42.6	D	63.2	E	42.8	D	76.8	E
23 Ramona Ave / Edison Ave	19.2	B	21.3	C	19.3	B	23.2	C

Signalized Intersection	Existing (2017) No Project				Existing (2017) with Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
24 Central Ave / Edison Ave	22.7	C	27.9	C	22.8	C	30.8	C
25 Mountain Ave/ Edison Ave	16.0	B	15.1	B	15.4	B	14.7	B
26 Euclid Ave / Edison Ave	15.0	B	15.6	B	16.1	B	20.3	C
28 Archibald Ave / Edison Ave	18.8	B	18.2	B	18.9	B	18.3	B
29 Milliken Ave / Cantu-Galleano Ranch Rd	32.8	C	33.7	C	23.6	C	45.4	D
30 I-15 SB Ramp / Cantu- Galleano Ranch Rd	10.0	A	9.8	A	13.8	B	12.3	B
31 I-15 NB Ramp / Cantu- Galleano Ranch Rd	6.3	A	4.0	A	6.1	A	3.8	A
32 Euclid Ave / Eucalyptus Ave	9.8	A	10.1	B	10.8	B	11.6	B
35 Euclid Ave / Merrill Ave	15.8	B	13.7	B	19.2	B	20.1	C
38 Archibald Ave / Merrill Ave	17.2	B	23.1	C	44.6	D	59.2	E
39 Archibald Ave / Limonite Ave	40.0	D	18.3	B	76.6	E	21.8	C
40 Hamner Ave / Limonite Ave	23.9	C	23.6	C	24.2	C	23.8	C
41 I-15 SB Ramp / Limonite Ave	17.3	B	15.8	B	16.9	B	16.5	B
42 I-15 NB Ramp / Limonite Ave	19.1	B	17.1	B	19.5	B	17.4	B
43 Euclid Ave / Kimball Ave	30.5	C	30.7	C	32.2	C	31.5	C
44 Euclid Ave / Pine Ave	23.9	C	43.1	D	24.2	C	47.0	D
45 Archibald Ave / Schleisman Rd	23.0	C	21.9	C	23.0	C	21.8	C
46 Hellman Ave / Eucalyptus Ave	-	-	-	-	10.4	B	9.8	A
47 Hellman Ave / Merrill Ave	-	-	-	-	12.7	B	17.2	B
48 Archibald Ave / Eucalyptus Ave	5.0	A	3.4	A	5.0	A	4.8	A
Unsignalized Intersection	Existing (2017) No Project				Existing (2017) with Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
17 Grove Ave / Chino Ave	10.4	B	13.1	B	14.7	B	16.4	C
20 Grove Ave / Schaefer Ave	10.3	B	11.3	B	14.0	B	13.1	B
27 Grove Ave / Edison Ave	18.5	C	21.7	C	49.1	E	60.2	F
33 Grove Ave / Eucalyptus Ave	12.4	B	12.3	B	49.4	E	26.1	D
34 Carpenter Ave / Eucalyptus Ave	7.2	A	7.2	A	11.2	B	11.6	B
36 Grove Ave / Merrill Ave	13.9	B	13.1	B	22.4	C	19.7	C
37 Carpenter Ave / Merrill Ave	16.2	C	16.8	C	29.9	D	36.6	E

Note: Shading indicates unsatisfactory LOS

Source: Stantec, March 2018

As shown in Table 3.13-11, the following intersection would be impacted in the existing plus Project scenario:

- #27. Grove Avenue/Edison Avenue - the Project would cause the intersection to operate at unsatisfactory LOS F.

The implementation of mitigation measure TR-1 would reduce the Project's traffic impacts to the Existing Year at this intersection to less than significant. As detailed below, this intersection would also be impacted in the Opening Year (2023) with Project condition.

Figure 3.13-8 shows the Existing with Project weekday 24-hour roadway link volumes and volume-to-capacity (v/c) ratios. As shown in the figure, all roadway segments would operate with a v/c ratio of 0.90 or below indicating LOS D or better operation in the existing plus Project conditions.

Opening Year 2023 with Project Traffic

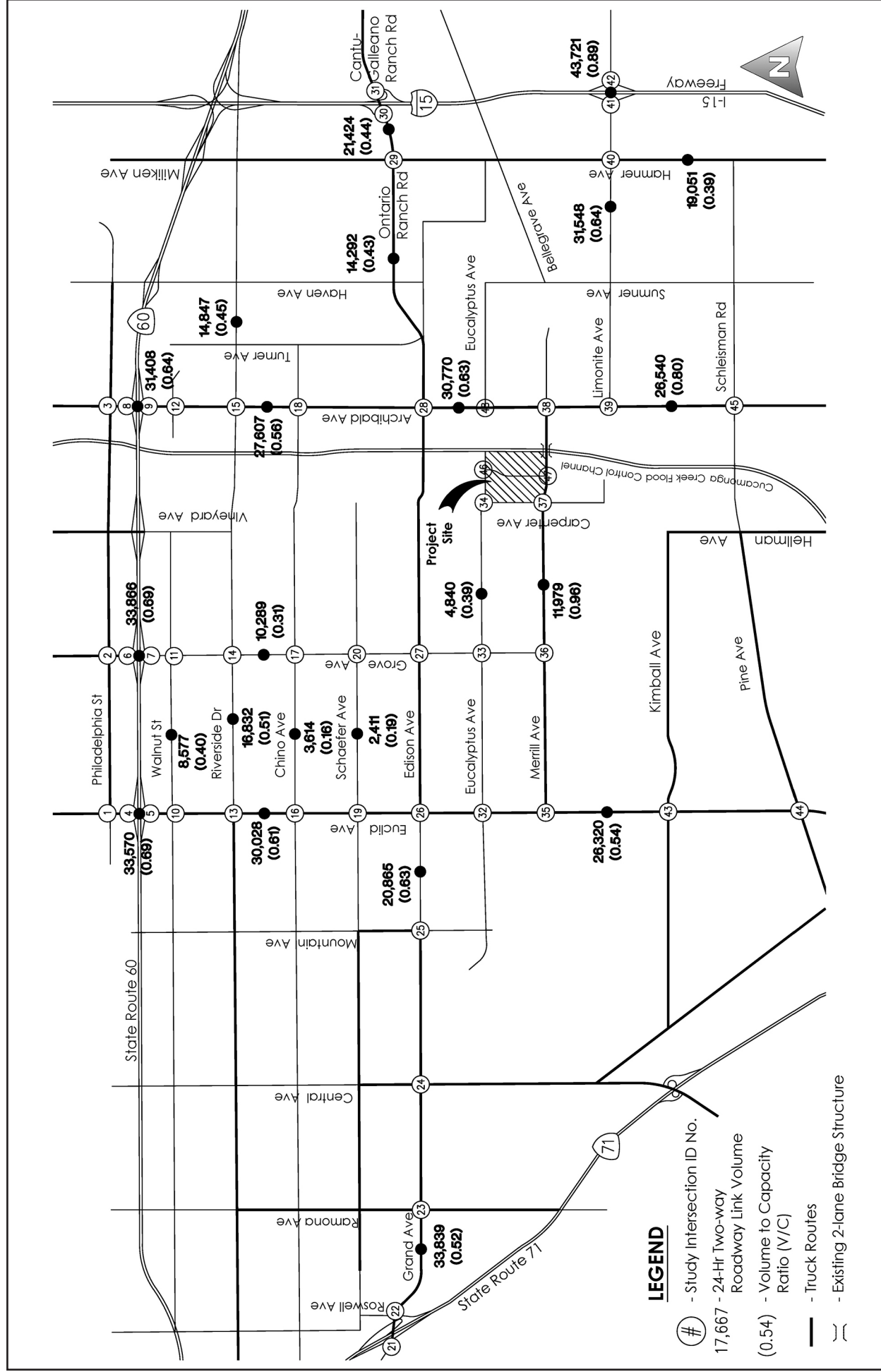
The Opening Year 2023 traffic conditions with the Project take into account the transportation system improvements that are scheduled to be completed by 2023 (as listed in Table 3.13-2) and associated with cumulative projects in the Project area. The roadway infrastructure improvements implemented by the Project will include all frontage improvements and a fair share contribution toward construction of the ultimate Eucalyptus Avenue bridge over Cucamonga Creek and the planned improvements listed in Table 3.13-2, which was included in the traffic analysis. It is assumed that completion of the ultimate bridge structure will be coordinated with adjacent development projects to complete ultimate street improvements to Eucalyptus Avenue between the channel and the Archibald Avenue intersection.

Table 3.13-12 shows the level of service at study area intersections in the Project area for Opening Year 2023. As shown, the Project would result in a cumulative impact at fourteen (14) study area intersections that are forecast to operate at LOS E.

To address these impacts shown in Table 3.13-12, the following improvements were identified:

Signalized Intersections

- #16. Euclid Avenue/Chino Avenue (City of Chino) – Add westbound left-turn lane.
- #22. SR-71 NB Ramp/Grand Avenue (City of Chino, Caltrans) – Add overlap southbound right.
- #28. Archibald Avenue/Edison Avenue (City of Ontario) – Add 3rd northbound through lane, add 3rd southbound through lane, add 3rd eastbound through lane, add 2nd westbound through lane, add 2nd southbound left-turn lane and add 3rd westbound through lane.
- #29. Milliken Avenue/Cantu-Galleano Ranch Road (City of Ontario) – Add 3rd southbound through lane, add 3rd eastbound through lane, add 3rd westbound through lane, add 3rd westbound through lane, add overlap eastbound right turn, add southbound right with overlap (OVL).
- #31. I-5 NB Ramp/Cantu-Galleano Ranch Road (Caltrans) – Optimize signal timing to improve operations.
- #40. Hamner Avenue/Limonite Avenue (City of Eastvale) – Add right-turn Overlap Phasing in all directions, add 3rd westbound through lane.



Source: Traffic Impact Analysis, Stantec

Figure 3.13-8
Existing (2017) with Project Traffic Volumes – 24-Hour Roadway Link Volumes and V/C Ratios

**Table 3.13-12
Opening Year (2023) Level of Service at Study Area Intersections**

Signalized Intersections		Opening Year (2023) No Project				Opening Year (2023) with Project				Project Significant Impact	
		AM Peak		PM Peak		AM	PM Peak Hour		50 Trips or More	Δ Delay ≥ 5 Sec	
		Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)			LOS
1	Euclid Ave / Philadelphia St	26.4	C	30.6	C	26.6	C	31.0	C	-	-
2	Grove Ave / Philadelphia St	18.6	B	20.9	C	18.6	B	21.0	C	-	-
3	Archibald Ave / Philadelphia St	15.3	B	19.5	B	15.3	B	19.3	B	-	-
4	SR60 WB Ramp / Euclid Ave	18.1	B	17.8	B	18.6	B	18.3	B	-	-
5	SR60 EB Ramp / Euclid Ave	33.7	C	22.5	C	37.6	D	23.0	C	-	-
6	SR60 WB Ramp / Grove Ave	21.1	C	19.0	B	22.1	C	21.0	C	-	-
7	SR60 EB Ramp / Grove Ave	35.4	D	26.8	C	36.2	D	29.1	C	-	-
8	SR60 WB Ramp / Archibald Ave	14.6	B	21.6	C	15.5	B	22.4	C	-	-
9	SR60 EB Ramp / Archibald Ave	18.9	B	29.8	C	19.4	B	37.7	D	-	-
10	Euclid Ave / Walnut St	19.2	B	22.8	C	20.2	B	26.0	C	-	-
11	Grove Ave / Walnut St	19.7	B	20.0	B	19.8	B	20.1	C	-	-
12	Archibald Ave / Walnut St	7.4	A	8.4	A	7.5	A	8.9	A	-	-
13	Euclid Ave / Riverside Dr	25.4	C	47.7	D	26.9	C	48.0	D	-	-
14	Grove Ave / Riverside Dr	16.5	B	15.9	B	17.1	B	16.7	B	-	-
15	Archibald Ave / Riverside Dr	18.1	B	28.6	C	18.5	B	26.5	C	-	-
16	Euclid Ave / Chino Ave	50.3	D	78.9	E	55.5	E	85.1	F	-	-
18	Archibald Ave / Chino Ave	19.1	B	27.7	C	20.5	C	29.3	C	-	-
19	Euclid Ave / Schaefer Ave	29.2	C	34.4	C	31.5	C	37.3	D	-	-
21	SR71 SB Ramp / Grand Ave	12.9	B	65.3	E	13.3	B	67.3	E	-	-
22	SR71 NB Ramp / Grand Ave	59.8	E	98.1	F	59.7	E	111.0	F	Yes	-
23	Ramona Ave / Edison Ave	22.6	C	32.1	C	23.4	C	36.8	D	-	-
24	Central Ave / Edison Ave	26.2	C	48.7	D	27.3	C	61.1	E	-	-
25	Mountain Ave / Edison Ave	15.6	B	15.0	B	15.6	B	15.6	B	-	-
26	Euclid Ave / Edison Ave	16.1	B	37.3	D	17.1	B	42.5	D	-	-
28	Archibald Ave / Edison Ave	95.2	F	144.2	F	123.5	F	153.6	F	Yes	-
29	Milliken Ave / Cantu-Galleano Ranch Rd	95.9	F	161.4	F	100.7	F	175.2	F	Yes	-
30	I-15 SB Ramp / Cantu-Galleano Ranch Rd	47.7	D	64.3	E	68.3	E	79.8	E	-	Yes
31	I-15 NB Ramp / Cantu-Galleano Ranch Rd	22.7	B	74.6	E	27.6	C	93.7	F	-	Yes
32	Euclid Ave / Eucalyptus Ave	19.2	B	21.3	C	22.7	C	27.5	C	-	-

35	Euclid Ave / Merrill Ave	74.0	E	25.9	C	78.1	E	30.4	C	-	-
38	Archibald Ave / Merrill Ave	27.4	C	46.6	D	34.2	C	55.9	D	-	-
39	Archibald Ave / Limonite Ave	26.1	C	28.4	C	58.4	E	39.5	D	-	-
40	Hammer Ave / Limonite Ave	65.8	E	78.0	E	72.1	E	84.8	F	-	Yes
41	I-15 SB Ramp / Limonite Ave	287.4	F	125.0	F	345.2	F	137.6	F	-	Yes
42	I-15 NB Ramp / Limonite Ave	77.5	E	92.1	F	91.3	F	95.5	F	-	Yes
43	Euclid Ave / Kimball Ave	23.1	C	26.5	C	23.7	C	26.9	C	-	-
44	Euclid Ave / Pine Ave	24.1	C	25.3	C	24.4	C	25.5	C	-	-
45	Archibald Ave / Schleisman Ave	25.2	C	28.0	C	25.9	C	28.8	C	-	-
46	Hellman Ave / Eucalyptus Ave	N/A		N/A		10.2	B	10.7	B	-	-
47	Hellman Ave / Merrill Ave	N/A		N/A		9.1	A	34.7	C	-	-
48	Archibald Ave / Eucalyptus Ave	89.5	F	139.9	F	166.8	F	208.0	F	Yes	-
Unsignalized Intersections		Opening Year (2023) No Project				Opening Year (2023) with Project				Project Significant Impact	
		AM Peak		PM Peak		AM		PM Peak Hour	50 Trips	Δ Delay ≥	
		Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS		
17	Grove Ave / Chino Ave	42.1	E	107.1	F	127.9	F	146.5	F	Yes	-
20	Grove Ave / Schaefer Ave	11.7	B	13.6	B	18.5	C	17.2	C	-	-
27	Grove Ave / Edison Ave	205.3	F	321.4	F	325.0	F	401.6	F	Yes	-
33	Grove Ave / Eucalyptus Ave	18.8	C	18.9	C	735.2	F	82.5	F	Yes	-
34	Carpenter Ave / Eucalyptus Ave	9.5	A	9.6	A	15.0	B	14.4	B	-	-
36	Grove Ave / Merrill Ave	119.1	F	202.5	F	179.9	F	285.7	F	Yes	-
37	Carpenter Ave / Merrill Ave	655.4	F	1166.9	F	1285.8	F	10000.0	F	Yes	-

Note: Shading indicates unsatisfactory LOS

Source: Stantec, March 2018

- #41. I-15 SB Ramp/Limonite Avenue (Caltrans) – Add a 3rd eastbound and 3rd westbound through lane, redesign interchange to a partial clover leaf.
- #42. I-15 NB Ramp/Limonite Avenue (Caltrans) – Add a 3rd eastbound and 3rd westbound through lane, redesign interchange to a partial clover leaf.
- #48. Archibald Avenue/Eucalyptus Avenue (City of Ontario) – Add a northbound left lane, add a 3rd northbound through lane, add a 3rd southbound through lane, add an eastbound left-turn lane, add an eastbound through lane, add an eastbound right with OVL, add a 2nd northbound left-turn lane.

Unsignalized Intersections

- #17. Grove Avenue/Chino Avenue (City of Ontario) – Signalize intersection.

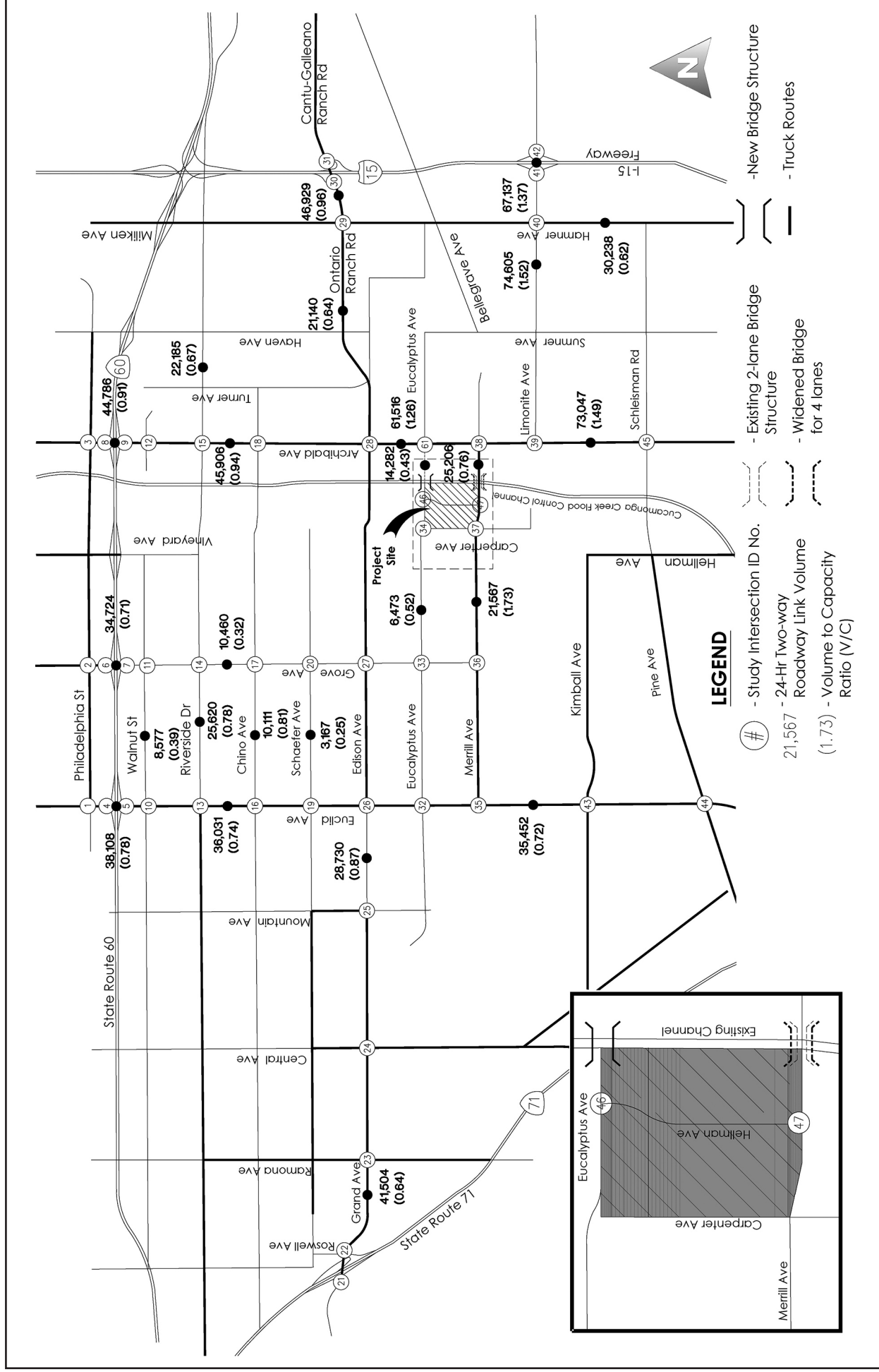
- #27. Grove Avenue/Edison Avenue (City of Ontario) – Signalize intersection.
- #33. Grove Avenue/Eucalyptus Avenue (City of Ontario) – Signalize intersection.
- #36. Grove Avenue/Merrill Avenue (City of Ontario) – Add eastbound left-turn lane, add 2nd eastbound through lane, add 2nd westbound through lane and signalize intersection.
- #37. Carpenter Avenue/Merrill Avenue (City of Ontario) – add southbound left-turn lane, add 2nd westbound through lane, add westbound left-turn lane and signalize intersection.

In addition, Figure 3.13-9 provides Opening Year 2023 with Project weekday 24-hour volumes on roadway segments and volume-to-capacity (v/c) ratios. As shown in the figure, five of the study area roadway segments would operate with a v/c ratio greater than 1.0 (LOS F) in the Opening Year 2023 with Project condition. These same intersections would operate at LOS F in the baseline condition, therefore the Project would result in a cumulative impact on these five roadway segments.

