

August 2022 | Final Supplemental Environmental Impact Report
State Clearinghouse No. 2021070364

THE ONTARIO PLAN 2050

City of Ontario

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Abbreviations and Acronyms

ABBREVIATIONS AND ACRONYMS

AAQS	ambient air quality standards
AB	Assembly Bill
ACLUP	airport comprehensive land use plan
ACM	asbestos-containing materials
ADT	average daily traffic
af	acre-foot
afy	acre-feet per year
ALUCP	airport land use compatibility plan
AMP	airport master plan
AQMD	air quality management district
AQMP	air quality management plan
AR4	<i>Fourth Assessment Report: Climate Change 2007</i> (Intergovernmental Panel on Climate Change)
BMP	best management practices
BRT	bus rapid transit
BTU	British thermal unit
CAFE	corporate average fuel economy
CalARP	California Accidental Release Prevention Program
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal OES	Governor's Office of Emergency Services
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAP	community climate action plan
CCR	California Code of Regulations
CDA	Chino Desalter Authority
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CES	CalEnviroScreen
CESA	California Endangered Species Act
CFC	California Fire Code

Abbreviations and Acronyms

CFR	Code of Federal Regulations
CGP	Construction General Permit
CH ₄	methane
CII	commercial, industrial, and institutional
CIP	capital improvements program
CIWMP	countywide integrated waste management plan
CJUHSD	Chaffey Joint Union High School District
CLG	certified local government
CNDDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO _{2e}	carbon dioxide equivalent
CPUC	California Public Utilities Commission
CSD	Cucamonga School District
CUPA	Certified Unified Program Agency
CVUSD	Chino Valley Unified School District
CWA	Clean Water Act
d/D	depth over diameter ratio
dB	decibel
dba	A-weighted decibel
DIF	development impact fees
DOC	Department of Conservation (CA)
DOF	Department of Finance (CA)
DPM	diesel particulate matter
DSFLF	Delhi sands flower-loving fly
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources (CA)
EAP	emergency action plan
EDU	equivalent dwelling unit
EHD	Environmental Health Department (CA)
EJ	environmental justice
EMSA	California Emergency Medical Service Authority
EO	Executive Order

Abbreviations and Acronyms

EOC	emergency operations center
EPA	United States Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	fire hazard severity zone
FHWA	Federal Highway Administration
FIRM	flood insurance rate map
FRA	federal responsibility area
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GHG	greenhouse gases
GPA	general plan amendment
GWP	global warming potential
HCD	Housing and Community Development Department (CA)
HCOC	hydrologic conditions of concern
HCP	habitat conservation plan
HMD	Hazardous Materials Division, San Bernardino County Fire Department
HWMP	hazardous waste management plan
Hz	Herz
IEUA	Inland Empire Utilities Agency
IPCC	Intergovernmental Panel on Climate Change
kW	kilowatt
kWh	kilowatt hour
L _{dn}	day-night noise level
L _{eq}	equivalent continuous noise level
LCFS	low-carbon fuel standard
LEPC	local emergency planning committee
LHMP	local hazard mitigation plan
LID	low impact development
LIP	local implementation plan
LOS	level of service
LRA	local responsibility area

Abbreviations and Acronyms

LST	localized significance thresholds
LUST	leaking underground storage tank
MATES	Multiple Air Toxics Exposure Study
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MJHMP	multi-jurisdictional hazard mitigation plan
MMT	million metric tons
MPD	master plan of drainage
MPO	metropolitan planning organization
MRZ	mineral recovery zone
MS4	municipal separate storm sewer system
MT	metric ton
MVSD	Mountain View School District
MWD	Metropolitan Water District of Southern California
MWELo	Model Water Efficient Landscape Ordinance
N ₂ O	nitrous oxide
NAHC	Native American Heritage Commission
NFPA	National Fire Protection Association
NMC	New Model Colony
NO _x	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
O ₃	ozone
OAMC	Ontario Airport Metro Center
OD	Origin/Destination method for calculating VMT
OEM	Office of Emergency Management (Ontario)
OES	San Bernardino County Office of Emergency Services
OFD	Ontario Fire Department
OIAA	Ontario International Airport Authority
OMC	Original Model Colony
OMSD	Ontario-Montclair School District
OMUC	Ontario Municipal Utilities Company
ONT	Ontario International Airport
ONT-IAC	Ontario International Airport–Inter Agency Collaborative
OPD	Ontario Police Department