Because the Project would add traffic sufficient to cause a cumulative impact at these deficient intersection and roadway segment locations, Mitigation Measure TR-2 would be implemented, which require contribution of fair share funding towards various improvements to mitigate the Specific Plan's fair share of the impacts at these intersection locations. With payment of the fair share contribution, the Specific Plan's share of impacts would be mitigated, and implementation of these improvements at the impacted intersections would improve the LOS. Within the City, many of the improvements are included in the City's DIF program and have been planned to accommodate the City's growth as identified in its General Plan. Because the Project is consistent with buildout of the General Plan, many of the related roadway improvements are included in the DIF. However, many of the needed improvements are also not included in the DIF and are not planned improvements. Also, the construction/implementation of these improvements (whether listed in the City's DIF or not) is dependent upon the payment of similar fees by other projects that contribute to the impact. As such, the exact timing of implementation of the improvements identified by the mitigation measure is uncertain. The City does earmark fair share funds paid for traffic improvements, meaning that any fair share fees paid for a certain improvement will necessarily be spent on that specific improvement (i.e., fair share fees cannot be spent on alternative improvements or other items). However, notwithstanding this commitment to use the funds for the specified improvements, the uncertainty regarding the timing of the construction of the improvements means the impacts are considered significant and unavoidable even with implementation of Mitigation Measure TR-2. In addition, many intersections (as listed above) are under the jurisdiction of Caltrans or the Cities of Chino and Eastvale; and the City cannot guarantee implementation of the improvements within these jurisdictions. As a result, traffic impacts to intersections in the opening year 2023 plus Project condition would be cumulatively significant and remain significant and unavoidable.

Horizon Year 2040 with Project Traffic Volumes

The Horizon Year 2040 with the Project traffic conditions were forecast using the SBTAM traffic model. Table 3.13-13 shows the LOS of the study area intersections with the Project in 2040. As shown in Table 3.13-13, none of the study area intersections will operate at an unacceptable LOS with the Project.



Source: Traffic Impact Analysis, Stantec

Figure 3.13-9
Opening Year 2023 with Project Traffic Volumes – 24-Hour Roadway Link Volumes and V/C Ratios

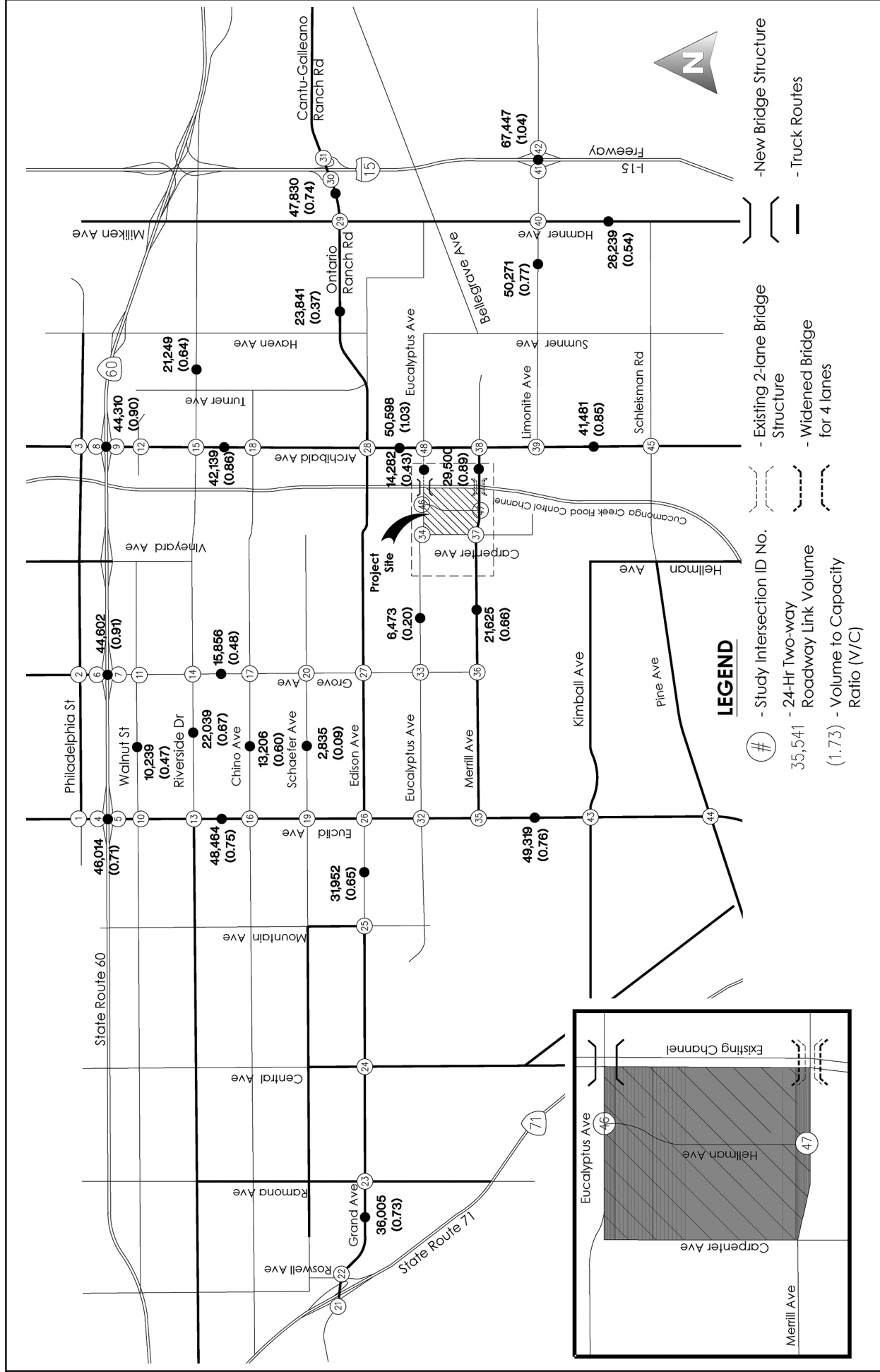
**Table 3.13-13
Horizon Year 2040 Level of Service at Study Area Intersections**

Signalized Intersections	Horizon Year 2040 No Project				Horizon Year 2040 with Project				Project Significant Impact	
	AM Peak		PM Peak		AM Peak		PM Peak		50 Trips or More	Δ Delay ≥ 5 Sec
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS		
1 Euclid Ave / Philadelphia St	19.9	B	28.2	C	19.9	B	28.2	C	-	-
2 Grove Ave / Philadelphia St	20.3	C	24.0	C	20.4	C	23.8	C	-	-
3 Archibald Ave / Philadelphia St	15.2	B	19.5	B	15.2	B	19.5	B	-	-
4 SR60 WB Ramp / Euclid Ave	20.6	C	20.4	C	21.2	C	21.4	C	-	-
5 SR60 EB Ramp / Euclid Ave	39.4	D	28.3	C	44.1	D	31.0	C	-	-
6 SR60 WB Ramp / Grove Ave	32.3	C	36.7	D	35.0	D	40.6	D	-	-
7 SR60 EB Ramp / Grove Ave	61.8	E	51.2	D	63.1	E	57.0	E	-	-
8 SR60 WB Ramp / Archibald Ave	16.3	B	52.8	D	19.6	B	62.2	E	-	-
9 SR60 EB Ramp / Archibald Ave	13.6	B	14.7	B	13.3	B	14.8	B	-	-
10 Euclid Ave / Walnut St	22.6	C	31.3	C	25.2	C	31.4	C	-	-
11 Grove Ave / Walnut St	22.2	C	22.7	C	23.2	C	23.3	C	-	-
12 Archibald Ave / Walnut St	7.2	A	8.5	A	7.4	A	8.8	A	-	-
13 Euclid Ave / Riverside Dr	22.2	C	32.5	C	22.6	C	34.1	C	-	-
14 Grove Ave / Riverside Dr	16.2	B	16.3	B	15.5	B	16.7	B	-	-
15 Archibald Ave / Riverside Dr	17.4	B	23.7	C	17.7	B	25.3	C	-	-
16 Euclid Ave / Chino Ave	12.1	B	14.2	B	12.2	B	14.7	B	-	-
17 Grove Ave / Chino Ave	11.0	B	11.7	B	10.5	B	11.5	B	-	-
18 Archibald Ave / Chino Ave	17.8	B	20.7	C	18.4	B	22.0	C	-	-
19 Euclid Ave / Schaefer Ave	17.6	B	21.2	C	18.1	B	22.0	C	-	-
20 Grove Ave / Schaefer Ave	9.2	A	10.1	B	9.0	A	10.5	B	-	-
21 SR71 SB Ramp / Grand Ave	12.5	B	48.8	D	12.9	B	50.2	D	-	-
22 SR71 NB Ramp / Grand Ave	19.9	B	24.6	C	19.6	B	26.2	C	-	-
23 Ramona Ave / Edison Ave	20.8	C	26.2	C	21.2	C	30.9	C	-	-
24 Central Ave / Edison Ave	24.2	C	40.7	D	24.8	C	48.9	D	-	-
25 Mountain Ave / Edison Ave	15.2	B	15.1	B	15.0	B	15.5	B	-	-
26 Euclid Ave / Edison Ave	16.6	B	21.7	C	18.0	B	27.8	C	-	-
27 Grove Ave / Edison Ave	10.1	B	10.6	B	10.6	B	11.1	B	-	-
28 Archibald Ave / Edison Ave	23.2	C	42.6	D	31.1	C	47.7	D	-	-
29 Milliken Ave / Cantu-Galleano Ranch Rd	34.9	C	58.2	E	35.4	D	65.2	E	-	-

Signalized Intersections	Horizon Year 2040 No Project				Horizon Year 2040 with Project				Project Significant Impact	
	AM Peak		PM Peak		AM Peak		PM Peak		50 Trips or More	Δ Delay ≥ 5 Sec
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS		
30 I-15 SB Ramp / Cantu- Galleano Ranch Rd	14.4	B	6.8	A	15.2	B	7.2	A	-	-
31 I-15 NB Ramp / Cantu- Galleano Ranch Rd	13.7	B	51.4	D	15.2	B	64.3	E	-	-
32 Euclid Ave / Eucalyptus Ave	12.6	B	13.6	B	13.8	B	14.7	B	-	-
33 Grove Ave / Eucalyptus Ave	6.6	A	6.9	A	8.2	A	10.7	B	-	-
35 Euclid Ave / Merrill Ave	25.4	C	33.0	C	32.5	C	42.3	D	-	-
36 Grove Ave / Merrill Ave	6.7	A	8.8	A	8.5	A	9.0	A	-	-
37 Carpenter Ave / Merrill Ave	6.6	A	12.4	B	6.8	A	12.7	B	-	-
38 Archibald Ave / Merrill Ave	28.0	C	49.4	D	36.9	D	65.8	E	-	-
39 Archibald Ave / Limonite Ave	31.6	C	28.2	C	50.5	D	39.5	D	-	-
40 Hamner Ave / Limonite Ave	52.8	D	47.1	D	59.7	E	52.1	D	-	-
41 I-15 SB Ramp / Limonite Ave	5.4	A	12.5	B	5.3	A	12.3	B	-	-
42 I-15 NB Ramp / Limonite Ave	43.0	D	43.5	D	53.8	D	46.8	D	-	-
43 Euclid Ave / Kimball Ave	28.1	C	30.4	C	29.7	C	31.3	C	-	-
44 Euclid Ave / Pine Ave	20.8	C	22.3	C	21.0	C	22.3	C	-	-
45 Archibald Ave / Schleisman Rd	21.3	C	23.3	C	21.4	C	23.7	C	-	-
46 Hellman Ave / Eucalyptus Ave	1.3	A	0.8	A	8.7	A	4.1	A	-	-
47 Hellman Ave / Merrill Ave	1.1	A	1.0	A	3.5	A	4.7	A	-	-
48 Archibald Ave / Eucalyptus Ave	21.9	C	52.4	D	34.1	C	74.5	E	-	-
Unsignalized Intersections	Horizon Year 2040 No Project				Horizon Year 2040 with Project				Project Significant Impact	
	AM Peak		PM Peak		AM Peak		PM Peak		50 Trips	Δ Delay
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS		
34 Carpenter Ave / Eucalyptus Ave	9.4	A	9.4	A	15.1	C	13.0	B	-	-

Source: Stantec, March 2018

Additionally, Figure 3.13-10 shows the Horizon Year 2040 with Project weekday 24-hour volumes on roadway segments and volume-to-capacity (v/c) ratios. As shown in the figure, two study area roadway segments would operate with a v/c ratio greater than 1.0 (LOS F). The Project would cause a direct project impact on Archibald Avenue, north of Eucalyptus Avenue as this roadway segment is forecast to operate at LOS E (v/c = 0.92) in the 2040 without Project condition. The same improvements identified for the intersection impacts would also reduce impacts at these roadway segments. However, the improvements are dependent upon the payment of similar fees by other projects that contribute to the impact. As such, the exact timing of implementation of the improvements identified by the mitigation measure is uncertain, and the uncertainty regarding the timing of the construction of the improvements



Source: Traffic Impact Analysis, Stantec

Figure 3.13-10
Horizon Year 2040 with Project Traffic Volumes - 24-Hour Roadway Link Volumes and V/C Ratios

means the impacts would be significant and unavoidable even with implementation of Mitigation Measure TR-2.

SR-60 and I-15 Freeway Mainline Analysis Summary

Table 3.13-14 provides a summary of mainline LOS analysis for the SR-60 Freeway with Existing (2017), Existing (2017) with Project, Opening Year 2023 with Project, and Horizon Year 2040 peak hour volumes. As shown, all the studied SR-60 freeway segments, with the exception of Archibald Avenue to Haven Avenue, will operate at LOS E or F with the Existing (2017) with Project, 2023 with Project and Horizon Year 2040 traffic volumes.

Table 3.13-15 provides a summary of mainline LOS analysis for the I-15 Freeway with Existing (2017), Opening Year 2023 with Project and Horizon Year 2040 peak hour volumes. As shown, the studied I-15 freeway segments will operate at LOS E or F south of the Cantu-Galleano Ranch Road interchange with the 2023 with Project and Horizon Year 2040 traffic volumes. There are currently long range plans to add capacity to the I-15 Freeway from SR-74 in Lake Elsinore to the SR-60 in Ontario.

**Table 3.13-14
SR-60 Freeway Mainline Level of Service Analysis**

Facility / Scenario	FREeway MAINLINE SEGMENT																																							
	SR-60 Mountain Ave to Euclid Ave								SR-60 Euclid Ave to Grove Ave								SR-60 110 Grove Ave to Vineyard Ave								SR-60 Vineyard Ave to Archibald Ave								SR-60 Archibald Ave to Haven Ave							
	AM				PM				AM				PM				AM				PM				AM				PM											
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB												
Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS													
Existing 2017	25.3	C	34.2	D	27.8	D	34.9	D	25.9	C	35.3	E	28.6	D	36.1	E	24.9	C	33.5	D	27.3	D	34.1	D	25.0	C	33.7	D	27.5	D	24.8	C	24.0	C	23.5	C	26.3	D	23.8	C
Existing 2017 with Project	26.3	D	34.6	D	28.0	D	35.4	E	26.7	D	35.5	E	28.8	D	36.4	E	24.9	C	33.5	D	27.3	D	34.1	D	25.0	C	33.7	D	27.5	D	24.8	C	24.2	C	24.0	C	26.8	D	24.2	C
Opening Year 2023 with Project	30.4	D	39.2	E	29.4	D	42.0	E	29.2	D	42.1	E	31.0	D	40.2	E	27.2	D	39.1	E	29.6	D	37.6	E	27.3	D	38.9	E	29.8	D	27.6	D	26.3	D	26.8	D	29.2	D	25.3	C
Horizon Year 2040	32.5	D	42.2	E	32.8	D	48.3	F	31.2	D	45.5	F	34.8	D	46.0	F	29.0	D	42.0	E	33.1	D	42.8	E	29.2	D	41.8	E	33.3	D	30.2	D	28.0	D	27.9	D	32.7	D	27.6	D

Facility / Scenario	FREeway MERGE/DIVERGE SEGMENT AT EUCLID AVENUE															
	SR-60 Euclid Ave On-Ramp (Merge)						SR-60 Euclid Ave Off-Ramp (Diverge)									
	Eastbound			Westbound			Eastbound			Westbound						
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM				
Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS					
Existing 2017	13.6	B	17.5	B	31.1	D	31.3	D	28.2	D	29.6	D	36.2	E	36.1	E
Existing 2017 with Project	27.5	C	28.6	D	31.4	D	31.6	D	29.1	D	29.8	D	36.3	E	36.3	E
Opening Year 2023 with Project	29.1	D	31.0	D	33.6	D	35.7	E	33.6	D	31.3	D	40.6	E	38.3	E
Horizon Year 2040	30.2	D	32.8	D	34.6	D	37.5	F	34.8	D	33.4	D	41.9	F	40.5	F

Facility / Scenario	FREeway MERGE/DIVERGE SEGMENT AT GROVE AVENUE															
	SR-60 Grove Ave On-Ramp (Merge)						SR-60 Grove Ave Off-Ramp (Diverge)									
	Eastbound			Westbound			Eastbound			Westbound						
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM				
Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS					
Existing 2017	24.3	C	26.6	C	31.7	D	32.9	D	29.8	D	31.0	D	34.1	D	34.0	D
Existing 2017 with Project	24.3	C	26.6	C	31.9	D	33.2	D	31.1	D	31.3	D	34.1	D	34.0	D
Opening Year 2023 with Project	25.9	C	27.9	C	34.7	D	34.7	D	33.1	D	32.7	D	37.1	E	35.7	E
Horizon Year 2040	26.9	C	29.6	D	35.7	F	36.6	F	34.3	D	34.8	D	38.3	E	38.0	E

Facility / Scenario	FREeway MERGE/DIVERGE SEGMENT ARCHIBALD AVENUE															
	SR-60 Archibald Ave On-Ramp (Merge)						SR-60 Archibald Ave Off-Ramp (Diverge)									
	Eastbound			Westbound			Eastbound			Westbound						
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM				
Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS	Density (pcpmp)	LOS					
Existing 2017	23.7	C	26.5	C	30.2	D	30.9	D	28.5	D	30.0	D	18.1	B	17.4	B
Existing 2017 with Project	24.0	C	27.2	C	30.2	D	30.9	D	28.5	D	30.0	D	19.2	B	17.8	B
Opening Year 2023 with Project	26.1	C	29.7	D	33.3	D	34.5	D	31.3	D	32.7	D	22.4	C	19.9	B
Horizon Year 2040	27.2	C	31.6	D	34.5	D	34.5	D	32.8	D	34.9	D	23.0	C	21.7	C

**Table 3.13-15
I-15 Freeway Mainline Level of Service Analysis**

Facility Scenario	FREEWAY MAINLINE SEGMENT																							
	I-15 Cantu-Galleano Ranch road to SR40				I-15 Limonite Avenue to Cantu-Galleano Ranch Road				I-15 68th Street to Limonite Avenue															
	AM		PM		AM		PM		AM		PM		PM											
	Density (pc/imp)	LOS	Density (pc/imp)	LOS	Density (pc/imp)	LOS	Density (pc/imp)	LOS	Density (pc/imp)	LOS	Density (pc/imp)	LOS	Density (pc/imp)	LOS										
Existing 2017	15.0	B	20.4	C	14.9	B	21.7	C	26.4	D	29.0	D	26.0	D	31.8	D	27.1	D	30.2	D	26.8	D	32.9	D
Existing 2017 with Project	15.2	B	21.2	C	15.3	B	22.3	C	26.4	D	29.4	D	26.1	D	32.7	D	27.9	D	30.5	D	27.0	D	32.9	D
Opening Year 2023 with Project	18.9	C	45.9	F	22.2	C	27.5	D	32.2	D	74.2	F	39.4	E	36.6	E	40.9	E	37.1	E	36.6	E	47.7	F
Horizon Year 2040	19.7	C	50.4	F	24.3	C	33.3	D	34.1	D	90.3	F	47.1	F	48.9	F	47.8	F	40.8	E	45.5	F	61.5	F

Facility Scenario	FREEWAY MERGE/DIVERGE SEGMENT																															
	I-15 Cantu-Galleano Ranch Rd On-Ramp (Merge)				I-15 Cantu-Galleano Ranch Rd Off-Ramp (Diverge)				I-15 Limonite Ave On-Ramp (Merge)				I-15 Limonite Ave Off-Ramp (Diverge)																			
	Northbound		Southbound		Northbound		Southbound		Northbound		Southbound		Northbound		Southbound																	
	AM Density (pc/imp)	PM Density (pc/imp)	AM Density (pc/imp)	PM Density (pc/imp)	AM Density (pc/imp)	PM Density (pc/imp)	AM Density (pc/imp)	PM Density (pc/imp)	AM Density (pc/imp)	PM Density (pc/imp)	AM Density (pc/imp)	PM Density (pc/imp)	AM Density (pc/imp)	PM Density (pc/imp)	AM Density (pc/imp)	PM Density (pc/imp)																
Existing 2017	3.1	A	2.6	A	18.9	B	20.7	C	28.7	D	29.3	D	29.6	D	30.1	D	29.0	D	27.7	C	31.9	D	32.6	D	30.4	D	31.1	D	31.6	D	33.2	D
Existing 2017 with Project	3.5	A	3.6	A	19.0	B	21.0	C	29.7	D	29.4	D	29.7	D	30.7	D	29.1	D	27.7	C	32.1	D	32.6	D	31.1	D	31.3	D	31.7	D	33.7	D
Opening Year 2023 with Project	12.2	B	18.0	F	29.5	D	24.1	C	33.3	D	36.2	E	58.2	F	36.9	F	33.6	D	37.5	E	36.5	E	41.7	F	38.1	E	36.6	E	51.6	F	35.7	E
Horizon Year 2040	13.3	B	20.4	F	30.7	D	27.0	C	34.1	D	41.3	F	61.5	F	45.4	F	35.4	E	41.8	F	39.0	E	47.2	F	41.6	F	40.8	F	55.1	F	42.1	F

At this time, Caltrans has no fee program or mechanism by which impacts on State Highway facilities can be mitigated. As such, no feasible mitigation is available to reduce potential impacts to a less than significant level. In addition, the City cannot implement or guarantee implementation of improvements on Caltrans facilities. Therefore, impacts to SR-60 and the I-15 Freeway would be significant and unavoidable.

Impact TRAF-3 Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? This impact is less than significant.

The Project will be required to comply with the City's right of way and public street design standards. The Project does not propose any street designs or curves that would result in a dangerous intersection. The City of Ontario Public Works Department will review all building plans for compliance with its street design requirements prior to the issuance of building permit(s) to ensure that all Project-related roadways and intersections meet the City standards for roadway widths, turning radius, sight-distance requirements, etc. Project compliance with City design standards for public roadways will address potential conflicts with oversized vehicles or farm equipment on the public roadways within and adjacent to the Site. The Project will not result in a significant dangerous street design or intersection.

3.13.6 Cumulative Impacts

The Project along with the other identified cumulative projects will result in cumulative traffic impacts to area intersections and roadways segments. Project completion in 2023 will require mitigation to fourteen (14) study area intersections that are required by both the Project and cumulative projects in the Project study area. Implementation of Mitigation Measure TR-2 would mitigate the Project's fair share of the impact; however, many improvement locations are under the jurisdiction of the Cities of Chino or Eastvale. Therefore; the City cannot guarantee implementation of the improvements, and traffic impacts would be cumulatively significant and remain significant and unavoidable.

Also, because the construction/implementation of the improvements identified in Mitigation Measure TR-2 within the City (whether listed in the City's DIF or not) is dependent upon the payment of similar fees by other projects that contribute to the impact, the exact timing of implementation of the improvements identified by the mitigation measure is uncertain. The City does earmark fair share funds paid for traffic improvements, meaning that any fair share fees paid for a certain improvement will necessarily be spent on that specific improvement (i.e., fair share fees cannot be spent on alternative improvements or other items). However, notwithstanding this commitment to use the funds for the specified improvements, the uncertainty regarding the timing of the construction of the improvements means the impacts are considered significant and unavoidable even with implementation of Mitigation Measure TR-2.

Additionally, the SR-60 and I-15 Freeways are estimated to operate at LOS F during the peak hours in 2023 and 2040 for the cumulative condition with implementation of the Project. Because there is no Caltrans fee program or mitigation mechanisms in place at this time, the Project's contribution to cumulative impacts at the SR-60 and I-15 Freeways would remain significant and unavoidable.

3.13.7 Mitigation Measures

The following traffic mitigation measure is recommended to reduce Project traffic impacts to less than significant.

TR-1 The Project developer shall pay the cost to signalize the intersection of Grove Avenue/Edison Avenue prior to the issuance of the first building permit.

TR-2 The Project developer shall pay a City required Development Impact Fee (DIF) prior to the issuance of the first building permit toward construction of the traffic improvements listed below. For those required traffic improvements listed below that are not paid by DIF, the Project developer shall pay its fair share towards the cost of the required street improvements prior to the issuance of the first building permit.

Improvements to Signalized Intersections

- #16. Euclid Avenue/Chino Avenue (City of Chino) – Add westbound left-turn lane.
- #21. SR-71 SB Ramp/Grand Avenue (City of Chino, Caltrans) – Work with City of Chino and Caltrans to identify feasible improvements and pay fair share.
- #22. SR-71 NB Ramp/Grand Avenue (City of Chino, Caltrans) – Add southbound right turn overlap phasing.
- #24. Central Avenue/Edison Avenue (City of Chino) – Work with City of Chino to identify feasible improvements and pay fair share.
- #28. Archibald Avenue/Edison Avenue (City of Ontario) – Add a 2nd northbound left-turn lane, 3rd northbound through lane, 3rd southbound through lane, 3rd eastbound through lane, 2nd westbound through lane, 2nd southbound left-turn lane, 3rd westbound through lane.
- #29. Hamner Avenue/Cantu-Galleano Ranch Road/Ontario Ranch Road (City of Ontario, City of Eastvale) – Add a 2nd northbound through lane, northbound right-turn lane with overlap phasing, 2nd southbound left-turn lane, 2nd southbound through lane, 2nd eastbound through lane, 2nd westbound left-turn lane, 2nd westbound through lane, westbound right-turn overlap phasing, 3rd southbound through lane, 3rd eastbound through lane, 3rd westbound through lane, eastbound right-turn with overlap phasing, southbound right-turn lane with overlap phasing.
- #30. I-15 SB Ramp/Cantu-Galleano Ranch Road (City of Eastvale, Caltrans) – Restripe #2 southbound left-turn lane to a shared left-right-turn lane to provide a southbound left-turn lane, southbound shared left-right-turn lane and a southbound right-turn lane.
- #31. I-5 NB Ramp/Cantu-Galleano Ranch Road (City of Eastvale, Caltrans) – Optimize signal timing to improve operations.

- #35. Euclid Avenue/Merrill Avenue (City of Chino, City of Ontario, Caltrans) – Add a 3rd northbound through lane, 2nd southbound left-turn lane, 3rd southbound through lane, 2nd westbound left-turn lane, westbound right-turn lane with overlap phasing.
- #39. Archibald Ave./Limonite Ave. (City of Eastvale) - Add 2nd westbound right turn, 2nd northbound through lane, 2nd southbound left-turn lane, 2nd southbound through lane, 2nd westbound left-turn lane, 3rd northbound through lane.
- #40. Hamner Avenue/Limonite Avenue (City of Eastvale) – Add right-turn overlap phasing in all directions, 3rd westbound through 1, 3rd southbound through lane.
- #41. I-15 SB Ramp/Limonite Avenue (City of Eastvale, Caltrans) – Add a 3rd eastbound and 3rd westbound through lane, redesign interchange to a partial cloverleaf.
- #42. I-15 NB Ramp/Limonite Avenue (City of Eastvale, Caltrans) – Add a 3rd eastbound and 3rd westbound through lane, redesign interchange to a partial cloverleaf.
- #48. Archibald Avenue/Eucalyptus Avenue (City of Ontario) – Add a northbound left-turn lane, 3rd northbound through Lane, 3rd southbound through lane, eastbound left-turn lane, eastbound through lane, eastbound right-turn lane, 2nd northbound left-turn lane.

Improvements to Unsignalized Intersections

- #17. Grove Avenue/Chino Avenue (City of Ontario) – Signalize Intersection.
- #27. Grove Avenue/Edison Avenue (City of Ontario) – Signalize Intersection.
- #33. Grove Avenue/Eucalyptus Avenue (City of Ontario) – Signalize Intersection.
- #36. Grove Ave./Merrill Ave. (City of Chino, City of Ontario) - Add eastbound left-turn lane, 2nd eastbound through lane, 2nd westbound through lane, signalize intersection.
- #37. Carpenter Avenue/Merrill Avenue (City of Ontario, City of Chino) – add southbound left-turn lane, 2nd westbound through lane, westbound left-turn lane and signalize intersection.

3.13.8 Level of Significance After Mitigation

Project-Level Traffic Impacts are Less Than Significant: With the signalization of the intersection of Grove Avenue and Edison Avenue under Mitigation Measure TR-1, the only significant traffic impact under the Existing plus Project scenario will be reduced to a less than significant level.

Cumulative Impacts Are Significant and Unavoidable: As described previously, to reduce impacts Mitigation Measure TR-2 would be implemented, which requires the fair share contribution by the Project towards various traffic improvements. However, the City cannot guarantee that these improvements would be funded and completed prior to the Project's contribution to the cumulative traffic impacts. Further, many intersections are under the jurisdiction of Caltrans or the Cities of

Chino and Eastvale and the City of Ontario cannot guarantee the implementation of the traffic improvements within these jurisdiction. Also, as to the improvements within the City of Ontario that are not part of an adopted plan or program, the City cannot guarantee the construction of the traffic improvements with a specified period. As a result, traffic impacts would be significant and unavoidable.

3.14 TRIBAL CULTURAL RESOURCES

3.14.1 Introduction

This section describes the potential tribal cultural resources that are potentially present within the Specific Plan and evaluates the potential effects of the Project to those resources.

3.14.2 Existing Conditions

The Native Americans that occupied most of Riverside, Orange, Los Angeles, and San Bernardino counties had not always held these territories at the time the Spanish arrived in the area. The earliest archaeologically documented predecessors are collectively referred to as the "Millingstone" people. The Millingstone people are thought to have been scattered over much of southern California as early as ca. 6000 B.C. (cf. Wallace 1955). The Millingstone people were principally seed and root gatherers and rarely seemed to have developed large settlements and who probably never occupied a single area on a year-around basis.

About 1500 B.C. (dates vary with locale and researcher), a change took place. The change consisted of the introduction of stone mortars and pestles, implements that greatly facilitated the processing of acorns. The new era has been called the "Intermediate" (*ibid.*; Elsasser 1978) and is very poorly understood. What is certain is that the Intermediate peoples were replaced by Shoshoneans who moved in from the Great Basin for unknown reasons. The exact time the Shoshonean "incursion" took place is uncertain, but most authorities estimate that it occurred between A.D. 500 and 1000 (e.g. Kroeber 1925:578).

Brief Culture History of the Gabrieliño

When Juan Cabrillo sailed the coast of California in 1542, Los Angeles and most of Orange County were inhabited by prehistoric people that occupied scattered villages. Although these people had no political institutions beyond the village level, they spoke a common dialect, and when the Mission San Gabriel was established, came to be known to the Spanish as "Gabrieliño."

Linguistic and archaeological evidence strongly suggest that the Gabrieliño represented a branch of desert dwellers, or Shoshoneans, that moved to coastal southern California during the first millennium A.D. At that time, they supplanted or absorbed an earlier group about which relatively little is known.

The Gabrieliño were a stone-age people whose subsistence was based upon hunting and gathering. They did not know metallurgy nor did they practice agriculture. Yet, the population was relatively small, few villages comprising more than 100 souls, and agriculture was unnecessary. The staple food was acorns that normally grew in abundance and there were more than enough to go around. The acorn meats were leached, dried, and ground into flour that could be used to make a great variety of dishes. Small animals, principally rodents and rabbits, furnished much of the protein. However, deer were also hunted. Marine fishes and shellfish were very important in the diets of coastal inhabitants.

Technology comprised principally the manufacture of tools and containers from stone, bone, leather, and plant fiber. Most implements that required a hard, sharp edge were manufactured from chipped stone, which included arrow points, knives, scrapers, etc. Implements for milling, such as manos, metates, mortars and pestles were made from groundstone. Traditional containers consisted of finely woven baskets and were lined with tar when waterproofing was required. Pottery was also known during the final centuries of Gabrieliño prehistory although it seems that baskets never lost their prominent role in daily lives. The Gabrieliño lived in villages ranging in size from only an extended family or two up to several hundred people. Houses consisted of thatch huts built over sunken earthen floors.

Aside from dwellings, villages also included sweathouses, which were used daily by the men and seem to have represented important male social centers. Political and social organization was based on groupings called moieties, one practical function was to prevent family intra-marriage. Leadership at the larger villages consisted of a chief, whose position was hereditary, and one or more shamans who tended to religious and medical affairs.

Relatively little is known about traditional Gabrieliño religion that may have been fundamentally pantheistic. However, very late in time, perhaps after contact with the Spanish, a deity called *Chinigchinich* appeared. Most of what we know about the *Chinigchinich* cult was recorded by Padre Boscana of the Mission San Juan Capistrano (Boscana 1933). Evidence indicates that *Chinigchinich* was an omnipotent, omnipresent deity who superseded all others. Thus, the latest Gabrieliño religion was fundamentally monotheistic.

It was the intent of the Spanish government to convert the Gabrieliño to Christianity and the padres met with a great deal of success in their early efforts. Many Gabrieliño voluntarily moved to the mission where they were taught farming and received rudimentary educations in European technology. Unfortunately, the Spanish efforts soon led to devastating side effects, the most well-known was the spread of European diseases the Gabrieliño had no hereditary immunity.

The missionaries lost control when California was secularized under Mexican rule and the surviving Gabrieliño found themselves immersed in a competitive economy in which they were ill-equipped to compete. Many became virtual slaves while others worked on ranches where they lost touch with their traditional culture. When the Bureau of Indian Affairs compiled its role of Mission Indians in 1929, only four individuals claimed to be full-blooded Gabrieliño and only about thirty listed themselves as at least one-half Gabrieliño.

Investigation

Definition of Historical Resources

The National Historic Preservation Act established the NRHP to recognize resources associated with the country's history and heritage. Structures and features must usually be at least 50 years old to be considered for listing on the NRHP, barring exceptional circumstances. Criteria for listing on the NRHP (set forth in Title 26, Part 63 of the Code of Federal Regulations [36 C.F.R. Part 63]) include: significance in American history, architecture, archaeology, engineering, and culture as present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association; and that are (A) associated with events that have made a significant contribution to the broad patterns of our history; (B) associated with the lives of persons significant in our past; (C) embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values, represent a significant and distinguishable entity whose components may lack individual distinction; or (D) have yielded, or may be likely to yield, information important in prehistory or history. Criterion D is usually reserved for archaeological and paleontological resources.

The CRHR was created to identify resources deemed worthy of preservation on a State level in California and was modeled closely after the NRHP. The criteria used to determine eligibility for inclusion on the CRHR are nearly identical to those of the NRHP but focus upon resources of statewide, rather than national, significance. The CRHR automatically includes resources listed on the NRHP.

Records Check and Literature Survey Results

A records search of the Site was at the South Central Coastal Information Center California State University, Fullerton, California. The search included a review of all previously recorded prehistoric and historic archaeological sites situated on or within a one-mile radius of the Project. Additionally, the NRHP, CRHR, CHL, CPHI, and the DOP were reviewed for the purpose of identifying historic properties.

Previous Surveys

The results of the records search indicated that the Site has not been previously surveyed for cultural resources. Because the Site has not been surveyed in the past, no prehistoric or historic archaeological sites or isolates have been recorded within the Site. However, three linear surveys about the southern, eastern and western Project boundaries.

Previously Recorded Archaeological Sites within a One Mile Radius

The results of the records search indicated that no prehistoric or historic archaeological sites have been documented within a one-mile radius of the Project

Historic Buildings/Structures within a One Mile Radius

The results of the records search indicated that no historic buildings or structures have been recorded within a one-mile radius of the study area.

Heritage Properties

The results of the records search indicated that no CHL, (CPHI or NRHP properties have been recorded within a one-mile radius of the Project.

Historic Map Research

Historic General Land Office and Geological Survey maps of the Ontario/Chino region were reviewed to identify the locations of potential man-made historical resources on the Site. No man-made features are shown within the Project boundaries on any of the maps until 1954. On the 1954 *Corona North 7.5'* quadrangle, two buildings are depicted, one in the southwest corner of the Site and the other in the northeast corner of the Site. Neither of the two buildings exist today. Four additional occupied buildings are depicted on the 1967 *Corona North 7.5'* quadrangle. All of the buildings were located along the northern Project boundary. Today, only two of the residences exist. By 1981, nineteen additional dairy/agricultural related buildings and structures had been added to the area within the Site.

Land Patents

Archival research also included a review of existing land patents that are on file with the Bureau of Land Management (BLM) in Sacramento. The Site lies within the Northwest $\frac{1}{4}$ of Fractional Section 22, Township 2 South, Range 7 West, San Bernardino Base Meridian. Records indicate that Serial Patents for 22,235.17 (adjusted to 13,366.16) acres including the whole of Section 22 (inclusive of the study area) were issued to Isaac Williams on February 15, 1869 (revised on April 29, 1869) by authority of the March 3, 1851: Grant-Spanish/Mexican (9 Stat. 631). The land patents are described as *Santa Ana Del Chino* and recorded as Documents Nr: 477 & 478, Accession No./BLM Serial Nrs: CACAAA 084430 and 084427, respectively. It does not appear that Williams constructed any dwellings within the boundaries of the Site.

Records also indicate that a Serial Patent for 123.81 acres comprising Government Lots 2,3, & 4 was issued to William Curry on February 20, 1886 by authority of the April 24, 1870, Sale-Cash Entry (3 Stat. 566). Of the three lots, only Lot 2 (42.8 acres) lies within the study area (southwest ¼). The land patent is recorded as Document Nr: 1239, Accession No./BLM Serial Nr: CACAAA 084444 and CA0520__051. It does not appear that Curry constructed any dwellings within the boundaries of Government Lot 2.

Field Survey

A pedestrian survey of the Site was conducted during March and May, 2017 with a follow-up survey on June 7, 2017. The purposes of the surveys was to identify all potentially significant cultural resources within the Site. Historic resources include places and structures relating to significant historic events, or having historical or special aesthetic qualities in and of themselves. Prehistoric resources include all types of Native American sites.

Regulatory Framework

State

California Senate Bill 18

Senate Bill 18 (SB 18) (California Government Code Section 65352.3) sets forth requirements for local governments to consult with California Native American tribes identified by the California Native American Heritage Commission (NAHC) to aid in the protection of tribal cultural resources. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning to protect, or mitigate impacts on, tribal cultural resources. The Tribal Consultation Guidelines: Supplement to General Plan Guidelines (OPR, 2005), identifies the following contact and notification responsibilities of local governments:

- Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code Section 65352.3).
- Prior to the adoption or substantial amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the city or county's jurisdiction. The referral must allow a 45-day comment period (Government Code Section 65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process.
- Local government must send a notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice (Government Code Section 65092).

Because the project consists of a Specific Plan, it is subject to the statutory requirements of SB 18 Tribal Consultation Guidelines.

California Assembly Bill 52

Assembly Bill 52 (AB 52) established a new requirement under CEQA to consider "tribal cultural values, as well as scientific and archaeological values when determining impacts and mitigation." Public Resources

Code (PRC) Section 21074(a) defines “tribal cultural resources” (TCRs) as “[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” that are either “[i]ncluded or determined to be eligible for inclusion in the California Register of Historical Resources” or “in a local register of historical resources.” Additionally, defined cultural landscapes, historical resources, and archaeological resources may be considered tribal cultural resources. PRC Section 21074(b), (c). The lead agency may also in its discretion treat a resource as a TCR if it is supported with substantial evidence.

Projects for which a notice of preparation for a Draft EIR was filed on or after July 1, 2015 are required to have lead agencies offer California Native American tribes traditionally and culturally affiliated with the project area consultation on CEQA documents prior to submitting an EIR in order to protect TCRs. PRC Section 21080.3.1(b) defines “consultation” as “the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties’ cultural values and, where feasible, seeking agreement.” Consultation must “be conducted in a way that is mutually respectful of each party’s sovereignty [and] recognize the tribes’ potential needs for confidentiality with respect to places that have traditional tribal cultural significance.” The consultation process is outlined as follows:

1. California Native American tribes traditionally and culturally affiliated with the project area submit written requests to participate in consultations.
2. Lead agencies are required to provide formal notice to the California Native American tribes that requested to participate within 14 days of the lead agency’s determination that an application package is complete or decision to undertake a project.
3. California Native American tribes have 30 days from receipt of notification to request consultation on a project.
4. Lead agencies initiate consultations within 30 days of receiving a California Native American tribe’s request for consultation on a project.
5. Consultations are complete when the lead agencies and California Native tribes participating have agreed on measures to mitigate or avoid a significant impact on a TCR, or after a reasonable effort in good faith has been made and a party concludes that a mutual agreement cannot be reached (PRC Sections 21082.3(a), (b)(1)-(2); 21080.3.1(b)(1)).

AB 52 requires that the CEQA document disclose significant impacts on TCRs and discuss feasible alternatives or mitigation to avoid or lessen an impact.

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

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

3.14.3 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. For purposes of this EIR, implementation of the Project may have a significant adverse impact on tribal cultural resources if it were to cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is

geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 that considers the significance of the resource to a California Native American tribe.

3.14.4 Methodology

In compliance with AB 52, on March 24, 2017 the City submitted letters to the following tribes:

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

The Gabrieleno Band of Mission Indians – Kizh Nation was the only tribe that responded to the City. In their March 30, 2017 letter, the Gabrieleno Band of Mission Indians – Kizh Nation requested consultation with the City. In response, on April 2017, the City Planner, Mr. Richard Ayala, met with Chairman Andrew Salas to discuss potential adverse effects to tribal resources that may exist on the Site and could be impacted during Project development. The City subsequently submitted a mitigation measure to Chairman Salas that could be applied to the Project to protect tribal resources, should they exist and be uncovered during Project grading and construction. The mitigation measure that was acceptable to Chairman Salas and is included as Mitigation Measure TCR 1-SP.

3.14.5 Project Impacts

Impact TCR-1 Would the Project cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? This impact would be less than significant.

AB 52 requires meaningful consultation between lead agencies and California Native American tribes regarding potential impacts on TCRs. As described above, TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (PRC Section 21074). As outlined above, on March 24, 2017 the City sent letters to 5 Native American representatives identified by NAHC, notifying them of the proposed project in accordance with AB 52 and one California Native American tribe request for consultation, the Gabrieleño Band of Mission Indians – Kizh Nation. Mr. Andrew Salas provided information on the proximity of known Native American village sites to the Specific Plan area and the use of the Ontario Ranch area for hunting, particularly along what is now known as the Cucamonga Creek Channel, and the potential for finding hunting tool caches in previously undisturbed soil near the channel.

Based on the consultation conducted, no TCRs were identified. Additionally, no sites were documented in Chapter 3.5, Cultural Resources. Therefore, impacts to TCRs that are listed or eligible for listing are from implementation of the Specific Plan would be less than significant.

Impact TCR-2 Would the Project cause a substantial adverse change in the significance of a tribal cultural resource that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, considering the significance of the resource to a California Native American tribe? This impact would be less than significant with mitigation.

The excavation, grading, and construction activities that would be required to develop the Project would occur on parcels that have been subject to substantial disturbance over lengthy periods of time due to livestock movement, livestock waste collection and disposal, agriculture, and other development activity. As previously discussed, no substantial evidence exists that TCRs are present in the Specific Plan area. Although, no TCRs have been identified, during the AB 52 consultation, the Gabrieleño Band of Mission Indians – Kizh Nation requested the presence of Native American monitors during the grading process to identify tribal cultural resources, should any be discovered.

Mitigation Measure TCR-1 requires Native American resource sensitivity training and monitoring of previously undisturbed native soil. Mitigation Measure TCR-1 also requires that a Native American Monitor of Gabrieleño Ancestry shall evaluate all archaeological resources unearthed by Project construction activities. Mitigation Measure TCR-1 ensures the respectful treatment and reburial of Native American human remains and/or ceremonial objects should any be encountered. With implementation of the mitigation measure, impacts to TCRs would be less than significant

Furthermore, the project would be subject to the requirements of the California Health and Safety Code Section 7050.5, to properly recover and evaluate any TCR related to human remains if encountered. With implementation of Mitigation Measure TCR-1, and the related regulations, impacts to TCRs would be less than significant.

3.14.6 Cumulative Impacts

The cumulative study area for tribal cultural resources includes the southwestern San Bernardino County region, which contains the same general tribal historic setting. Other projects in the vicinity of the Project area would involve ground disturbances that could reveal buried TCRs.