Abbreviations and Acronyms

OR	Ontario Ranch
OSFM	Office of the State Fire Marshal
PA	Production/Attraction
P-C	Production-Consumption
PM	particulate matter
POTW	publicly owned treatment works
ppb	parts per billion
ppm	parts per million
µg/m ³	micrograms per meter cubed
PPV	peak particle velocity
PRC	Public Resources Code
PRD	permit registration documents
RCRA	Resource Conservation and Recovery Act
RHNA	regional housing needs assessment
RMDZ	(San Bernardino) Recycling Market Development Zone
RPS	renewable portfolio standard
RTAC	Regional Targets Advisory Committee (CARB)
RTP	regional transportation plan
RTP/SCS	regional transportation plan / sustainable communities strategy
RWQCB	Regional Water Quality Control Board
SAFE	Safer Affordable Fuel Efficient Vehicles Final Rule for Model Years 2021–2026
SAWCo	San Antonio Water Company
SB	Senate Bill
SBCFCD	San Bernardino County Flood Control District
SBCOG	San Bernardino Council of Governments
SBCTA	San Bernardino County Transportation Authority
SBNF	San Bernardino National Forest
SBTAM	San Bernardino Traffic Analysis Model
SCAG	Southern California Association of Governments
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority
SCS	sustainable communities strategy
SEIR	supplemental environmental impact report

Abbreviations and Acronyms

SERC	State Emergency Response Commission
SMARA	Surface Mining and Reclamation Act
SO _x	sulfur oxides
SoCAB	South Coast Air Basin
SOI	sphere of influence
SP	service population
SRA	state responsibility area
SSMP	sewer system management plan
SSO	sanitary sewer overflow
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TCR	tribal cultural resource
TMDL	total maximum daily load
TOP	The Ontario Plan
TRI	toxic release inventory
TTCP	traditional tribal cultural places
UP	Union Pacific
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UST	underground storage tank
UWMP	urban water management plan
VdB	velocity decibels
VMT	vehicle miles traveled
VOC	volatile organic compound
WFA	Water Facilities Authority (CA)
WMP	water master plan
WQMP	water quality management plan
WRCA	waterfowl and raptor conservation area
WUI	wildland-urban interface
WWTP	wastewater treatment plant
ZE/NZE	zero emissions / near-zero emissions
ZEV	zero emissions vehicle

1. Executive Summary

1.1 INTRODUCTION

This Draft Supplemental Environmental Impact Report (SEIR) addresses the environmental effects associated with the implementation of the update to The Ontario Plan (TOP). The California Environmental Quality Act (CEQA) requires that local government agencies consider the environmental consequences before taking action on projects over which they have discretionary approval authority. An environmental impact report (EIR) analyzes potential environmental consequences in order to inform the public and support informed decisions by local and state governmental agency decision makers.

This SEIR has been prepared pursuant to the requirements of CEQA and the City of Ontario's CEQA procedures. The City of Ontario, as the lead agency, has reviewed and revised all submitted drafts, technical studies, and reports as necessary to reflect its own independent judgment, including reliance on City technical personnel from other departments and review of all technical subconsultant reports.

Data for this SEIR derive from on-site field observations, discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments (air quality, greenhouse gas emissions, noise, traffic, and utilities and service systems).

1.1.1 TOP Certified EIR

TOP 2050 (Proposed Project) is an update to the current TOP (Approved Project); therefore, this SEIR relies on the findings of the 2009 Draft EIR, 2010 Recirculated Draft EIR, and 2010 Final EIR and, per CEQA Guidelines Section 15163, contains all of the information necessary to ensure that the certified TOP EIR fully evaluates the Proposed Project. These documents, though discussed separately here, are collectively referred to in this SEIR as the 2010 Certified EIR. In accordance with CEQA Guidelines Sections 15148 and 15150, this SEIR incorporates the 2010 Certified EIR (and its constituent parts) by reference. A summary of the 2010 Certified EIR follows. All documents incorporated by reference are available for review at the City of Ontario Community Development Department at 303 East B Street.