Cumulative impacts to TCRs would be reduced by compliance with applicable regulations and consultations required by AB 52. As described above, the Specific Plan area is not known to contain TCRs; however, Mitigation Measure TCR-1 would be implemented to ensure that impacts would not occur in the case of an inadvertent discovery of a potential TCR. These mitigation measures ensure that the Specific Plan would not contribute to a cumulative loss of TCRs. Therefore, cumulative impacts would be less than significant.

3.14.7 Mitigation Measures

The following mitigation measure is recommended to reduce potential tribal cultural resource impacts to less than significant.

TCR-1 Prior to the start of any demolition or project grading, whichever occurs first, the Project developer shall implement the following:

- The Project developer shall retain a Native American Monitor of Gabrieleño Ancestry to conduct a Native American Indian Sensitivity Training for construction personnel prior to commencement of any excavation activities. The training session shall include a handout

and focus on how to identify Native American resources encountered during earthmoving activities and the procedures followed if resources are discovered, the duties of the Native American Monitor of Gabrieleño Ancestry and the general steps the Monitor would follow in conducting a salvage investigation.

- The Project developer shall retain a Native American Monitor of Gabrieleño Ancestry to be on-site during all project-related, ground-disturbing construction activities (e.g., pavement removal, auguring, boring, grading, excavation, potholing, trenching, grubbing, and weed abatement) of previously undisturbed native soils to a maximum depth of 30 feet below ground surface. At their discretion, a Native American Monitor of Gabrieleño Ancestry can be present during the removal of dairy manure to native soil, but not at the developers' expense.
- A qualified archaeologist and a Native American Monitor of Gabrieleño Ancestry shall evaluate all archaeological resources unearthed by Project construction activities. If the resources are Native American in origin, the Tribe shall coordinate with the developer regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. If archeological features are discovered, the archeologist shall report such findings to the City Planning Director. If the archeological resources are found to be significant, the archeologist shall determine the appropriate actions, in cooperation with the City that shall be taken for exploration and/or salvage in compliance with CEQA Guidelines section 15064.5(f).
- Prior to the start of ground disturbing activities, the Project developer shall arrange a designated site location within the footprint of the Project for the respectful reburial of Tribal human remains and/or ceremonial objects. All human skeletal material discoveries shall be reported immediately to the County Coroner. The Native American Monitor shall immediately divert work a minimum of 50 feet from the discovery site and place an exclusion zone around the burial. The Native American Monitor shall notify the construction manager who shall contact the County Coroner. All construction activity shall be diverted while the County Coroner determines if the remains are Native American. The discovery shall be confidential and secure to prevent further disturbance. If Native American, the County Coroner shall notify the NAHC as mandated by state law who will then appoint a MLD. In the case where discovered human remains cannot be documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside working hours. The Tribe shall make every effort to recommend diverting the Project and keep the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed. If data recovery is approved by the Tribe, documentation shall be taken, which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or means necessary to ensure complete recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The Project developer shall consult with the Tribe regarding avoidance of all cemetery sites. Once complete, a final report of all activities shall be submitted to the NAHC.
- No scientific study or the utilization of any invasive diagnostics shall be allowed to any Native American human remains.

- If the County Coroner determines the remains represent a historic non-Native American burial, the burial shall be treated in the same manner of respect with agreement of the County Coroner. Reburial will be in an appropriate setting. If the County Coroner determines the remains to be modern, the County Coroner shall take custody of the remains.
- Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container on site if possible. These items shall be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site, but at a location agreed upon between the Tribe and the developer and protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

3.14.8 Level of Significance After Mitigation

The mitigation measure and the existing regulatory programs will reduce potential tribal cultural resource impacts to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to tribal cultural resources will occur.

3.15 UTILITIES AND SERVICE SYSTEMS

3.15.1 Introduction

This section of the DEIR evaluates the potential impacts of the development of the Specific Plan related to utilities and service systems by identifying anticipated demand and existing and planned utility availability in the City. The IS (Appendix A of this DEIR) identified a potential for impacts associated with water supply, wastewater, and storm drain facilities.

Data used in preparation of this section were taken from various sources, including a water supply assessment for the Project (Appendix J herein)¹, the City 2015 Urban Water Management Plan, Ontario April 2012 Water Master Plan, Ontario March 2012 Master Plan of Drainage, the City Sewer Master Plan Update and existing environmental documents and information from the service providers regarding available service levels and current or anticipated constraints.

3.15.2 Existing Conditions

Water Supply

Sources

Potable water for the Project will be served by the City. The City obtains its potable water supply from groundwater wells in Chino Basin and imported water from the Water Facilities Authority (WFA) and the Chino Basin Desalter Authority (CDA). The City owns 26 wells, which 22 are active and four wells are inactive. In 2015, approximately 69% of Ontario's water supply came from groundwater, 20% of the supply was from imported water and 11% was recycled water.²

The City's imported water supply is supplied through the Metropolitan Water District of Southern California (MWD) and Inland Empire Utilities Agency (IEUA). This State Water Project (SWP) comes from the Sacramento/San Joaquin Bay-Delta in Northern California and delivered through the California Aqueduct. SWP water is delivered through Lake Silverwood in the San Bernardino National Forest and treated at the Agua de Lejos Treatment Plant in the City of Upland. The treatment plant is jointly owned by the Cities of Chino, Chino Hills, and Upland and the Monte Vista Water District. The treatment plant has a design capacity of 81 million gallons per day (mgd). Recorded flows at the Aqua de Lejos Treatment Plant have ranged from 30-40 mgd during peak summer months with flows as low as 12 mgd during winter months. The capacity of the plant is divided among the five water agencies that own the plant and the City is entitled to 31.4% of the plant's total capacity, or 25.4 mgd.³

Ontario Urban Water Management Plan – Current General Plan Projections

The City has an approved 2015 Urban Water Management Plan (UWMP), which is incorporated by reference in this EIR. The Ontario 2015 UWMP measures current water usage by residential and nonresidential customers in the City and projects future water use. In 2015, the City's total water demand, including potable and recycled water, was 36,153-acre feet per year (AFY). The future total water demands for years 2020, 2025, 2030, 2035 and 2040 are estimated to be 31,440 AFY, 34,591 AFY, 40,024 AFY, 47,792 AFY, and 57,093 AFY, respectively.⁴

¹ Water Supply Assessment, West Ontario Commerce Center Specific Plan, Albert A Webb Associates, May 1, 2017.

² Ibid, page 3-6.

³ Ibid, page 3-3.

⁴ City of Ontario 2015 Urban Water Management Plan, Table 4-3, page 4-3.

Infrastructure

The Project is located within the Ontario Ranch New Model Colony of Ontario. Much of the Ontario Ranch is in agricultural uses with limited existing public water distribution facilities. There is no existing water infrastructure that services the Site. The Site currently obtains water from on-site wells.

The Project is located in the area covered by the Ontario Ranch Ontario Plan Water Master Plan. Specifically, the Project is located in the 925 pressure zone. The Project will be required to extend the 925 Pressure Zone to the Site in order to be served with potable water. The Master Plan water facilities that must be constructed to serve the Project include a network of 12-inch water mains within Eucalyptus and Merrill Avenues from Carpenter Avenue and connecting to an existing 12-inch water line at Archibald Avenue. Improvements will also include a 12-inch water line within Carpenter and Hellman Avenues between Eucalyptus and Merrill Avenues. New water mains required to serve the project will be constructed prior to or concurrent with on-site water system improvements. Within the Site, a network of 10- to 12-inch water lines will be constructed for fire service water and 2- to 4-inch water lines for domestic water service.⁵

Existing Phase 1 water supply infrastructure for the 925 Pressure Zone has been recently constructed and are generally located within the eastern portion of Ontario Ranch. Water supply infrastructure (production, storage, transmission) required for the Project will also need to incorporate the following:

1. The future Phase 2 backbone water infrastructure for the 925 Pressure Zone generally consisting of additional 24"- 42" water transmission mains, 2 wells, and a 6 million gallon water reservoir as depicted in the current Water Master Plan (e.g. Starting at Archibald, go westerly along Eucalyptus to Grove, then northerly to approximately Francis, ending at the future reservoir and well sites).
2. A minimum of two points of connection to the backbone transmission main(s) (Phase 1 and/or Phase 2) are required to provide a looped water service.

Wastewater Service and Treatment

The Inland Empire Utilities Agency (IEUA) treats wastewater that is generated by the City and other area cities. Wastewater generated by the Project would be treated by the IEUA RP-5 wastewater treatment plant that is located in Chino. The City collects and conveys sewage generated by development in the Ontario Ranch through a sewer collection system to IEUA facilities for further transport, treatment, and disposal. The IEUA regional wastewater system is designed to serve as a backbone collection system accepting flows from the collection systems operated by member agencies and transmitting this water to an appropriate regional treatment plant.

Presently, the Site is not served by a public wastewater collection or treatment system. The existing wastewater on-site uses is treated by septic tanks and disposed of in subsurface disposal fields.

The Ontario Ranch Sewer Master Plan evaluated the requirements for sanitary sewer mains and treatment capacity based upon build out of the Ontario Ranch, including the development by the Specific Plan. The Master Plan identifies the need for a new treatment facility and collection system to serve development within the Ontario Ranch. Thus, future sewer collection service for the Site will be provided through a system of gravity sewers that will convey wastewater from the Ontario Ranch, including the Site. Sewer services for the West Ontario Commerce Center will be provided by the City consistent with the City's Sewer Master Plan. A new 21-inch sewer trunk line will be constructed within Carpenter Avenue adjacent

⁵ West Ontario Commerce Center Specific Plan, October 2017, p. 3-14.

to the Site's western boundary and connect to the south to the existing eastern trunk sewer (IEUA), or a new alternate alignment at Moon Place. A new 8-inch sewer trunk line will also be constructed within Merrill Avenue between Carpenter and Hellman Avenues and a portion of Hellman Avenue. Construction of the sewer lines outside of the immediate Specific Plan may occur prior to development of the West Ontario Commerce Center Specific Plan as a continuation of neighboring development projects such as the Colony Commerce Center Specific Plan located south of the West Ontario Commerce Center Specific Plan area and the Parkside Specific Plan located north of the Project. Additionally, within Eucalyptus Avenue, adjacent to the Site's northern boundary, a future 12-inch sewer line will be constructed as part of the Parkside Specific Plan.⁶ The current capacity of the RP-5 wastewater treatment plant is approximately 16.3 mgd with existing flows at approximately 9 mgd. In addition, there are two planned plant expansion projects that would expand capacity of the facility to 22.5 mgd.

Recycled Water

The City Recycled Water Master Plan includes a “backbone” recycled water system that will serve development within Ontario Ranch. Recycled water is provided to the City by the Inland Empire Utility Agency (IEUA), which treats wastewater at four regional wastewater reclamation plants. The City's existing regional system consists of approximately 35 miles of recycled water pipelines serving four different pressure zones: Zone 930, Zone 1050, Zone 1158, and Zone 1299. Most of Ontario Ranch, including the Project, is located in the 930 Zone.

City Ordinance 2689 states that all new development in Ontario Ranch is required to connect to and use recycled water for all approved uses, including but not limited to landscape irrigation. Therefore, a grid backbone system of recycled water pipelines coincident with major arterial roadways was designed to serve Ontario Ranch. An existing IEUA 30-inch recycled water line is located along Carpenter Avenue west of the Project. A new 16-inch recycled water line is proposed along Eucalyptus Avenue north of the Project, a new 12-inch recycled water line is proposed along Merrill Avenue south of the Site and an 8-inch recycled water line is proposed within Hellman Avenue through the Site. Master Plan recycled water mains are required in both Merrill Avenue and Eucalyptus Avenue between Archibald Avenue and Carpenter Avenue to complete the recycled water loop system.

The Specific Plan will utilize the existing recycled water lines and connect where required to serve the Project. The Specific Plan will make use of recycled water for all approved uses, including but not limited to the irrigation of off-site and on-site landscaping and common areas, in compliance with City Municipal Code Section 6-8.700 et seq. and Recycled Water Use Ordinance 2689. Prior to the use of recycled water, approval of an Engineering Report from the City and State Water Resources Control Board (SWRCB) is required.⁷

Regulatory Framework

Federal

Safe Drinking Water Act

Enacted in 1974 and implemented by the U.S. EPA, the federal Safe Drinking Water Act imposes water quality and infrastructure standards for potable water delivery systems nationwide. The primary standards are health-based thresholds established for numerous toxic substances. Secondary standards are recommended thresholds for taste and mineral content.

⁶ West Ontario Commerce Center Specific Plan, October 2017, p. 3-20.

⁷ Ibid, p. 3-17.

U.S. Environmental Protection Agency (EPA)

The U.S. EPA established primary drinking water standards in the Clean Water Act Section 304. States are required to ensure that potable water retailed to the public meets these standards. Standards for a total of 81 individual constituents have been established under the Safe Drinking Water Act as amended in 1986. The U.S. EPA may add additional constituents in the future. State primary and secondary drinking water standards are promulgated in California Code of Regulations (CCR) Title 22 Sections 64431–64501. Secondary drinking water standards incorporate non-health risk factors including taste, odor, and appearance.

State*California Safe Drinking Water Act*

Enacted in 1976, the California Safe Drinking Water Act is codified in Title 22 of the CCR. Potable water supply is managed through local agencies and water districts, the state Department of Water Resources (DWR), the Department of Health Services (DHS), the SWRCB, the U.S. EPA, and the U.S. Bureau of Reclamation. Water right applications are processed through the SWRCB for properties claiming riparian rights or requesting irrigation water from state or federal distribution facilities. The DWR manages the SWP and compiles planning information on supply and demand within the state.

SB 221 and SB 610

Signed into law on October 2001 and effective beginning January 2002, SB 221 and SB 610 serve to ensure that certain land development in the state must be accompanied by an available and adequate supply of water to serve development. Serving as companion measures, SB 610 and SB 221 seek to promote more collaborative planning between local water suppliers and cities and counties.

SB 221 requires the legislative body of a city, county, or local agency to include, as a condition in any tentative map that includes a subdivision, a requirement that a sufficient water supply shall be available to serve the subdivision. A “subdivision” is defined as a proposed residential development of more than 500 dwelling units or one that would increase, by at least 10 percent, the number of service connections of a public water system having less than 5,000 connections. “Sufficient water supply” is defined as the total water supplies available during normal, single-dry, and multiple-dry years within a 20-year period that will meet the projected demand of a proposed subdivision. SB 221 ensures that collaboration on finding the needed water supplies to serve a new large subdivision occurs before construction begins.

SB 610 requires additional factors to be considered in the preparation of urban water management plans and water supply assessments. SB 610 requires all urban water suppliers to prepare, adopt, and update an urban water management plan that, essentially, forecasts water demands and supplies within a certain service territory. In addition, water assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code 10912(a)) subject to the California Environmental Quality Act. Water Code 10912(a) states:

10912. For the purpose of this part, the following terms have the following meanings:

(a) "Project means any of the following:

(1) A proposed residential development of more than 500 dwelling units.

(2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.

(3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.

- (4) A proposed hotel or motel, or both, having more than 500 rooms.
- (5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- (6) A mixed-use Project that includes one or more of the Projects specified in this subdivision.
- (7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit Project.

Because the Project proposes more than 650,000 square feet of industrial floor area, under SB 610 the project is defined as a “Project” and required to prepare a Water Supply Assessment.

Urban Water Management Planning Act

The Urban Water Management Planning Act was developed due to concerns for potential water supply shortages throughout the California. It requires information on water supply reliability and water use efficiency measures. Urban water suppliers are required, as part of the Act, to develop and implement Urban Water Management Plans to describe their efforts to promote efficient use and management of water resources. The City adopted the 2010 Urban Water Management Plan on June 21, 2011 as required by law.

Water Conservation Projects Act

The California’s requirements for water conservation are codified in the Water Conservation Projects Act of 1985 (Water Code Sections 11950–11954), as reflected below:

11952. (a) It is then intent of the Legislature in enacting this chapter to encourage local agencies and private enterprise to implement potential water conservation and reclamation Projects...

On April 1, 2015, in response to extended statewide drought conditions, Governor Brown issued an Executive Order (B-29-15) that required the SWRCB to adopt statewide mandatory water conservation requirements to reduce urban potable water usage through February 2016. As required, the SWRCB adopted emergency water conservation regulations on May 5, 2015 that are in effect until February 13, 2016. The City is prepared to meet the new emergency conservation standards employing existing and additional measures as needed and allowed with its current Urban Water Management Plan and Water Conservation Ordinance that describe specific actions to be taken to allow the City to adequately respond to the current drought conditions. The City has a policy to reduce water consumption city-wide by 15%.

Water Recycling Act

Enacted in 1991, the Water Recycling Act established water recycling as a priority in California. The Act encourages municipal wastewater treatment districts to implement recycling programs to reduce local water demands.

Local

City of Ontario

City Wells:

The City currently (2015) owns and operates 26 wells, 22 of which are inactive. The City’s 2012 Potable Water Master Plan includes 9 new wells primarily to supply Ontario Ranch. In addition to the 9 new Wells,

the City has also prepared a long-range replacement plan for older wells that lose production and for wells that may have water quality concerns in the future.

Recycled Water:

The City has been using recycled water produced by IEUA since 1972. Recycled water was first used at the Whispering Lakes Golf Course and Westwind Park.

The City prepared a Recycled Water Master Plan in 2006. The 2006 Master Plan was fully coordinated with IEUA's recycled water planning efforts. The existing recycled water delivery to the City is for irrigation and industrial purposes.

Applicable TOP Policies

The Specific Plan must be consistent with applicable policies established under TOP. The TOP goal and policies for water and wastewater conservation include the following:

Goals

ER1

A reliable and cost effective system that permits the City to manage its diverse water resources and needs.

Policies

ER1-1

Local Water Supply. We increase local water supplies to reduce our dependence on imported water.

ER1-2

Matching Supply to Use. We match water supply and quality to the appropriate use.

ER1-3

Conservation. We require conservation strategies that reduce water usage.

ER1-4

Supply-Demand Balance. We require that available water supply and demands be balanced.

ER1-8

Wastewater Management. We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.

LU1-3: Adequate Capacity. We require adequate infrastructure and services for all development.

LU4-3: Infrastructure Timing. We require that the necessary infrastructure and services be in place prior to or concurrent with development.

City of Ontario Municipal Code

Municipal Code Section 6-8.7 to 6-8.279: All new development in Ontario Ranch is required to connect to, and use recycled water for all approved uses, including but not limited to landscape irrigation.

3.15.3 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. For purposes of this EIR, implementation of the Project may have a significant adverse impact on Utilities and Service Systems if it would result in any of the following:

- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed.
- 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.

The Initial Study determined the Project would have No Impact to the following utilities and service system threshold, and it is not further evaluated in the EIR:

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

The IS determined the Project would have Less Than Significant Impact to the following utilities and service system thresholds and are not further evaluated in the DEIR.

- Exceed wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board.
- Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs.

The City will provide wastewater collection and the IEUA will provide wastewater treatment for the Project. The wastewater will be treated at the IEUA at Regional Plant 5 (RP5). The quality of wastewater treated at IEUA is overseen by two agencies, the Santa Ana RWQCB and the California Department of Public Health (CDPH). The wastewater treated in all of IEUA's regional plants meets or exceeds the standards of water quality set by Title 22 of the CCR (IEUA 2005). The land use proposed for the Site is included in and taken into account by the City's approved Sewer Master Plan. As a result, the wastewater generated by the Project has been planned for in the capacity of RP5 to accommodate and treat the wastewater generated by the Project. Therefore, the Project would not have any significant impact to the water quality standards of the Santa Ana RWQCB and the CDPH and this threshold is not further evaluated in the DEIR.

The City will provide solid waste collection services to the Project. Currently, household and business refuse, green waste, and recycling from Ontario are sent to the West Valley Materials Recovery Facility (MRF) in Fontana for processing, recycling, or landfilling. Most refuse is transported from the MRF to El Sobrante Landfill in the City of Corona. The City Municipal Code contains regulations regarding waste management. Title 6, Sanitation and Health, Chapter 3, Integrated Solid Waste Management of the municipal code ensures that the City complies with state law regarding solid waste management by reduce waste generation, promoting reuse, and requiring solid waste collection for recycling and composting. The solid waste generated by the Project will be collected, recycled and transported to the appropriate landfill in compliance with the City Municipal Code. The incorporation of all applicable measures of the

Environmental Resources Element of TOP and Title 6, Sanitation and Health, Chapter 3, Integrated Solid Waste Management of the Ontario Municipal Code will reduce solid waste impacts of the Project to less than significant and this threshold is not further evaluated in the DEIR.

3.15.4 Methodology

For the analysis of wastewater impacts of the Project, the wastewater was estimated using wastewater generation factors provided by the City within the Sewer Master Plan. The Project's estimated wastewater generation was then compared with the available capacity within the sewer collection and wastewater treatment system to determine if expansions to capacity would need to be constructed and if flows would be accommodated by the wastewater provider's facilities. Water supply and water distribution facility impacts are based on whether existing facilities can serve the Project or if new water supplies or water distribution facilities are required. Similarly, recycled water impacts are based on existing recycled water supplies and distribution facilities are adequate to serve the Project or if new facilities are required.

3.15.5 Project Impacts

Impact UTIL- 1 Would the Project 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? This impact is less than significant.

Water Facilities

The Project developer will be required by the Development Agreement to construct new domestic water mains, including water master plan facilities, to provide a loop water system to serve the Site. The water master plan facilities that are proposed to be constructed by the Project include a 24-inch water line in Eucalyptus Avenue and a 12-inch water line in Merrill Avenue from Carpenter Avenue east. Both water lines will extend east across the Cucamonga Creek Channel and connect to existing water lines in Archibald Avenue east of the Site. The 12-inch water line in Merrill Avenue that will extend east across the Cucamonga Creek Channel will be hung from the existing Merrill Avenue bridge. If the proposed Eucalyptus Avenue bridge across the Cucamonga Creek Channel is not completed before the need to construct the 24-inch water line in Eucalyptus Avenue across the channel, the water line will be constructed under the channel (jack and bore) and connect with the existing water line in Archibald Avenue to the east. The Project developer will also construct a 12-inch water line in Hellman Avenue and Carpenter Avenue from Eucalyptus Avenue to Merrill Avenue. In addition, the Project includes the construction of a network of 10-inch and 12-inch water lines within the Project for potable water and fire flow and construct 2- to 4-inch water lines to individual Project buildings for domestic water supply.

In the interim scenario in Ontario Ranch, when the ultimate master planned pipeline network has not been completed, there may be instances whereby just constructing the master planned pipeline improvements to serve the project may not meet the required fire flow demands. Therefore, the Project may be required to construct additional water pipelines whether specifically called out in the Master Plan or not; or upsize master planned pipelines in order to meet the necessary fire flow requirements per Fire Department and/or the criteria as provided in the Water Master Plan.

The Specific Plan will comply with City Ordinance 2689 and make use of recycled water to maximize the use of recycled water to irrigate on- and off-site street landscaping and common areas. The source of the recycled water for the Project is an existing 30-inch IEUA's RP-1 outfall line located in Carpenter Avenue adjacent to the Site. The reclaimed water facilities required for the Project will be constructed by the Project developer as part of the City of Ontario Recycled Water Master Plan. In compliance with the Ontario Recycled Water Master Plan, the Project developer will be required by the Development Agreement to

construct a 16-inch recycled water line in Eucalyptus Avenue and a 12-inch recycled water line Merrill Avenue and connect with existing recycled water lines in Archibald Avenue east of the Site.

The Project developer will be required to construct the following water and recycled water facilities included in the Development Agreement. The following water and recycled water facilities will be constructed during construction of the Project and the potential impacts of this construction is evaluated as part of the Project throughout this EIR.

Water Lines

- A 24" water line in Eucalyptus Avenue from Carpenter Avenue to Archibald Avenue;
- A 12" water line in Carpenter Avenue from Eucalyptus Avenue to Merrill Avenue;
- A 12" water line in Hellman Avenue from Eucalyptus Avenue to Merrill Avenue;
- A 12" water line in Merrill Avenue from Carpenter Avenue to Archibald Avenue.

Recycled Water Lines

- A 16" recycled water line in Eucalyptus Avenue from Carpenter Avenue to Archibald Avenue;
- An 8" recycled water line in Hellman Avenue from Eucalyptus Avenue to Merrill Avenue;
- A 12" recycled water line in Merrill Avenue from Carpenter Avenue to Archibald Avenue.

The Water Supply Assessment⁸ prepared for the Project and is attached as Appendix J. The Water Supply Assessment states that the City has an adequate future water supply to serve the Project. In addition, the use of recycled (non-potable) water to irrigate street landscaping and common areas will reduce future needs for potable water supplies. As such, impacts related to the increased demand for potable water by the Project are less than significant and no mitigation is required.

Wastewater Facilities

The RP-5 wastewater treatment plant has adequate capacity to treat the wastewater generated by the Project. The RP-5 treatment plant has a capacity of 16.3 mgd with a current flow of 9 mgd. In addition, there are two planned plant expansion projects that would expand capacity of the facility to 22.5 mgd. The City conservatively assumes that the generation of wastewater is equal to 100 percent of new water demand. As described below, the Project would generate a water demand of approximately 333,280 gallons per day (0.28 mgd). As described above, the IEUA Water Recycling Plant RP-5 currently treats 9 mgd, has the capacity to treat 16.3 mgd, and has two plant expansion projects planned that would expand capacity of the facility to 22.5 mgd. Thus, the addition of 333,280 gallons per day (0.28 mgd) from operation of the Specific Plan would not require or result in construction of new wastewater treatment facilities or expansion of existing facilities. The plant has adequate capacity to treat the wastewater generated by the Project.⁹

Because the existing uses on the Site are not served by an existing public system for wastewater collection, treatment, and disposal the Project will require the construction of a public wastewater collection system. A 21-inch Ontario Sewer Master Plan sewer line will be constructed in Carpenter Avenue and connect to either an existing eastern trunk sewer line or a new alternative sewer line in Moon Place south of the Site. A new 8-inch sewer line will be constructed in Merrill Avenue between Carpenter Avenue and Hellman Avenue and a portion of Hellman Avenue north of Merrill Avenue. A 12-inch sewer line is proposed to be constructed in Eucalyptus Avenue adjacent to and north of the Site as part of the development of the Parkside Specific Plan. The Project will connect with this 12-inch sewer line to serve the Business Park

⁸ Albert A. Webb Associates, Water Supply Assessment West Ontario Commerce Center Specific Plan, May 1, 2017.

⁹ Liza Munoz, Inland Empire Utilities Agency, telephone discussion June 12, 2017.

proposed for the northern portion of the Site. Wastewater from the Site will be conveyed through a system of gravity sewers and eventually conveyed to the Kimball Interceptor and treated at the RP-5 treatment plant. The Project includes construction of the following sewer facilities:

- A 24” sewer line in Carpenter Avenue from Merrill Avenue south and connect with an existing sewer line at Moon Place;
- A 21” sewer line in Carpenter Avenue from Merrill Avenue to Eucalyptus Avenue;
- A 21” sewer line in Carpenter Avenue from Eucalyptus Avenue north;
- A 12” sewer line in Eucalyptus Avenue from Carpenter Avenue to west of the Cucamonga Creek channel;
- An 8” sewer line in Merrill Avenue from Carpenter Avenue to Hellman Avenue;
- An 8” sewer line in Hellman Avenue from Merrill Avenue to south of Eucalyptus Avenue.

The construction of required Master Plan facilities including water, recycled water and sewer lines are part of the Project, and were planned by the City with the adoption of the respective master plans and no extensions or capacity expansions beyond the planned system are required to serve build out of the Project. The construction of water, recycled water and sewer lines required for the Project would be completed at the same time and during grading and construction of the Project. As a result, the construction of the required utilities would occur when the Site is disturbed and undergoing construction. Their construction would not have any significant physical environmental impacts beyond or in addition to the impacts identified and evaluated throughout this EIR. The Project will be required to construct Master Plan facilities that have been planned and environmentally evaluated by the TOP EIR. Therefore, impacts related to the extension of water and wastewater infrastructure would be less than significant.

Impact UTIL- 2 Would the Project have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed? This impact is less than significant.

The Project is estimated to consume approximately 373 acre-feet of water per year, or 333,280 gallons per day as shown in in Table 3.14-1, which includes 225 acre-feet per year of potable water and 148 acre-feet per year of recycled water. The Project’s estimated 373 acre-feet per year of total water demand is accounted for in the City’s adopted 2015 Urban Water Management Plan estimate of 73,640 acre-feet of water consumed in 2040.¹⁰ The Projects 373 acre-feet of water represents less than one-half of one percent of the total estimated water consumption in the City in 2040.

**Table 3.15-1
Estimated West Ontario Commerce Center Water Consumption¹¹**

Land Use	Proposed Acres	Water Use Factor	Daily Water Demand	Total Annual Demand
Potable Water Demand (applicable if recycled water also used on-site)				
Business Park	23	1,800 gpd/acre	41,400 gpd	46 AFY
Industrial	114	1,400 gpd/acre	159,600 gpd	179 AFY
Total	137		201,000 gpd	225 AFY
Recycled Water Demand (applicable if recycled water also used on-site)				

¹⁰ Water Supply Assessment, West Ontario Commerce Center Specific Plan, Albert A Webb Associates, May 1, 2017, page 5-2.

¹¹ Ibid, page 2-7.

Business Park	23	1,340 gpd/acre	30,820 gpd	35 AFY
Industrial	114	890 gpd/acre	101,460 gpd	114 AFY
Total	137			148 AFY
Total Water Demand (recycled and potable combined, or applicable when no recycled water used on-site)				
Business Park	23	3,140 gpd/acre	41,400 gpd	81 AFY
Industrial	114	2,290 gpd/acre	159,600 gpd	292 AFY
Total	137			373 AFY

Definitions: gpd = gallons per day; AFY = acre-feet per year

The estimated water consumption by the land uses proposed for the Site by TOP is estimated to be 422 acre-feet of water per year¹², which includes 248 acre-feet per year of potable water and 174 acre-feet per year of recycled water. Thus, the Project will consume approximately 49 acre-feet of water per year less than if the Site were to be developed consistent with TOP.

Based on the WSA prepared for the Project, the future water supplies that are available to the City during normal, single dry, and multiple dry water years during a 20-year Project are sufficient to meet the Project water demand of the Project in addition to the City existing and planned future uses, including agricultural and manufacturing uses. The water consumption impacts of the Project will be less than significant because the water demand of the Project will be less than estimated for the Site by TOP and the City has an adequate long-term supply of water to serve the Project.

Impact UTIL 3 Would the Project 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. This impact is less than significant.

As described previously, IEUA's RP-5 wastewater treatment plant has adequate capacity to serve the Project without any significant capacity impacts.¹³ The Project will not have any significant wastewater treatment plant capacity impacts.

Electrical Facilities

In addition to sewer and water facilities, the project will require the construction of new and/or the extension of existing electrical facilities to the Site to provide electricity for the proposed uses on the Site. Southern California Edison (SCE) provides electric serve to Ontario and will serve the Project. SCE's existing facilities include electrical transmission and distribution facilities as well as substations and supporting appurtenances in Ontario. The design of SCE's generating stations, substations and transmission lines are regulated by Order of the California Public Utilities Commission (CPUC).

There are overhead electrical lines that extend east from Carpenter Avenue along the north project boundary and serve the existing residences and dairy farms in the northern portion of the Site. There is an overhead electrical line that extends along the west side of Carpenter Avenue and an overhead line extends east across Carpenter Avenue to an existing residence and dairy farm.

During construction, the Project will require encroachment into the utility corridors and access roads within the existing SCE easements of the overhead power lines. Any encroachment by the project into existing

¹² Water Supply Assessment, West Ontario Commerce Center Specific Plan, Albert A Webb Associates, May 1, 2017, Table 2-5, page 2-7.

¹³ Liza Munoz, Inland Empire Utilities Agency, telephone discussion June 12, 2017.

SCE easements for Site access, grading, construction, etc. will require an agreement with SCE by the developer. Depending on the final design to provide electricity to the Site, existing utility easements may be maintained and/or new utility easements required. In addition, construction of new or the extension of existing electrical facilities may be required to serve the Project. All electrical facilities required for the project are anticipated to be constructed underground and located within existing SCE easements or located within the right-of-way of existing roads adjacent to the Site or Hellman Avenue that will extend through the Site. The construction of the required underground electrical facilities are part of the Project evaluated throughout this EIR and would not have any significant physical environmental impacts beyond those described in other sections such as Air Quality, Greenhouse Gas, and Hazards and Hazardous Materials, as a result impacts related to provision of electrical facilities would be less than significant.

3.15.6 Cumulative Impacts

Water

Cumulative water supply impacts are considered on a citywide basis and are associated with the capacity of the infrastructure system and the adequacy of the City's primary sources of water that include groundwater pumped through City wells, deliveries from imported sources, and recycled water from IEUA.

As described previously, a Water Supply Assessment was prepared for the Project and determined the City has an adequate water supply to serve the long-term water needs of the Project. The adopted Ontario 2015 Urban Water Management Plan accounted for the development of the cumulative Projects in the City. The Water Supply Assessment took into account the Project as well as other planned future development in the City and determined the City's water supply is adequate to serve the City's cumulative water needs to the year 2040. As such, impacts related to water supply would not be cumulatively considerable. The Project would have a less than significant impact to water supply.

Wastewater

Cumulative wastewater infrastructure impacts are considered on a system wide basis and are associated with the overall capacity of existing and planned infrastructure. The cumulative system evaluated includes City's sewer system and the conveyance system through wastewater disposal at the Regional Water Recycling Plant No. 5 (RP-5). As described previously, the wastewater generated by the Project would not significantly impact the wastewater treatment capacity of the IEUA's RP-5 treatment plant, which has excess capacity that is more than sufficient to handle the peak sewage flows of the Project. In addition, all discharges to the sewer from the Project would be required to meet IEUA's Wastewater Discharge Regulations. Cumulative Project reviews would ensure that all discharges to the sewer from the cumulative projects would meet IEUA's Wastewater Discharge Regulations issued by the Local Regional Water Quality Control Board. As such, impacts on wastewater would not be cumulatively considerable. The Project would have a less than significant cumulative impact.

3.15.7 Mitigation Measures

Since no significant public utility impacts have been identified, no mitigation measures are required.

3.15.8 Level of Significance After Mitigation

The Project would not have any significant or unavoidable adverse public service or utility impacts.

Chapter 4.0 Alternatives to the Project

CEQA Guidelines section 15126.6 requires an EIR describe a range of reasonable alternative to the project that could feasibly attain the basic objectives of the project while reducing significant project impacts. An EIR is not required by CEQA to 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. In addition, an EIR should evaluate the comparative merits of the project alternatives. This chapter identifies potential project alternatives and evaluates them consistent with CEQA Guideline section 15126.6.

Each alternative must be capable of avoiding or substantially lessening any significant effects of the Project. The rationale for selecting the alternatives to be evaluated and a discussion of the "no project" alternative are also required, per Section 15126.6.

Significant Unavoidable Environmental Effects

CEQA requires the alternatives selected for comparison in an EIR to avoid or substantially lessen one or more significant effects of the project being evaluated. In order to identify alternatives that would avoid or substantially lessen any of the identified significant environmental effects of implementation of the Specific Plan, the significant impacts must be considered, although it is recognized that alternatives aimed at reducing the significant and unavoidable impacts would also avoid or reduce impacts that were found to be less than significance or reduced to below a level of significance with implementation of mitigation measures. The analysis in Chapter 3 of this EIR determined that buildout of the Specific Plan would result in the following significant unavoidable impacts, which are also summarized in Chapter 5 of this EIR.

Agriculture

In Section 3.2 – Agriculture, the Specific Plan would convert approximately twenty (20) acres of Prime Farmland to urban uses, which is a significant impact. This loss of Important Farmlands, which includes Prime Farmland, is consistent with the conclusions of the TOP EIR. As described in TOP EIR, which evaluated the Industrial and Business Park land uses that would be implemented by the Specific Plan, impacts to Important Farmlands were found to be a significant and unavoidable, and a Statement of Overriding Considerations was adopted by the City.

The Specific Plan would implement TOP. As described by TOP EIR, the City is focusing on developing land in an economically productive way that would serve the growing population, and City's future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable. The conversion of agricultural land to urban land uses by the Specific Plan, which implements TOP, would result in significant and unavoidable impacts related to the conversion of Prime Farmland to non-agricultural use.

Development of the Specific Plan could facilitate the conversion of farmland within the Project vicinity by contributing to and encouraging urban development of existing agricultural land. Consequently, the Specific Plan could indirectly result in the conversion of farmland in the Project area to urban (non-agricultural) use, which would also be a significant and unavoidable impact.

In addition, two (2) parcels within the Specific Plan that total approximately 29.76 acres are in active Williamson Act contracts. Although applications for a Notice of Cancellation and Notice of Non-Renewal have been filed by the property owners with the City, implementation of the Specific Plan would accelerate the Williamson Act contract non-renewal through the contract cancellation process, which would be a significant and unavoidable impact.

Overall, impacts related to agricultural resources from the development of the Specific Plan would be significant and unavoidable.

Cumulative Agricultural Impacts

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

Prime farmland in San Bernardino County has declined, and all of the prime agricultural land in the Ontario Ranch area is planned for development by TOP. This is a significant cumulative impact and was identified as such in TOP EIR.

The loss of the twenty (20) acres of Prime Farmland, although a small percentage of farmland within the County as a whole, would still constitute a cumulatively considerable contribution to the loss and conversion of Important Farmlands. Similarly, the acceleration of the Williamson Act contract non-renewal would constitute a cumulatively considerable contribution to a conflict with a Williamson Act Contract. Consequently, the cumulative impact of the Specific Plan on agricultural lands and conflict with an existing Williamson Act contract would be significant and unavoidable.

Air Quality

As detailed in Section 3.3 – Air Quality, the Specific Plan would result in operational-source emissions that would exceed the SCAQMD threshold of significance for NO_x. Even with implementation of a mitigation measure, the operational source emissions would continue to exceed SCAQMD thresholds for NO_x emissions. Mitigation Measure AQ-2 would reduce NO_x emissions, however, due to the volume of vehicular trips that would result from the project, the operational air quality impacts would remain significant and unavoidable. A majority of NO_x emissions from the Project would be generated by vehicular trips. Neither the applicant nor the City has the ability to reduce vehicular emissions. Therefore, operational-source NO_x emissions would be significant and unavoidable. Because the Project exceeds operational NO_x emission thresholds and exceeds the frequency and severity of violations of SCAQMD compliance, the Project would also result in a significant and unavoidable adverse impact related to the AQMP.

Cumulative Air Quality Impacts

Per SCAQMD's methodology, if an individual project results in air emissions of criteria pollutants (including ROG and NO_x) that exceeds the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the region is in non-attainment under an applicable federal or state ambient air quality standard.

As described previously, emissions from the operation of the Specific Plan would exceed SCAQMD's thresholds for NO_x and there are no feasible measures to reduce the emissions to adopted thresholds. Therefore, operational-source NO_x emissions by the Specific Plan would be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable.

Transportation and Circulation

In the 2023 Project opening year plus Project condition, the Project would add to the anticipated deficient conditions at 17 intersections and 5 roadway segments. In the 2040 horizon year plus project condition, the Project would add to the anticipated deficient conditions at 3 intersections and 2 roadway segments. Mitigation would be implemented to require contribution of fair share funding towards various improvements to mitigate the Specific Plan's fair share of the impacts at these intersection and roadway locations. With payment of the fair share contribution, the Specific Plan's share of impacts would be mitigated, and implementation of these improvements at the impacted intersections would improve the LOS. However, many of the needed improvements are not planned improvements. Also, the construction/implementation of these improvements is dependent upon the payment of similar fees by other projects that contribute to the impact. As such, the exact timing of implementation of the improvements identified by the mitigation measure is uncertain, which means the impacts are considered significant and unavoidable even with implementation of Mitigation Measure TR-1. In addition, many intersections (as listed above) are under the jurisdiction of Caltrans or the Cities of Chino and Eastvale; and the City of Ontario cannot guarantee implementation of the improvements within these jurisdictions. As a result, traffic impacts would be cumulatively significant and remain significant and unavoidable.

In addition, the Project would result in impacts on Caltrans freeways (SR-60 and I-15). Caltrans has no fee program or mechanism by which impacts on State Highway facilities can be mitigated. As such, no feasible mitigation is available to reduce potential impacts to a less than significant level. In addition, the City of Ontario cannot implement or guarantee implementation of improvements on Caltrans facilities. Therefore, impacts to SR-60 and the I-15 would be significant and unavoidable.

Project Objectives

As stated in the CEQA Guidelines, alternatives must focus on those that are reasonably feasible and which attain most of the basic objectives of the project. The Specific Plan Project Objectives are as follows:

1. Create a professional, well-maintained and attractive environment for the development of a multi-purpose business park, light industrial and warehousing/logistics complex that is compatible with nearby residential neighborhoods;
2. Provide employment opportunities for community residents;
3. Facilitate the construction of utilities, roads, and other major infrastructure investments that will be sufficiently sized to adequately serve the Specific Plan area;
4. Increase Ontario's industrial uses in proximity to local airports and regional transportation networks;
5. Create economic engine to spur future growth of Ontario Ranch. Future development will continue to drive the infrastructure improvements for the area and effect the vision for Specific Plan.

4.1 Alternatives Considered But Rejected

Pursuant to CEQA Guidelines section 15126.6(c), an EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are potentially feasible and, therefore, merit in-depth consideration, and which are infeasible and need not be considered further. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (CEQA Guidelines section 15126.6(f), (f)(3)). Additionally, alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the Project

objectives, are infeasible, or do not avoid any significant environmental effects. This section identifies alternatives considered by the lead agency but rejected as infeasible and provides a brief explanation of the reasons for their exclusion.

Alternative Site

An alternative site was considered and eliminated from further consideration. CEQA specifies that the key question regarding alternative site consideration is “whether any of the significant effects of the project would be avoided or substantially lessened by putting the project at another location.” In addition, an alternative site need not be considered when implementation is “remote and speculative,” such as when the alternative site is beyond the control of a project applicant.

For this Project, there are no suitable alternative sites within the control of the applicant. In the event land could be purchased of suitable size and developmental characteristics, based on the known general conditions in the southern portion of the City, an alternative site would likely have similar impacts as the Project. Given the size and nature of the Specific Plan and the Project objectives, it would be impractical and infeasible to develop the Project on an alternate site in the area with fewer environmental impacts. Depending upon the final location, an alternative site could have greater environmental impacts than the Project.

The City is not aware of any similarly sized parcel that is not already zoned for Business Park and Industrial use and have the ability to substantially reduce one or more of the significant impacts of the Project. As other land in the vicinity of the Specific Plan or within Ontario Ranch are similarly used for agricultural purposes and include agricultural soils, the loss of prime farmland would still occur with an alternative site.

Given the Business Park and Industrial uses of the Project, a similarly sized Project at an alternative location elsewhere within the South Coast Air Basin would result in the same Project-level or cumulative air quality impacts that would occur with implementation of the Specific Plan. Likewise, a similarly sized Project at an alternative location would result in similar traffic impacts in other jurisdictions that would be significant and unavoidable, because the City cannot guarantee implementation of improvements outside of its jurisdiction. Therefore, analysis of an alternative site for the proposed development of 555,505 square feet of Business Park and 2,350,005 square feet of Industrial use with a total development of 2,905,510 square feet is not feasible because the significant impacts resulting from the Project would not be avoided or substantially lessened at an alternative site.

4.2 Project Alternatives

This chapter of the EIR will look at; (i) a No Project alternative that allows the existing agricultural use of the site to continue; (ii) development that retains approximately one-half of the existing agricultural use and construction of Business Park or Industrial use development on the remaining one-half of the site; and (iii) reduced density to eliminate unavoidable adverse ROG and NO_x emissions to meet SCAQMD thresholds.

4.2.1 Rationale for Alternative Selection

Pursuant to CEQA Guidelines section 15126.6(a), each alternative must in some way avoid or substantially lessen one or more of the significant effects created by the Project and meet most of the basic Project Objectives, as listed above. Since this Specific Plan and EIR are being prepared as a direct response to the implementation requirements of TOP, land use designations and policies of TOP have been considered in the analysis of the alternatives. Land uses proposed for the Specific Plan includes the maximum development of approximately 555,505 square feet of Business Park development and 2,350,005 square feet of Industrial use for a total of approximately 2,905,510 square feet of development within the 120-net acre site.