1.1.1.1 2009 DRAFT EIR FOR THE ONTARIO PLAN

The City of Ontario circulated the 2009 Draft EIR for public review in April 2009. Six environmental categories (Agricultural Resources, Air Quality, Cultural Resources, Global Climate Change, Noise, and Traffic and Transportation) had significant and unavoidable impacts that could not be alleviated by mitigation.

1. Executive Summary

1.1.1.2 2009 RECIRCULATED DRAFT EIR AND 2010 FINAL EIR FOR THE ONTARIO PLAN

A Recirculated Draft EIR for The Ontario Plan was released in November 2009 to update and provide additional analysis concerning GHG emissions impacts associated with buildout of the Policy Plan. This analysis was based on verbal comments made by the California Attorney General's Office after the end of the public review period and on recent rules and regulations about lowering GHG emissions.

Pursuant to Section 15088.5(c) of the CEQA Guidelines, which states that if an EIR revision is "limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified," only the following topic areas were analyzed in the 2009 Recirculated Draft EIR:

- Global Climate Change
- Additional Project Alternative: 15 percent GHG Reduction Alternative

Remaining topics previously analyzed in the 2009 Draft EIR (see Section 1.3.1) were determined to be adequately addressed. Analysis in the 2009 Recirculated Draft EIR found that significant and unavoidable impacts identified in the 2009 Draft EIR would remain significant and unavoidable for the Approved Project. These determinations were reiterated in the 2010 Final EIR, certified on January 27, 2010.

1.2 ENVIRONMENTAL PROCEDURES

This SEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the Proposed Project, as well as anticipated future discretionary actions and approvals. CEQA established six main objectives for an EIR:

1. Disclose to decision makers and the public the significant environmental effects of proposed activities.
2. Identify ways to avoid or reduce environmental damage.
3. Prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
4. Disclose to the public reasons for agency approval of projects with significant environmental effects.
5. Foster interagency coordination in the review of projects.
6. Enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation in CEQA and the CEQA Guidelines; it is intended to provide an objective, factually supported analysis and full disclosure of the environmental consequences of a proposed project with the potential to result in significant, adverse environmental impacts.

An EIR is one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Before approving a project, the lead agency must consider the information in the EIR; determine whether the EIR was prepared in accordance with CEQA and

1. Executive Summary

the CEQA Guidelines; determine that it reflects the independent judgment of the lead agency; adopt findings concerning the project's significant environmental impacts and alternatives; and adopt a statement of overriding considerations if significant impacts cannot be avoided.

1.2.1 Type and Purpose of this SEIR

Supplemental EIR

CEQA dictates when a supplemental or subsequent EIR is required for changes to a project that was previously analyzed under CEQA. Once a project has been approved based on a CEQA analysis in an EIR or negative declaration, and the EIR or negative declaration is no longer subject to challenge, CEQA Section 21166 provides that "no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency" unless one of three circumstances apply: 1) substantial changes to the approved project will require major revisions to the certified EIR, 2) substantial changes occur with respect to the circumstances under which the approved project is being undertaken will require major revisions to the certified EIR, or 3) new information, that was not known and could not have been known at the time the EIR for the approved project was certified becomes available (CEQA Section 21166).

In this case, in-depth review has already occurred and the time for challenging the sufficiency of the 2010 TOP EIR has long since expired (CEQA Section 21167, subd. (c)). Moreover, as discussed below, no circumstances have changed enough to justify repeating a substantial portion of the process. The factors used to evaluate whether a Subsequent or a Supplemental EIR should be prepared are in CEQA Guidelines Sections 15162 and 15163, and relate to whether "major changes" to the EIR are required. CEQA Guidelines Section 15162 clarifies what constitute major changes to the EIR. According to that section, major changes to the EIR are those that are required either:

- "Due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;" (CEQA Guidelines Section 15162, subd. (a)(1), (a)(2); see also subd. (a)(3)(A), (a)(3)(B))
- Where "[m]itigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or" (subd. (a)(3)(C))
- Where "[m]itigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative." (subd. (a)(3)(D))

As disclosed in this Executive Summary, the analysis prepared for this SEIR substantiates that TOP 2050 would result in one or more new significant environmental effects in comparison to the current TOP as adopted.