The direct significant environmental effects that result from the development of the Specific Plan are the overall loss of designated farmland and operational air quality impacts. Cumulatively, the Project contributes to the loss of agricultural land, increased traffic, and impacts to air quality. Thus, alternatives that reduce traffic and thereby reduce air quality may be appropriate for consideration. An alternative that requires less developed land so that agricultural land can be retained on the Site was determined to be feasible since local agriculture, such as row crop farming, remains economically viable. While land retained in agricultural uses could perpetuate the existing water quality violations of Cucamonga Creek Channel, Prado Area, and the Santa Ana River, which are currently in violation of water quality standards, the removal of the existing dairy farms would have a positive impact to the water quality of these water courses because dairy farm activities are a significant contributor to the past and current water quality violations. The elimination of the dairies and continued non-dairy agricultural activities could improve water quality of Cucamonga Creek Channel, Prado Area and Santa Ana River.

Per CEQA Guidelines section 15126.6 (3), the "No Project" alternative could take two forms, no change from the existing uses or development into already approved land uses. The Project meets the approved land uses for the site by TOP. For this reason, and because the Project and the other alternatives address potential impacts associated with development, the No Project alternative will address continued agricultural use of the Site.

This section of the EIR will look at:

Alternative 1 - No Project;

Alternative 2 - Continued Agricultural Use and Business Park and Industrial Use Consistent with TOP; and

Alternative 3 - Reduced Density

4.2.2 Evaluation of Alternatives

4.2.2.1 Alternative 1 - No Project

The No Project Alternative would continue the existing agricultural uses on the site. As a result, there would not be an increase in traffic, air emissions, noise, increased demand for public services and utilities, etc. as associated with the Project. Thus, the subsequent impacts would not occur, including unavoidable adverse agriculture, air quality, and traffic. Conversely, the improvements included in the project such as street widening, street improvements, new bridge construction and bridge widening, installation of traffic signals, the construction of infrastructure improvements such as storm drains, water lines, and sewer mains, would not be constructed by the Project developer. The construction by the Project of master planned infrastructure facilities such as new sewer lines, water lines, and storm drains that are vital to serve not only the Project, but other development within the Ontario Ranch as well would not be constructed.

This alternative would maintain the existing agricultural uses that presently exist. It is speculative to determine the longevity of the existing agricultural uses with regards to the likelihood they will continue their agricultural use well into the future. All of the dairies on the site have ceased operations entirely. It is anticipated and highly likely that these dairies will find other uses for their property, which may include non-agricultural uses.

Aesthetics

Under the No Project Alternative, the existing agricultural uses on the site would continue and no new development would occur on the Site. As a result, the visual character and quality of the existing

agricultural uses would not change. No new buildings, landscaping, streets, and other site improvements would be constructed. New sources of light and glare associated with the Project would not occur both on and off the Site. The No Project Alternative would avoid the Project's less than significant impacts to aesthetics.

The No Project Alternative would also eliminate the construction of area improvements proposed by the Specific Plan, including new master plan streets and landscaped medians and rights-of-way that could improve the aesthetics of the Project Site and immediate area as planned by TOP. Some of the off-site improvements planned by the Specific Plan to improve the aesthetics of both the Site and the area would not occur with the No Project Alternative. Any visual and aesthetic improvements and benefits with the Specific Plan would not occur with the No Project Alternative. Overall, the aesthetic impacts from this alternative would be less than significant and neutral compared to the Project.

Agricultural Resources

The No Project Alternative would allow the existing agricultural uses on the Site to continue into the future. The No Project Alternative would avoid the significant and unavoidable impacts to agricultural resources, including the loss of twenty (20) acre of Prime Farmland, conversion of farmland, and impacts to Williamson Act Contracts that would occur with implementation of the Specific Plan. The unavoidable adverse agricultural impacts from the proposed Project would be eliminated under the No Project Alternative.

Air Quality

Under the No Project Alternative, the existing buildings and site improvements would remain and not be demolished, there would not be any construction activities and there would not be any air emissions associated with demolition and construction activities. In addition, there would not be any operational air emissions associated with traffic, the generation of electricity to power the proposed uses, combustion of natural gas for heat, emissions from the operation of landscape maintenance equipment, etc. While there would still be air emissions with the No Project Alternative associated with agricultural operations, methane from the cows, etc., the net increase in emissions due to the Project would not occur under the No Project Alternative. This alternative would eliminate unavoidable adverse and NO_x operational Project emissions. Therefore, all air quality impacts under this alternative would be reduced compared to the Specific Plan, and significant and unavoidable impacts would be eliminated. No impacts related to air quality would occur from the No Project Alternative. Thus, impacts under this alternative would be reduced compared to the Specific Plan.

Biological Resources

The No Project Alternative would allow the existing agricultural activities to continue. There would be no potential impacts to special wildlife species or nesting birds. Therefore, the No Project Alternative would avoid impacts to the biological resources, and the mitigation required for the proposed Project would not be necessary under the No Project Alternative. This Project Alternative would eliminate potential impacts to biological resources compared to the Specific Plan.

Cultural Resources

The No Project Alternative would continue the existing agriculture uses on the project site. No grading or development would occur under this alternative and there would be no potential impacts to subsurface archaeological or paleontological resources that may exist beneath the ground surface. Therefore, the No Project Alternative would avoid all site disturbances on the project site and the project's potential impacts

to cultural resources would not occur and impacts under this alternative would be reduced compared to the proposed Specific Plan.

Geology and Soils

There will be no construction activities including demolition of the existing buildings and improvements, grading and construction of the site improvements and development allowed by the Specific Plan. Although the development of the Specific Plan will not have any significant geology and soils impacts, the No Project Alternative will eliminate any potential geology and soil impacts even though they are determined to be less than significant. This alternative would eliminate any geology and soil impacts of the Project.

Greenhouse Gas Emissions

Under the No Project Alternative, no new development would occur, which means that no construction or demolition activities would generate GHG emissions. In addition, by maintaining existing dairy uses throughout the project area, an increase in traffic and associated GHG emissions would not occur. Therefore, overall GHG impacts would be reduced in comparison to the proposed Specific Plan.

Hazards and Hazardous Materials

No development would occur with the No Project Alternative and the existing agricultural activities would continue into the future. Although no significant hazardous impacts would occur with the Project, there are hazardous materials on the site that would be removed with the Project. Based on the Phase I and Limited Phase II ESAs that were prepared for the asbestos and lead containing materials and PCB-containing pole-mounted transformers are located on the site. Although this alternative would avoid the project's potential effects related to hazards and hazardous materials, no cleanup of contaminated soils that exist on the property would occur as a result of the property's redevelopment. Remediation of on-site contamination is a benefit of the proposed project that would not be realized under this alternative. Therefore, hazards impacts would be less than significant, and neutral in comparison to implementation of the proposed Specific Plan.

Hydrology and Water Quality

The No Project Alternative would allow the existing drainage patterns and quantities of surface water runoff to continue because no development and storm drain improvements would occur. The Project proposes to construct interim and master plan storm drain improvements with development of the Project to improve storm water drainage and discharge in this area of the City. This alternative would eliminate the construction of new storm drain improvements that would serve the Project and other development in the area. The No Project would also eliminate the installation of LID measures, site design, and BMPs to minimize runoff and improve surface water quality from the Site that would be installed with the Specific Plan. Because this alternative would not result in the installation of LID measures and BMPs to reduce off-site water flow and improve water quality, the No Project Alternative would allow the storm water that is leaving the site to be discharged unfiltered with sediments and other agricultural pollutants to be discharged into the Cucamonga Creek Channel that is an impaired (303(d) list) water body by unknown non-point sources due to high coliform counts, cadmium, copper, lead and zinc levels. However, the hydrology and water quality impacts of the No Project Alternative would be less than significant and the same as the Project.

Land Use and Planning

The No Project Alternative would continue the existing agriculture and residential uses and would not implement the City's General Plan land use and zoning designations for the project site. The Specific Plan

area is located within an Agricultural Overlay Zoning District, also identified as a “right-to-farm ordinance”, which provides for agricultural uses within the City, until such time that urban development consistent with the General Plan occurs. The operation of the existing on-site dairies and row crops is consistent with this ordinance. Hence, like the proposed Specific Plan, the No Project Alternative would result in a less than significant impact and would be neutral in comparison to the proposed project.

Noise

The No Project Alternative would not result in construction and, therefore, would not generate any noise associated with construction. Mobile-source and stationary noise volumes would be lower under this alternative compared to the proposed project, given the lack of urban development and associated vehicular traffic noise, noise from industrial warehousing uses, and other noise sources. Additionally, the No Project Alternative would result in fewer people exposed to noise from surrounding development and roadways because no additional employees would be onsite. As such, impacts would be less than significant, and less than those associated with the proposed Specific Plan.

Public Services

The No Project Alternative will allow the existing agricultural uses to continue and the demand for public services remaining the same as currently. This alternative will eliminate any increase in the demand for public services. Although the proposed Specific Plan’s impacts related to fire and police services were determined to be less than significant, the public services impacts would be reduced under this alternative compared to the proposed project.

Traffic

Under this alternative, no new employees or industrial warehouse uses would be introduced on the project site. The existing daily trips would remain at current conditions and all roadway segments and intersections would maintain existing levels of service. Therefore, impacts would be reduced to a less than significant level under this alternative and the significant and unavoidable traffic impacts that would occur from implementation of the proposed Specific Plan would not occur from implementation of the No Project Alternative. Impacts under this alternative would be less than the proposed Specific Plan.

Utilities and Service Systems

The No Project Alternative will eliminate the demand for potable and recycled water and the generation of wastewater. The existing uses will continue to use onsite water well for their potable water needs and septic systems for wastewater disposal. This alternative will eliminate the construction of water and wastewater master plan facilities to serve the Project as well as other development in the area. This alternative will eliminate the demand for additional potable and recycled water. Similarly, the No Project Alternative will eliminate the incremental increase in wastewater from the Project to the treatment plant. Similarly, the proposed storm drain facilities proposed by the Project will not be constructed with the No Project Alternative. Solid waste generation would remain the same as the existing condition and increases in the need for landfill capacity would not occur under the No Project Alternative. Therefore, the less than significant impacts to utilities and service systems from the Project would not occur with the No Project Alternative.

Conclusion

Ability to Reduce Impacts

The No Project Alternative would eliminate the significant and unavoidable impacts related to agriculture, air quality, and traffic associated with the development of the Specific Plan. This alternative would also eliminate the impacts related to biological resources, cultural resources, tribal cultural resources, and hazardous materials that would require mitigation to ensure that impacts would be less than significant with the implementation of the Specific Plan. However, the No Project Alternative would not include the removal of the hazardous materials on the Site and this benefit to the environment, which would occur with the development of the Specific Plan.

Ability to Achieve Project Objectives

This alternative would not meet the any of the objectives of the Specific Plan or TOP, which is to develop the Site with Business Park and Industrial uses; provide for employment opportunities; facilitate infrastructure construction; increase industrial uses; and create and economic engine to spur growth in Ontario Ranch. Implementation of the No Project Alternative would eliminate the development of the Site consistent with and as designed by TOP. This alternative would eliminate the revenue stream of property taxes to the City and the increase in jobs for the community. This alternative would also eliminate the construction of master plan infrastructure facilities such as water lines, wastewater lines, recycled water lines, street and storm drains that would not only serve the Project, but other development planned for the area by TOP.

4.2.2.2 Alternative 2 – Continued Agricultural Use and Business Park and Industrial Use Consistent with TOP

This alternative would develop half of the Site consistent with the land use designated for the Site by TOP. Under this Project alternative, approximately one-half of the Site would be developed with either Business Park or Industrial use, depending on how the Site is divided. The remaining half of the Site, including the 20 acres of Prime Farmland in the southeast area of the Site, would be retained in agricultural use. TOP currently allows the development of approximately 1,600,933 square feet of Business Park on the northerly 61-gross acres of the Site and approximately 1,391,641 square feet of Industrial use on the southerly 58-gross acres. The Site is almost equally split between Business Park and Industrial use allowed currently by TOP.

Aesthetics

Under this alternative the existing agricultural uses on the Site would remain on approximately half of the site and continue the existing operations. The visual character and quality of the existing agricultural uses would continue on the half of Site that is not developed. No new buildings, landscaping, streets, and other site improvements would be constructed on half the site and the other half of the Site would remain in agricultural use. Light and glare would be reduced by approximately half compared to the Project since half of the Site would remain in agricultural use and not be developed.

Visual improvements that would be introduced in one half of the Site would provide a consistent design theme, would remove aged agricultural structures, and provide streetscaping. The visual character and quality of this area would be of an urban industrial business park area. On the other half of the site, this alternative would continue to provide views of agricultural uses that would be inconsistent with the development theme of the anticipated surrounding uses in the Ontario Ranch area, which is designated for industrial, business park, residential, and other urban uses. However, these inconsistencies would not result

in a significant impact. Therefore, similar to the proposed Specific Plan project, implementation of this alternative would result in less than significant impacts related to aesthetics.

Agricultural Resources

This alternative would continue the existing agricultural uses on approximately half of the Site, including the 20 acres of Prime Farmland and Williamson Act lands in the southeast portion of the Site. Retaining the Prime Farmland and Williamson Act farmlands would reduce the significant and unavoidable impacts to agricultural resources from implementation of the proposed Specific Plan to a less than significant level. Thus, this alternative would avoid the significant and unavoidable agricultural impacts that would occur from the proposed Specific Plan.

Air Quality

Under this alternative, approximately fifty percent (50%) of the Site would continue in agricultural use and the remaining fifty percent (50%) of the Site would be developed as allowed by the Specific Plan. The Project exceeds air quality standards for NO_x. Under this alternative, an approximate fifty percent (50%) reduction in density would not reduce operational NO_x emissions to less than SCAQMD thresholds. Although this alternative would significantly reduce total air emissions during both Project construction and operations, the operational NO_x emissions would still be significant and unavoidable. While there will continue to be emissions associated with the operation of the agricultural uses including methane from the cows, emissions with the operation of motorized agricultural equipment, etc., the net increase in emissions due to the Project would be significantly reduced with this alternative. While this Alternative would reduce operational NO_x emissions of the Project, the emissions would continue to be significant and unavoidable.

Biological Resources

This alternative would allow agricultural operations on approximately half of the Site to continue. The development of the remaining half of the Site with Business Park or Industrial use would have potential impacts to the burrowing owl, North American bat species and nesting birds that may be present on the Site the same as the Project. This alternative would avoid impacts to the biological resources that are on and expected to occur on the portion of the Site that will be retained in agricultural use. However, the same mitigation measures required for the proposed project would be required for the development area under this alternative. Thus, this alternative will reduce, but not eliminate, the impacts to the biological resources by the Project. Like the Project, this alternative will have less than significant biological resource impacts with implementation of mitigation measures.

Cultural Resources

The disturbance from implementation of this alternative would be limited to half of the site. Thus, any unknown archaeological, tribal cultural, or paleontological resources on half of the site would not be affected by this alternative. However, development of the other half of the site pursuant to this alternative would have the potential to adversely affect undiscovered archaeological, tribal cultural, or paleontological resources located within that area. Like the proposed Specific Plan, mitigation measures would be required to be implemented during construction of this alternative to reduce potential impacts to less than significant. Although the potential impacts of that could occur by this alternative would be less than those associated with the proposed project, because the geographic extent of disturbance would be less, the same mitigation measures would be required to ensure that impacts are less than significant.

Geology and Soils

This alternative will include grading and construction on approximately half of the Site, impacts from development of this area would be the same as those that would occur under the proposed project. This alternative would be required to meet the same regulatory requirements as the proposed Specific Plan. Therefore, impacts to geology and soils would be less than significant, which is the same as the proposed Specific Plan.

Greenhouse Gas Emissions

This alternative will reduce GHG emissions by approximately half during both construction and Project operations. The largest generator of GHG emissions by the Project is vehicular trips and this alternative would reduce traffic generation by approximately half, which would reduce greenhouse gas emissions compared to the proposed project. Like the Project the GHG emissions of this alternative would be less than significant.

Hazards and Hazardous Materials

This Project alternative would continue the existing agricultural operations on approximately half of the Site and develop the other half of the site. The same type of hazardous materials typically used for construction and operation of the Project would be used in construction of this alternative. Similarly, the use and storage of hazardous materials would be regulated by the same federal, state, and local laws and permitting requirements as would the proposed Specific Plan. This alternative would include cleanup of contaminated soils, asbestos and lead based materials that exist on the development portion of the site during construction activities and would be required to implement the same type of mitigation measures that are required for the Project. However, because half of the site would remain in the existing use, any hazardous materials within this area would likely remain. Overall, like the proposed Specific Plan, this alternative would result in a less than significant impact with implementation of mitigation measures.

Hydrology and Water Quality

This alternative would allow the existing drainage patterns and quantities of surface water runoff from the area of the Site that continues in agricultural production to remain unchanged and would eliminate the construction of any on-site storm drain improvements required to serve the areas on the Site that remains in agricultural use. However, new storm drain facilities will still be required to serve runoff from the developed portion of the Site. LID measures and BMPs to minimize runoff and improve surface water quality from the Site will be constructed as part of the developed area of the Site. Additionally, the existing surface water from the agricultural area would continue to be discharged unfiltered with sediments and other agricultural pollutants into the Cucamonga Creek Channel that is an impaired (303(d) list) water body by unknown non-point sources due to high coliform counts, cadmium, copper, lead and zinc levels. Overall the same regulations would be required to develop half of the project site, and impacts would be less than significant, which is the same as the Project.

Land Use and Planning

This alternative will not require a general plan amendment or zone change. TOP designates the northern half of the Site for Business Park use and the southern half for Industrial use. Depending on which half of the Site the developer wants to develop and which half would remain in agricultural use, a general plan amendment and zone change would not be required. The Site is located in an Agricultural Overlay Zoning District and protected with a “right-to-farm ordinance” that allows the existing agricultural uses on the property to continue. This alternative would allow the existing agricultural use to continue as allowed by the right-to-farm ordinance. This alternative would have less land use impacts than the Project.

Noise

Continuing agricultural use on half the Site and developing the remaining half would reduce both construction and operational noise impacts by approximately half. Although no significant noise impacts have been identified with the Project, this alternative will incrementally reduce noise levels generated by the project, including traffic noise.

Public Services

This alternative will allow the existing agricultural uses to continue on approximately 50% of the Site and development to occur on the remaining 50% of the Site. The reduction of development will incrementally reduce the number of employees on the project site and thus a demand for public services. Therefore, impacts from this alternative would be less than the less than significant impacts associated with the proposed Specific Plan.

Traffic

Construction and operation related traffic and truck trips would be reduced by 50% under this alternative because this alternative would decrease the development area by 50%. The daily trips would be reduced in relation to the reduction of the building area, which would reduce volumes on all roadway segments and intersections. However, due to the existing LOS in the traffic study area and the volume of traffic that would be generated by development of half the site, mitigation would still be required that involve roadway improvements in locations that are (1) not within the jurisdiction of the City of Ontario, and thus, the City cannot guarantee implementation of the mitigation measure improvements, and (2) within the City of Ontario, but not accounted for in an adopted plan or program for improvements. As a result, although traffic volumes generated from this alternative would be less, impacts from implementation of this alternative would also be significant and unavoidable.

Utilities and Service Systems

This alternative will reduce the demand for potable and recycled water and the generation of wastewater by approximately 50%. The agricultural uses that remain in operation will continue to use onsite water well for potable water needs and septic systems for wastewater disposal. New utilities will be constructed for the half of the site that is developed with Business Park or Industrial use. If the Site is only developed with Business Park use the total water consumption, including recycled water, is estimated to be approximately 256 AFY (acre feet per year) compared to 81 AFY for the Specific Plan. The reason for the difference is the Specific Plan includes 23 acres of Business Park use compared to 73.36 acres of Business Park use allowed for the Site by TOP. If the Site is only developed with Industrial use the total water consumption, including recycled water, is estimated to be approximately 161 AFY compared to 293 AFY for the Specific Plan. Either way, the water consumption will be less than the Specific Plan, which totals 373 AFY and have less impact on water supplies. This alternative could eliminate the construction of some water and wastewater master plan facilities that area required to serve the Project and other development in the area. Depending on the area of the Site is developed and the area that remains in agricultural use some master plan utilities may not be required. Water and wastewater facilities will not be required to be constructed for the area of the Site that remains in agricultural use so both master plan and on-site utility construction will be reduced under this alternative. This alternative will reduce the amount of wastewater that will need to be treated at the IEUA RP-5 wastewater treatment plant in Chino and the volume of solid waste to be disposed in landfills. Thus, the utility and service system impacts of this alternative will be incrementally less than the less than significant impacts that would result from the proposed Project.

Conclusion

Ability to Reduce Impacts

The Continued Agricultural Use and Business Park and Industrial Use Consistent with TOP Alternative will eliminate the significant impact related to agriculture from retention of the 20-acres of Prime Farmland and the Williamson Act areas; however significant and unavoidable air quality and traffic impacts would continue to occur. In addition, this alternative will incrementally reduce impacts to biological resources, cultural resources, tribal cultural resources, and hazardous materials; however, mitigation would continue to be required to reduce impacts to a less than significant level. In addition, this alternative will incrementally reduce the Project's less than significant impacts related to greenhouse gas emissions, public services, utilities, and noise.

Ability to Achieve Project Objectives

Implementation of the Continued Agricultural Use and Business Park and Industrial Use Consistent with TOP Alternative will somewhat achieve of the Project objectives, but not to the same extent as the Project because half of the Site would remain in agricultural use. This alternative will also not meet TOP objectives of the development of Business Park and Industrial use for the Site in proximity to local airports and regional transportation networks. This alternative with a reduction of development would reduce the revenue stream of property taxes to the City and the number of jobs for the community. Overall, this alternative would not meet the Project objectives as intended by the Specific Plan or TOP's land use plan for the Site.

4.2.2.3 Alternative 3 – Reduced Density

This Project alternative would allow the development of approximately 532,500 square feet of Business Park and Industrial use, including 430,691 square feet of Industrial and 101,809 square feet of Business Park compared to 2,905,510 square feet of use by the Project. This represents approximately 18% of the development allowed by the Specific Plan. Using the same FAR as the Specific Plan, the 532,500 square feet of development would require approximately 20.46 acres of land on the Site. Due to a reduction in the amount of development proposed for the Site, this Project alternative would allow some of the existing agricultural uses to continue. The amount of existing agricultural use that continues would be based on the desire of the land owners to continue their agricultural operations. For the purpose of this alternative it is assumed that the area not developed will continue in agricultural use.

Aesthetics

Under this alternative, the development will be consistent with the design guidelines, development standards and other features of the Specific Plan the same as the Project. However, there will be less development. Aesthetically the developed areas of the Site will look the same as the Specific Plan in terms of on- and off-site improvements, building locations, building design, building height, landscaping, etc. Because there will be approximately 2,373,010 square feet of less development, the visual character of the Site will provide more open space, which will allow the existing agricultural uses to continue for those areas that are not developed. These views of agriculture would be inconsistent with the adjacent industrial and business park uses. However, these inconsistencies would not result in a significant impact. Therefore, similar to the proposed Specific Plan project, implementation of this alternative would result in less than significant impacts related to aesthetics.

Agricultural Resources

This alternative would allow more of the existing agricultural use on the Site to continue, an even greater amount than allowed by Project Alternative 2. Thus, it is assumed that development under this alternative would allow for continuation of the 20 acres of Prime Farmland and Williamson Act lands in the southeast portion of the Site. Retaining the Prime Farmland and Williamson Act farmlands would reduce the significant and unavoidable impacts to agricultural resources from implementation of the Specific Plan to a less than significant level. Thus, this alternative would avoid the significant and unavoidable agricultural impacts that would occur from the Specific Plan.

Air Quality

This alternative will reduce development and the related vehicular trips such that operational NO_x emissions would be less than SCAQMD thresholds, and significant and unavoidable adverse NO_x impacts would not occur under this alternative. Thus, this alternative would avoid the significant and unavoidable air quality impacts that would occur from the Specific Plan.

Biological Resources

This alternative would allow more agricultural operations to continue on the Site compared to Alternative 2. Because this Project alternative allows the development of up to approximately 532,500 square feet of Business Park and Industrial space, an even greater amount of the agricultural operations than allowed by Alternative 2 could continue. Allowing more than half of the Site to continue in agricultural operation would incrementally reduce, or avoid, potential impacts to the burrowing owl, North American bat species and nesting birds that may be present on the Site. Thus, this alternative will reduce, but not eliminate, the potential to impact biological resources. Therefore, like the Project, this alternative will have less than significant biological resource impacts with implementation of the same mitigation measures.

Cultural Resources

The area of the Site that will continue in agricultural use and not be graded would eliminate the potential to uncover and disturb subsurface archaeological, paleontological, or tribal cultural resources, if present. Thus, this alternative would incrementally reduce the potential to impacts to cultural, paleontological and tribal cultural resources compared to the Project. However, development of approximately 532,500 square feet would still require the same mitigation measures as the Project to ensure that impacts are less than significant.

Geology and Soils

This alternative will include grading and construction to develop 532,500 square feet of building area, impacts from development of this area would be the same as those that would occur under the Project. This alternative would be required to meet the same regulatory requirements as the Specific Plan. Therefore, impacts to geology and soils would be less than significant, which is the same as the proposed Specific Plan.

Greenhouse Gas Emissions

This alternative will reduce GHG emissions during both construction and Project operations. The largest generator of GHG emissions by the Project is traffic and this alternative would reduce traffic generation substantially, which would reduce greenhouse gas emissions compared to the Project. Like the Project the GHG emissions of this alternative would be less than significant.

Hazards and Hazardous Materials

This Project alternative would continue the existing agricultural operations on a large portion of the Site and develop an area for a 532,500 square foot industrial warehouse building. The same type of hazardous materials typically used for construction and operation of the Project would be used in construction of this alternative. Similarly, the use and storage of hazardous materials would be regulated by the same federal, state, and local laws and permitting requirements as would the proposed Specific Plan. This alternative would include cleanup of contaminated soils, asbestos and lead based materials that exist on the development portion of the site during construction activities and would be required to implement the same type of mitigation measures that are required for the Project. However, because a large portion of the site would remain in the existing use, any hazardous materials within this area would likely remain. Overall, like the Specific Plan, this alternative would result in a less than significant impact with implementation of mitigation measures.

Hydrology and Water Quality

This alternative would allow the existing drainage patterns and quantities of surface water runoff from the area of the Site that continues in agricultural production to remain unchanged and would eliminate the construction of any on-site storm drain improvements required to serve the areas on the Site that remains in agricultural use. However, new storm drain facilities will still be required to serve runoff from the developed portion of the Site. LID measures and BMPs to minimize runoff and improve surface water quality from the Site will be constructed as part of the developed area of the Site. Additionally, the existing surface water from the agricultural area would continue to be discharged unfiltered with sediments and other agricultural pollutants into the Cucamonga Creek Channel that is an impaired (303(d) list) water body by unknown non-point sources due to high coliform counts, cadmium, copper, lead and zinc levels. Overall the same regulations would be required to develop this alternative as the Project, and impacts would be less than significant, which is the same as the Project.

Land Use and Planning

This Project alternative will not require a general plan amendment or zone change. TOP designates the northern half of the Site for Business Park use and the southern half for Industrial use. With this alternative the developer could develop any area of the site consistent with the existing TOP land use designations without requiring a general plan amendment or zone change. The Site is located in an Agricultural Overlay Zoning District and protected with a “right-to-farm ordinance” that allows the existing agricultural uses on the property to continue. This alternative would allow the existing agricultural use to continue as allowed by the right-to-farm ordinance. Like the Project, this alternative would not have any land use impacts.

Noise

Developing 532,500 square feet of Business Park or Industrial space and continuing agricultural use on the remainder of the Site would reduce both construction and operational noise in comparison to the proposed project. This alternative will incrementally reduce the less than significant noise levels generated by the Project.

Public Services

This alternative allows the development of up to 532,500 square feet of Business Park and Industrial space while the balance of the Site remains in agricultural use. The reduction of development will incrementally reduce the demand for public services for police, fire, schools and other public services. While this alternative will incrementally reduce the demand for public services, the impact will be less than significant and similar to the Project.

Traffic

This alternative is estimated to generate approximately 7,022 trips compared to 16,830 trips by the Project, a reduction of 9,808 trips. The daily trips would be reduced in relation to the reduction of the building area, which would reduce volumes on all roadway segments and intersections. However, due to the existing LOS in the traffic study area and the volume of traffic that would be generated by development of 532,500 square feet of business park and industrial space, mitigation would still be required that involve roadway improvements in locations that are (1) not within the jurisdiction of the City of Ontario, and thus, the City cannot guarantee implementation of the mitigation measure improvements, and (2) within the City of Ontario, but not accounted for in an adopted plan or program for improvements. As a result, although traffic volumes generated from this alternative would be less, impacts from implementation of this alternative would also be significant and unavoidable.

Utilities and Service Systems

This alternative will reduce the demand for potable and recycled water and the generation of wastewater due to 2,373,010 square feet of less development than the Project. The agricultural uses that would remain with this alternative will continue to use onsite water well for potable water and septic systems would provide wastewater treatment. New utilities will be constructed for the developed area of the Site. However, all of the master plan utilities proposed by the Project may not be required for this alternative. This alternative is estimated to consume approximately 56.03 AFY of water (potable and recycled) compared to 373 AFY for the Specific Plan, an 85% reduction in water consumption. This alternative would consume approximately 316.97 AFY of less water annually than the Specific Plan. Likewise, this alternative will reduce the amount of wastewater that will be treated at the IEUA RP-5 wastewater treatment plant in Chino by approximately 85% and the volume of solid waste to be disposed in landfills. Thus, the utility and service system impacts of this alternative will be incrementally less than the less than significant impacts that would result from the Project.

4.3 Conclusion

Ability to Reduce Impacts

The Reduced Density Alternative will eliminate the significant impact related to agriculture from retention of the 20-acres of Prime Farmland and the Williamson Act areas; and will eliminate the significant and unavoidable air quality impacts due to the reduction of vehicular trips that would occur from this alternative. However significant and unavoidable traffic impacts would continue to occur. In addition, this alternative will incrementally reduce impacts to biological resources, cultural resources, tribal cultural resources, and hazardous materials; however, mitigation would continue to be required to reduce impacts to a less than significant level. In addition, this alternative will incrementally reduce the Project's less than significant impacts related to greenhouse gas emissions, public services, utilities, and noise.

Ability to Achieve Project Objectives

Implementation of the Reduced Density Alternative will incrementally reduce impacts associated with the Project. The Project objectives would somewhat be achieved with the development of 21.46 acres of the Site, but not to the same extent as the Project 82% of the Site would remain in agricultural use. This alternative will also not meet TOP objectives for the development of Business Park and Industrial use at the densities allowed for the Site in proximity to local airports and regional transportation networks. This alternative would result in an 82% reduction in development compared to the development allowed by TOP and would reduce the revenue stream of property taxes to the City and the number of jobs for the community compared to the development proposed by the Specific Plan. Overall, this alternative would not meet the Project objectives as intended by the Specific Plan or TOP's land use plan for the Site.

Per CEQA Guidelines section 15126.6 (d), a matrix is provided as Table 4-1 to compare the Project's significant effects with those of the alternatives. Table 4-1 ranks each alternative as **better**, **different**, the **same**, or **worse** than the Project with respect to each environmental impact area. In addition, Table 4-2 shows a comparison of the ability of each of the Project alternatives to meet the objectives of the Specific Plan.

Table 4-1 Comparison of Alternatives Matrix

Environmental Issue	West Ontario Commerce Center Specific Plan	Alternative 1 No Project Alternative	Alternative 2 Continued Agricultural Use and Business Park and Industrial Use Consistent with TOP	Alternative 3 Reduced Density
Aesthetics	Less than significant impact.	Better – Project site would remain in agricultural use. Less than significant impact.	Same – Half of site would remain in agricultural use, other half in Business Park / Industrial uses. Less than significant impact.	Same – A large portion of the site would remain in agricultural, and a portion developed as Business Park / Industrial uses. Less than significant impact.
Agricultural Resources	Significant – Loss of 20 acres of Prime Farmland; Conversion of Agricultural land; and impacts to Williamson Act Contracts	Better – Project site would remain in agricultural use. No significant impact.	Better – Existing 20-acres of Prime Farmland and the Williamson Act areas would be retained. No significant impact.	Better – Existing 20-acres of Prime Farmland and the Williamson Act areas would be retained. No significant impact.
Air Quality	Significant even with mitigation measures; exceeds standards for NO _x .	Better – Project would remain in agricultural use and air emission thresholds would not be exceeded. No significant impact.	Better - reduction of air emissions by approximately. However, operational NO _x emissions would still be exceeded. Significant impact would remain.	Better – Emissions would be reduced by approximately 82%. Operational NO _x emissions would not exceed SCAQMD thresholds. No significant impact.
Biology	Less than significant impact with mitigation incorporated.	Better - No potential impacts.	Same - Less than significant impact with mitigation incorporated.	Same – Less than significant impact with mitigation incorporated.
Cultural Resources	Less than significant impact with	Better - No potential impacts.	Same - Less than significant impact	Same – Less than significant impact

Environmental Issue	West Ontario Commerce Center Specific Plan	Alternative 1 No Project Alternative	Alternative 2 Continued Agricultural Use and Business Park and Industrial Use Consistent with TOP	Alternative 3 Reduced Density
	mitigation incorporated.		with mitigation incorporated.	with mitigation incorporated.
Geology and Soils	Less than significant impact.	Better - No potential impacts.	Same - Less than significant impact.	Same – Less than significant impact.
Greenhouse Gas	Less than significant.	Better – no new or increased emissions would be generated. No Impact	Better – fewer emissions would be generated due to less development. Less than significant impact	Better – fewer emissions due to less development. Less than significant impact
Hazards and Hazardous Materials	Less than significant impact with mitigation incorporated.	Same – Continued exposure of existing hazards that could impact soil or groundwater to greater levels. Less than significant impact.	Same – Less than significant impact with mitigation incorporated.	Same – Less than significant impact with mitigation incorporated.
Hydrology/Water Quality	Less than significant impact.	Worse – Runoff from agricultural land is a problem for receiving waters causing continuation of elevated levels of pollutants.	Same - Less than significant.	Same – Less than significant.
Land Use	No impact.	Same – existing land uses would continue.	Same – No impact.	Same – No impact.
Noise	Less than significant impact.	Better - Existing noise levels would continue. No construction noise ambient noise levels would not increase.	Better - Less than significant impact. Ambient noise levels would be reduced due to less project generated vehicle noise.	Better - Less than significant impact. Ambient noise levels would be reduced due to less project generated vehicle noise.
Public Services	Less Than Significant impact.	Better - Less demand for public services. Less than	Better - Less demand for public services. Less than significant impact.	Better - Less demand for public services. Less than significant impact.

Environmental Issue	West Ontario Commerce Center Specific Plan	Alternative 1 No Project Alternative	Alternative 2 Continued Agricultural Use and Business Park and Industrial Use Consistent with TOP	Alternative 3 Reduced Density
		significant impact.		
Traffic	Significant impact.	Better - Existing traffic levels from the project site would be maintained.	Better - Less project traffic due to less development. However, significant impacts would remain.	Better - Less project traffic due to less development. However, significant impacts would remain.
Utilities and Service Systems	Less than significant impact.	Better – No Master Plan and on-site utilities would be required. No increase in demand for utilities.	Better - Master Plan and on-site utilities still required. Less demand for utilities. Less than significant impact.	Better - Master Plan and in-tract utilities still required. Less demand for utilities. Less than significant impact.
Environmentally Superior to Proposed Project?	N/A	Yes – Significant impacts would not occur, but effects related to hazardous materials and water quality would continue to exist onsite.	Yes– Significant impacts to agriculture would not occur, but significant impacts to air quality and traffic would remain.	Yes– Significant impacts to agriculture, air quality would not occur, but significant impacts to traffic would remain.

**Table 4-2
Comparison of the Specific Plan and Alternatives Ability to Meet Project Objectives**

Objective	West Ontario Commerce Center Specific Plan	Alternative 1 No Project Alternative	Alternative 2 Continued Agricultural Use and Business Park and Industrial Use Consistent with TOP	Alternative 3 Reduced Density
Create a professional, well-maintained and attractive environment for the development of a multi-purpose business park, light industrial, and warehousing/logistics complex that is	Yes	No	Yes, but not to the same extent as the Specific Plan and planned by TOP.	Yes, but not to the same extent as the Specific Plan and planned by TOP.

compatible with nearby residential neighborhoods.				
Provide employment opportunities for community residents.	Yes	No	Yes, but not to the same extent as the Specific Plan and planned by TOP.	Yes, but not to the same extent as the Specific Plan and planned by TOP.
Facilitate the construction of utilities, roads, and other major infrastructure investments that will be sufficiently sized to adequately serve the Specific Plan area.	Yes	No	Yes, but not to the same extent as the Specific Plan.	Yes, but not to the same extent as the Specific Plan.
Increase Ontario's industrial uses in proximity to local airports and regional transportation networks.	Yes	No	Yes, but not to the same extent as the Specific Plan and planned by TOP.	Yes, but not to the same extent as the Specific Plan and planned by TOP.
Create economic engine to spur future growth of Ontario Ranch that will continue to drive the infrastructure improvements for the area and effect the vision for the Specific Plan.	Yes	No	Yes, but not to the same extent as the Specific Plan and planned by TOP.	Yes, but not to the same extent as the Specific Plan and planned by TOP.

4.4 Environmentally Superior Alternative

The CEQA Guidelines section 15126.6(e)(2), requires the identification of the environmentally superior alternative. Of the alternatives evaluated above, the No Project alternative is an environmentally superior alternative with respect to reducing impacts created by the Project through retaining agricultural soils and prime farmland, reducing air quality impacts, reducing the need for public services and utilities, etc. However, the No Project Alternative would not include the removal of the hazardous materials on the Site and this benefit to the environment, which would occur with the development of the Specific Plan.

The CEQA Guidelines require identification of another environmentally superior alternative if the No Project alternative is the environmentally superior alternative. Of the other two Project alternatives, Alternative 3 - Reduced Density would be the environmentally superior alternative. This alternative would eliminate the significant impact related to agriculture from retention of the 20-acres of Prime Farmland and the Williamson Act areas; and will and eliminate the significant and unavoidable air quality impacts due to the reduction of vehicular trips that would occur from this alternative. However, significant and unavoidable traffic impacts would continue to occur under this alternative and a Statement of Overriding Consideration would still be required for impacts related to traffic.

Chapter 5 OTHER CEQA CONSIDERATIONS

Section 15126 of the CEQA Guidelines requires that the EIR include a discussion of significant environmental effects of the Project; significant environmental effects which cannot be avoided if the Project is implemented; significant irreversible changes that would be involved in the Project should it be implemented; and growth-inducing impacts of the Project. Cumulative impacts are discussed under each environmental issue area in Chapter 3 (Environmental Analysis).

5.1 SIGNIFICANT, UNAVOIDABLE ADVERSE IMPACTS

Agriculture

As described in Chapter 3.2, Agriculture, the Specific Plan would convert approximately twenty (20) acres of Prime Farmland to urban uses, which is a significant impact. This loss of Important Farmlands, which includes Prime Farmland, is consistent with the conclusions of the TOP EIR. As described in TOP EIR, which evaluated the Industrial and Business Park land uses that would be implemented by the Specific Plan, impacts to Important Farmlands were found to be a significant and unavoidable, and a Statement of Overriding Considerations was adopted by the City.

The Specific Plan would implement TOP. As described by TOP EIR, the City is focusing on developing land in an economically productive way that would serve the growing population, and City's future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable. The conversion of agricultural land to urban land uses by the Specific Plan, which implements TOP, would result in significant and unavoidable impacts related to the conversion of Prime Farmland to non-agricultural use.

Development of the Specific Plan could facilitate the conversion of farmland within the Project vicinity by contributing to and encouraging urban development of existing agricultural land. Consequently, the Specific Plan could indirectly result in the conversion of farmland in the Project area to urban (non-agricultural) use, which would also be a significant and unavoidable impact.

In addition, two (2) parcels within the Specific Plan that total approximately 29.76 acres are in active Williamson Act contracts. Although applications for a Notice of Cancellation and Notice of Non-Renewal have been filed by the property owners with the City, implementation of the Specific Plan would accelerate the Williamson Act contract non-renewal through the contract cancellation process, which would be a significant and unavoidable impact.

Overall, impacts related to agricultural resources from the development of the Specific Plan would be significant and unavoidable.

Cumulative Agricultural Impacts

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

Prime farmland in San Bernardino County has declined, and all of the prime agricultural land in the Ontario Ranch area is planned for development by TOP. This is a significant cumulative impact and was identified as such in TOP EIR.

The loss of the twenty (20) acres of Prime Farmland, although a small percentage of farmland within the County as a whole, would still constitute a cumulatively considerable contribution to the loss and conversion of Important Farmlands. Similarly, the acceleration of the Williamson Act contract non-renewal would constitute a cumulatively considerable contribution to a conflict with a Williamson Act Contract. Consequently, the cumulative impact of the Specific Plan on agricultural lands and conflict with an existing Williamson Act contract would be significant and unavoidable.

Air Quality

As detailed in Chapter 3.3, Air Quality, the Specific Plan would result in operational-source emissions that would exceed the SCAQMD threshold of significance for NO_x. Even with implementation of a mitigation measure, the operational source emissions would continue to exceed SCAQMD thresholds for NO_x emissions. Mitigation Measure AQ-2 would reduce NO_x emissions, however, due to the volume of vehicular trips that would result from the project, the operational air quality impacts would remain significant and unavoidable. A majority of NO_x emissions from the project would be generated by vehicular trips. Neither the applicant nor the City has the ability to reduce vehicular emissions. Therefore, operational-source NO_x emissions would be significant and unavoidable. Because the Project exceeds operational NO_x emission thresholds and exceeds the frequency and severity of violations of SCAQMD compliance, the Project would also result in a significant and unavoidable adverse impact related to the AQMP.

Cumulative Air Quality Impacts

Per SCAQMD's methodology, if an individual project results in air emissions of criteria pollutants (including ROG and NO_x) that exceeds the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the region is in non-attainment under an applicable federal or state ambient air quality standard.

As described previously, emissions from the operation of the Specific Plan would exceed SCAQMD's thresholds for NO_x and there are no feasible measures to reduce the emissions to adopted thresholds. Therefore, operational-source NO_x emissions by the Specific Plan would be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable.

Transportation and Traffic

As detailed in Chapter 3.13, Transportation and Traffic, in the 2023 Project opening year plus project condition, the Project would add to the anticipated deficient conditions at 17 intersections and 5 roadway segments. In the 2040 horizon year plus project condition, the Project would add to the anticipated deficient conditions at 3 intersections and 2 roadway segments. Mitigation would be implemented to require contribution of fair share funding towards various improvements to mitigate the Specific Plan's fair share of the impacts at these intersection and roadway locations. With payment of the fair share contribution, the Specific Plan's share of impacts would be mitigated, and implementation of these improvements at the impacted intersections would improve the LOS. However, many of the needed improvements are not planned improvements. Also, the construction/implementation of these improvements is dependent upon the payment of similar fees by other projects that contribute to the impact. As such, the exact timing of implementation of the improvements identified by the mitigation measure is uncertain, which means the impacts are considered significant and unavoidable even with implementation of Mitigation Measure TR-1-SP. In addition, many intersections (as listed above) are under the jurisdiction of Caltrans or the Cities of Chino and Eastvale; and the City of Ontario cannot guarantee implementation of the improvements within

these jurisdictions. As a result, traffic impacts would be cumulatively significant and remain significant and unavoidable.

In addition, the Project would result in impacts on Caltrans freeways (SR-60 and I-15). Caltrans has no fee program or mechanism by which impacts on State Highway facilities can be mitigated. As such, no feasible mitigation is available to reduce potential impacts to a less than significant level. In addition, the City of Ontario cannot implement or guarantee implementation of improvements on Caltrans facilities. Therefore, impacts to SR-60 and the I-15 would be significant and unavoidable.

5.2 EFFECTS NOT FOUND TO BE SIGNIFICANT

The IS (Appendix A to this EIR) determined that several environmental impacts were not found significant or were found to be less than significant, as listed in Table 5-1. Please refer to Appendix A (IS/NOP) for a detailed explanation of the reasons these effects were not found to be significant.

**Table 5-1
Impacts Found Not to Be Significant**

Environmental Issue	Initial Study Determination
Aesthetics. Would the project:	
a) Have a substantial adverse effect on a scenic vista	Less than significant impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No impact
Agriculture and Forestry Resources. Would the project:	
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	No impact
d) Result in the loss of forest land or conversion of forest land to non-forest use??	No impact
Biological Resources. Would the project:	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	No impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	No impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No impact
Geology and Soils. Would the project:	
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	No impact

Environmental Issue	Initial Study Determination
ii. Strong seismic ground shaking?	Less than significant impact
iii. Seismic-related ground failure, including liquefaction?	Less than significant impact
iv. Landslides?	No impact
b) Result in substantial soil erosion or the loss of topsoil?	Less than significant impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse	Less than significant impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Less than significant impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No impact
Hazards and Hazardous Materials. Would the project:	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No impact
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	No impact
e) For a project located within the safety zone of the airport land use compatibility plan for Ontario Airport, would the project result in a safety hazard for people residing or working in the project area	Less than significant impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	No impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than significant impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands area adjacent to urbanized areas or where residences are intermixed with wildlands?	No impact
Hydrology and Water Quality. Would the project:	
a) Violate any water quality standards or waste discharge requirements	Less than significant impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Less than significant impact
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	Less than significant impact
f) Otherwise substantially degrade water quality or potential for discharge of storm water to affect the beneficial uses of receiving water	Less than significant impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	No impact
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	No impact
i) 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
j) Inundation by seiche, tsunami, or mudflow?	No impact

Land Use and Planning. Would the project:

- | | |
|---|-----------|
| a) Physically divide an established community? | No impact |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | No impact |

Mineral Resources. Would the project:

- | | |
|---|-----------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | No impact |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | No impact |

Noise. Would the project:

- | | |
|---|-----------|
| e) For a project located within the noise impact zones of the airport land use compatibility plan for Ontario and Chino airports, would the project expose people residing or working in the project area to excessive noise levels | No impact |
| f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | No impact |

Population and Housing. Would the project:

- | | |
|---|------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | Less than significant impact |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | No impact |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | No impact |

Public Services.

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

Schools?	Less than significant impact
----------	------------------------------

Parks?	Less than significant impact
--------	------------------------------

Other public facilities?	Less than significant impact
--------------------------	------------------------------

Recreation.

- | | |
|--|------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | Less than significant impact |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | Less than significant impact |

Transportation/Traffic. Would the project:

- | | |
|---|------------------------------|
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks | No impact |
| e) Result in inadequate emergency access? | Less than significant impact |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities | No impact |

Utilities and Service Systems. Would the project:

- | | |
|---|------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | Less than significant impact |
|---|------------------------------|

f) Exceed wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board	Less than significant impact
g) Comply with federal, state, and local statutes and regulations related to solid waste?	No impact

5.3 GROWTH-INDUCING IMPACTS

This section discusses the ways the Project could foster economic or population growth, or the construction of Business Park and Industrial development, either directly or indirectly, in the surrounding environment. Growth-inducing impacts are caused by those characteristics of a project that tend to foster or encourage population and/or economic growth. Inducements to growth include the generation of construction and permanent employment opportunities in the support sector of the economy. A project could also induce growth by lowering or removing barriers to growth or by creating an amenity that attracts new population or economic activity. The Project could result in the following types of growth-inducement:

1. Extension of public facilities, such as electrical lines, natural gas lines, sewers, storm drains, and water lines;
2. The creation of employment opportunities; and
3. Stimulation of the economy that could result in the need for additional housing or businesses.

5.3.1 Extension of Public Facilities

The elimination of a physical obstacle to growth is considered to be a growth inducing impact. A physical obstacle to growth typically involves the lack of public service infrastructure. The proposed Specific Plan would induce growth if it would provide public services or infrastructure with excess capacity to serve lands that would otherwise not be developable.

The Specific Plan would provide improvements to infrastructure that are consistent with the City's master plans to serve the project site. As described in Chapter 2.0, Project Description, the proposed Specific Plan includes roadway improvements that would not extend roadways beyond the project area.

The Project would also install new water and sewer facilities that are part of the City's Water Master Plan that would connect to the existing water infrastructure. Additionally, drainage improvements that would occur within the Specific Plan would connect to existing drainage infrastructure and would be designated pursuant the City's Drainage Master Plan. The water, sewer, and drainage improvements would only serve the project site and would be designed pursuant to the City's master plans to ensure that excess capacity is not provided. Because the infrastructure improvements would only provide services to proposed developments and not provide excess capacity, infrastructure improvements would not result in significant growth inducing impacts.

5.3.2 Employment Generation

The proposed Specific Plan would result in development of 2,905,510 square feet of non-residential employment generating uses by 2040, which would result in approximately 5,100 new jobs/employment opportunities, as shown in Table 5-2. In addition, the proposed industrial warehousing uses would stimulate economic activity in the Specific Plan area.

**Table 5-2
Statistical Land Use Summary**

Planning Area	Maximum SF per Proposed	Employees/1,000 SF	Total Jobs
1	555,505	50% of the SF @ 0.650	181
		50% of the SF @ 2.860	794
2	2,350,005	50% of the SF @ 0.650	764
		50% of the SF @ 2.860	3,361
Total	2,905,510		5,100

Source: General Plan EIR Appendix J, Land Use Modeling Methodology.

SCAG estimates that employment in the City will increase from 103,300 in 2012 to 175,400 in 2040, which is an increase of 72,100 jobs or a 70% increase (SCAG 2016 growth forecast). The employment generated by the Specific Plan would represent a small portion of the estimated job growth, and the proposed employment growth would be within, and not exceed, SCAG's population forecast. As such, the Specific Plan would result in direct employment growth at a level that is already anticipated in regional projections; and thus, would be less than significant.

Additionally, the new jobs that would be generated by the Specific Plan would accommodate the forecasted employment in an environmentally sustainable manner by improving the jobs to housing balance that would reduce vehicle miles traveled. Furthermore, as listed below, the City of Ontario has had recent unemployment rates ranging between 5.2 and 14.2 percent (EDD, 2017).

- March 2017: 5.2 percent unemployment rate
- March 2016: 5.9 percent unemployment rate
- Annual Average 2015: 6.5 percent unemployment rate
- Annual Average 2014: 8.1 percent unemployment rate
- Annual Average 2013: 10.7 percent unemployment rate
- Annual Average 2012: 12.7 percent unemployment rate
- Annual Average 2011: 14.2 percent unemployment rate

The new jobs that would be created by the Specific Plan would provide new employment opportunities to employees that are already living in Ontario and the surrounding cities. The SANBAG subregion is housing rich, and the increase in jobs from the Specific Plan is not expected to create a corresponding increase in population or housing. Most of the new jobs that would be created by the proposed Industrial warehousing and Business Park uses would be positions that do not require a specialized workforce. Thus, it is anticipated that these jobs would be filled by people who would already be living within Ontario and surrounding communities and would not induce an unanticipated influx of new labor into the region. Overall, the proposed Specific Plan would develop the project area pursuant to the existing land uses, which would accommodate forecasted employment growth consistent with SCAG's regional forecasts. Thus, impacts related to increased growth through the provision of employment opportunities would be less than significant.

5.3.3 Stimulate Economy

Induced growth can occur outside of a project site as the result of direct and indirect investment and spending by residents, employees, and businesses. Such growth stems from the "induced" employment

generated by a project's economic activity. Indirect employment growth generated by a direct increase in economic activity can be due to the increases in spending that would occur on the part of the businesses, employees, and employee households. It could also be due to the additional spending that would occur on the part of suppliers of goods and services demanded by a project's direct economic activity (households, businesses and employees).

As described previously, the Specific Plan would implement economic activity that would result in an improvement in the jobs-household ratio, which is a benefit of the proposed Specific Plan. The City of Ontario has had recent unemployment rates ranging between 5.2 and 14.2 percent (EDD, 2017), and most of the new jobs that would be created by the Specific Plan would be positions that do not require a specialized workforce, and this type of workforce exists in the City and surrounding areas. Thus, due to the unemployment within the City and the availability of a workforce, it is anticipated that new jobs that would be generated from implementation of the Specific Plan would be filled by people within Ontario and surrounding communities and would not induce an unanticipated influx of new labor into the region. Therefore, job growth from buildout of the proposed Specific Plan would result in new permanent employment opportunities and stimulate economic activity; however, the Specific Plan would meet future employment demands per SCAG's 2016 projections. Overall, the proposed Specific Plan would not remove any obstacles that would result in increased levels of growth that would not otherwise occur. Therefore, impacts would be less than significant.

5.3.4 Environmental Impacts of Induced Growth

As described above, implementation of the Specific Plan would provide development to accommodate SCAG's forecasted employment demands. All physical environmental effects from construction of development has been analyzed in all technical sections of this EIR. For example, activities such as excavation, grading, and construction as required for the proposed Industrial warehousing and Business Park uses were analyzed in the Sections 3.3, Air Quality, 3.7, Greenhouse Gas Emissions, 3.11, Noise, and 3.13, Transportation and Traffic. Therefore, construction of the proposed Specific Plan has been analyzed in this EIR and would be adequately mitigated either through implementation of conditions of approval, plans, policies, and programs and/or mitigation measures contained within Chapter 3 of this EIR.

5.4 SIGNIFICANT, IRREVERSIBLE ENVIRONMENTAL CHANGES

State CEQA Guidelines require the EIR to consider whether "uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.... Also, irreversible damage can result from environmental accidents associated with the project. Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified." (CEQA Guidelines Section 15126.2(c)). "Nonrenewable resource" refers to the physical features of the natural environment, such as land, waterways, mineral resources, etc. These irreversible environmental changes may include current or future uses of non-renewable resources, and secondary or growth-inducing impacts that commit future generations to similar uses.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed irretrievable commitments of nonrenewable resources is not justified (e.g., the project involves the wasteful use of energy).

The Specific Plan would result in or contribute to the following irreversible environmental changes:

- Lands in the Specific Plan area would be committed to industrial warehousing and business park uses once the proposed buildings are constructed. Secondary effects associated with this irreversible commitment of land resources include:
 - Changes in views associated with construction of the new buildings and associated development (see Section 3.1, Aesthetics).
 - Increased traffic on area roadways (see Section 3.13, Transportation and Traffic).
 - Emissions of air pollutants associated with project construction and operation (see Section 3.3, Air Quality).
 - Consumption of non-renewable energy associated with construction and operation of the Specific Plan due to the use of automobiles, lighting, heating and cooling systems, appliances, and the like (see Section 5.5, Energy Conservation).
 - Increased ambient noise associated with an increase in activities and traffic associated with future site-specific development projects (see Section 3.11, Noise).
- Construction of the proposed Specific Plan as described in Section 2.0, Project Description, would require the use of energy produced from non-renewable resources and construction materials.

5.5 ENERGY CONSERVATION

ENERGY

Appendix F of the CEQA Guidelines states that, in order to ensure that energy implications are considered in project decisions, the potential energy implications of a project shall be considered in an EIR, to the extent relevant and applicable to the project. This section represents a summary of the Project's anticipated energy needs, impacts, and conservation measures. Information found herein, as well as other aspects of the Project's energy implications, are discussed in greater detail elsewhere in this EIR, including in Chapter 2 (Project Description) and Section 3.7 (Greenhouse Gas Emissions) and Section 3.13 (Traffic/Transportation) of this EIR.

Construction-Related Energy Consumption

Estimated Energy Consumption

As discussed in Chapter 2 (Project Description) of the EIR, the Project would be completed in 2023. The grading of the Site, construction of all required utilities, paving, and the building construction phases is planned to start in 2018 and last for approximately five years, or 60 months.

Heavy-duty construction equipment associated with grading, the construction of utilities, paving, and building construction would include, excavators, graders, tractors/loaders/backhoes, dozers, scrapers, air compressors, cranes, forklifts, generators, pumps, welders, rollers, trenchers and pavers. The majority of the equipment would likely be diesel-fueled; however, smaller equipment, such as air compressors and forklifts may be electric, gas, or natural gas-fueled. For the purposes of this assessment, it is assumed that the construction equipment would be diesel-fueled, due to the speculative nature of specifying the amounts and types of non-diesel equipment that might be used, and the difficulties in calculating the energy, which would be consumed by this non-diesel equipment.

The number of construction workers that would be required to construct the Project would vary based on the phase of construction and the activity taking place. The transportation fuel required by construction workers to travel to and from the Site would depend on the total number of worker trips estimated for the

duration of construction activity. A 2007 study by the California Department of Transportation (Caltrans) estimates the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) in the year 2020 is 18.78 miles per gallon.¹ Assuming construction worker vehicles have an average fuel economy consistent with the Caltrans study and each construction worker commutes an average of 20 miles a day to and from the Site, the maximum 100 workers on-site during each phase of the Project is estimated to consume approximately 106 gallons of gasoline a day. Assuming all 100 construction workers are employed at the Site for a year (52 weeks), the fuel used by construction workers commuting to the site is approximately 663 barrels (26,500 gallons) of gasoline and represents less than 0.0002 percent of the statewide gasoline consumption in 2015.²

Construction equipment fuels (e.g., diesel, gasoline, natural gas) would be provided by local or regional suppliers and vendors. Electricity would be supplied by the local utility provider (e.g., Southern California Edison) via existing connections. A temporary water supply, primarily for fugitive dust suppression and street sweeping, would also be supplied by the local provider (e.g., City).

Electricity used during construction to provide temporary power for lighting and electronic equipment (e.g., computers, etc.) inside temporary construction trailers and for outdoor lighting when necessary for general construction activity would generally not result in a substantial increase in on-site electricity use. Electricity use during construction would be variable depending on lighting needs and the use of electric-powered equipment and would be temporary for the duration of construction activities. Thus, electricity use during construction would generally be considered negligible.

Energy Conservation: Regulatory Compliance

The Project would utilize construction contractors who demonstrate compliance with applicable CARB regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other TACs.

Compliance with the above anti-idling and emissions regulations would result in a more efficient use of construction-related energy and minimize or eliminate wasteful and unnecessary consumption of energy. With respect to solid waste, the City Municipal Ordinance (Section 6-3.602 (Construction & Demolition Recycling Plan) and CALGreen require all building and demolition permit applicants to submit a Construction & Demolition Recycling Plan (CDRP) and Construction & Demolition Recycling Plan (CDRP) Summary Report. City Municipal Code Section 6-3.602 and CALGreen require all construction and qualifying renovation and demolition projects to divert at least 50% of all generated waste materials.

Anticipated Energy Consumption

The daily operation of the Project would generate demand for electricity, natural gas, and water supply, as well as generating wastewater requiring conveyance, treatment and disposal off-site, and solid waste requiring disposal off-site. Southern California Edison is the electrical purveyor in the City of Ontario and would provide electricity to the project and the Southern California Gas Company is the natural gas purveyor in the City of Ontario would provide natural gas.

Based on estimates used as the basis for GHG emissions calculations, the initial operational year of the Project would have an electricity demand of approximately 11.3 million kWh per year after Project

¹ 2007 California Motor Vehicle Stock, Travel and Fuel Forecast, California Department of Transportation, Table 1, (2008).

² California 2015 Transportation gasoline consumption – 342,523,000 gallons;
https://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf

completion. Based on estimates used as the basis for GHG emissions calculations, the initial operational year of the Project would have a natural gas demand of approximately 16.9 million British Thermal Units (Btu's) per year.

Energy Conservation: Regulatory Compliance

The CEC first adopted the Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Part 11 of the Title 24 Building Standards Code is referred to as CALGreen. The purpose of CALGreen is to “improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental quality.”³ As of January 1, 2011, CALGreen is mandatory for all new buildings constructed in the state. CALGreen establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design and overall environmental quality.⁴ CALGreen was most recently updated in 2016 to include new mandatory measures for residential as well as nonresidential uses; the new measures took effect on January 1, 2017.⁵ The Project would be required by the City to comply with the applicable provisions of Title 24 and CALGreen.

With respect to solid waste, the Project is required to comply with applicable regulations, including those pertaining to waste reduction and recycling. Waste haulers serving the Project would divert Project-generated municipal waste in accordance with applicable County ordinances.

Energy Conservation: Project Design Features

The Project would be designed to include green building, energy saving, and water saving measures and other sustainability features, which are shown in Table 2-3 in the Project Description Chapter. Consistent with the CALGreen, the Project would be required to meet and comply with the nonresidential mandatory measures that include storm water pollution prevention, bicycle parking, parking for clean air vehicles, electric vehicle charging, light pollution reduction, etc. As such, the Project would be designed to reduce wasteful, inefficient, and unnecessary consumption of energy.

Estimated Energy Consumption

Operation of the Project would result in transportation energy use primarily for trucks hauling goods to and from the site and employees commuting to and from their place of employment. Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers and vendors. As discussed previously, in 2015, California consumed a total of 342,523 thousand barrels of gasoline for transportation, which is part of the total annual consumption nationwide of 3,223,288 thousand barrels by the transportation sector.⁶ Project-related vehicles would require a fraction of a percent of the total state's transportation fuel

³ California Building Standards Commission, 2016 California Green Building Standards Code, (2016).

⁴ Ibid.

⁵ Ibid.

⁶ U.S. Energy Information Administration, Table F3: Motor Gasoline Consumption, Price, and Expenditure Estimates, 2015, https://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf.

consumption. A 2008 study by Caltrans determined that the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) in 2020 would be 18.78 miles per gallon.⁷

As shown in Table 5-3, based on the Project's estimated passenger VMT of 51 million miles per year and an average fuel economy of 18.78 miles per gallon, the Project would consume approximately 2.7 million gallons of fuel a year associated with passenger cars. As shown in Table 5-4, based on the project's estimated truck VMT of 16.7 million miles per year and an average fuel economy of 6.4⁸ miles per gallon, truck traffic would consume approximately 2,618,086 gallons of diesel fuel a year. The Project would consume less than 0.02% of the statewide annual gasoline consumption.

Alternative-Fueled Vehicles

Alternative-fueled, electric, and hybrid vehicles could be used by Project employees. The use of these types of alternative fueled vehicles would reduce the consumption of gasoline and diesel by the Project. The effect is anticipated to be minimal in today's current vehicle market due to the relatively few number of alternative vehicles that are in use. According to the Los Angeles Times, alternative-fueled vehicles make up approximately 2.3% of all vehicles registered in California.⁹ The above transportation fuel estimates for the project do not account for alternative-fueled, electric, and hybrid vehicles, which are more energy efficient vehicles. Thus, the assessment is a conservative estimate of transportation fuel consumption.

⁷ California Department of Transportation, 2008 California Motor Vehicle Stock, Travel and Fuel Forecast (2009).

⁸ 1949–1994—Federal Highway Administration (FHWA), Highway Statistics Summary to 1995, Table VM-201A. 1995 forward—FHWA, Highway Statistics, annual reports, Table VM-1.

⁹ Los Angeles Times, Electric, hybrid car sales up, California auto emissions down, May 22, 2014, <http://www.latimes.com/business/autos/la-fi-hy-electric-vehicle-sales-up-auto-emissions-down-20140521-story.html>. Accessed August 2014.

**Table 5-3
Project Passenger Car Vehicle Miles Traveled**

Origin-Destination Zone	Distribution %	Average Traveled Length (Miles)	Trips per Zone	VMt per Zone	Trips per Zone	VMt per Zone	Trips per Zone	VMt per Zone
			Daily		AM Peak		PM Peak	
Local North	13%	10	1667	16,667	169	1,694	152	1,525
Local South	16%	10	2051	20,514	208	2,085	188	1,877
I-15 North	12%	40	1539	61,541	156	6,254	141	5,630
I-15 South	6%	40	769	30,770	78	3,127	70	2,815
SR60 East	4%	22	513	11,282	52	1,147	47	1,032
SR60 West	13%	22	1667	36,668	169	3,727	152	3,355
Local East	4%	10	513	5,128	52	521	47	469
Local West	2%	10	256	2,564	26	261	23	235
Project Vicinity	30%	5	3846	19,232	391	1,955	352	1,760
Total:			12,821	204,367	1,303	20,770	1,173	18,698

**Table 5-4
Project Truck Vehicle Miles Traveled**

Origin-Destination Zone	Distribution %	Average Traveled Length (Miles)	Trips per Zone	VMT per Zone	Trips per Zone	VMT per Zone	Trips per Zone	VMT per Zone
			Daily		AM Peak		PM Peak	
Local North	7%	10	111	1,114	5	46	5	51
Local South	15%	20	239	4,776	10	198	11	219
I-15 North	20%	80	318	25,472	13	1,056	15	1,168
I-15 South	11%	60	175	10,507	7	436	8	482
SR60 East	10%	40	159	6,368	7	264	7	292
SR60 West	25%	40	398	15,920	17	660	18	730
Local East	2%	15	32	478	1	20	1	22
Local West	10%	15	159	2,388	7	99	7	110
Total:			1,592	67,023	66	2,779	73	3,073

Chapter 6. ORGANIZATIONS AND INDIVIDUALS CONSULTED DURING DEIR PREPARATION

Agencies

City of Ontario..... Scott Murphy, Planning Director
 Richard Ayala, Senior Planner
 Rudy Zeledon, Principal Planner

Ontario Police Department Scott Kocab, Detective

Ontario Fire Department..... Art Andres, Deputy Chief/Fire Marshal

Inland Empire Utilities Agency..... Liza Munoz, Senior Engineer

Private Organizations or Individuals

Project Developer – Real Estate Development Associates, LLC..... Bill Goltermann

EIR Document Preparation Staff

Phil Martin & Associates, Inc.

Phil Martin, President

Technical Sub-consultants (Under contract to Phil Martin & Associates, Inc.)

Archaeological Associates, Inc. Robert White

Glenn Lukos Associates Tricia Campbell

Greve & Associates Fred Greve

Stantec Keith Rutherford
 Josh Park

Chapter 7.0 References

The following documents were referred as general information sources during preparation of the West Ontario Commerce Center Specific Plan EIR and are available for public review at the City of Ontario.

1. Draft West Ontario Commerce Center Specific Plan, May 2017
2. City of Ontario, The Ontario Plan, January 2010
3. City of Ontario, The Ontario Plan Final Environmental Impact Report, January 2010
4. Ontario Airport Land Use Compatibility Plan
5. Caltrans Division of Aeronautics, California Airport Land Use Handbook
6. Ontario 2015 Urban Water Management Plan