This Draft SEIR is a program-level document that supplements the analyses in the Certified 2010 TOP EIR. Section 15163 of the CEQA Guidelines provides that:

1. Executive Summary

- (a) The lead or responsible agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:
 - 1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and
 - 2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.
- (b) The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.
- (c) A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087.
- (d) A supplement to an EIR may be circulated by itself without recirculating the previous draft or final EIR.
- (e) When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.

In accordance with Section 15163 of the CEQA Guidelines, this document:

- Incorporates the 2010 Certified EIR by reference, as discussed in Section 3.2, *Project Background*.
- Contains information necessary to make the 2010 Certified EIR adequate for the Proposed Project.
- Evaluates the potential environmental impacts of the changes to the current TOP that are a result of changed circumstances and new information.
- Evaluates the potential environmental impacts of the proposed changes to the current TOP, i.e., the proposed land use designation and development capacity changes.
- Updates where necessary the discussion of cumulative impacts, growth-inducing impacts, and other required sections of this Draft SEIR.

The Proposed Project is summarized in Section 1.4, *Project Summary*, and more fully described in Chapter 3 of this Draft SEIR. The analysis in this SEIR confirms that the 2010 Certified EIR is adequate for the TOP 2050 update with the updated information contained herein.

Approach/Definition of Baseline

As described above, a Supplement to an EIR need only contain the information necessary to make the previous EIR adequate for the Proposed Project, as revised. The 2010 Certified EIR therefore serves as the logical “baseline” to assess potential impacts associated with TOP 2050. The environmental impacts associated with the Proposed Project for this SEIR are defined as the incremental impacts between the current TOP and TOP 2050. To accurately assess the incremental impact, this SEIR analyzes the difference between the buildout of the current TOP to buildout of TOP 2050 (i.e., compares “buildout” to “buildout”). Impacts are assessed for

1. Executive Summary

the net land use changes under the Proposed Project, as described in Section 3.4.2.3, *Areas of Change*. The environmental setting of each topical section provides an update of existing conditions and changes in circumstances since certification of the 2010 Certified EIR.

Program EIR

This Draft SEIR also fulfills the requirements for a Program EIR. Although the legally required contents of a Program EIR are the same as for a Project EIR, Program EIRs are typically more conceptual than Project EIRs, with a more general discussion of impacts, alternatives, and mitigation measures. According to Section 15168 of the CEQA Guidelines, a Program EIR may be prepared on a series of actions that can be characterized as one large project. Use of a Program EIR gives the lead agency an opportunity to consider broad policy alternatives and program-wide mitigation measures, as well as greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive scale.

Agencies prepare Program EIRs for programs or a series of related actions that are linked geographically; logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document is necessary. However, if the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities may be within the Program EIR's scope, and additional environmental documents may not be required (Guidelines Section 15168[c]). When a lead agency relies on a Program EIR for a subsequent activity, it must incorporate feasible mitigation measures and alternatives from the Program EIR into the subsequent activities (Guidelines Section 15168[c][3]). If a subsequent activity would have effects outside the scope of the Program EIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or an EIR. Even in this case, the Program EIR still serves a valuable purpose as the first-tier environmental analysis. The CEQA Guidelines encourage the use of Program EIRs, citing five advantages:

- Provide a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR;
- Focus on cumulative impacts that might be slighted in a case-by-case analysis;
- Avoid continual reconsideration of recurring policy issues;
- Consider broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them;
- Reduce paperwork by encouraging the reuse of data (through tiering). (Guidelines Section 15168[h])

1. Executive Summary

1.2.2 EIR Format

Chapter 1. Executive Summary: Summarizes the background and description of the Proposed Project, the format of this EIR, Project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the Proposed Project.

Chapter 2. Introduction: Describes the purpose of this SEIR, Notice of Preparation (NOP), Scoping Meeting, the use of incorporation by reference, and Final SEIR certification.

Chapter 3. Project Description: A detailed description of the project, including its objectives, its area and location, approvals anticipated to be required as part of the Proposed Project, necessary environmental clearances, and the intended uses of this SEIR.

Chapter 4. Environmental Setting: Ordinarily, the existing environmental setting provides the baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from a project. However, because this is a Supplement to the 2010 Certified EIR, the impact analysis is based on the incremental impacts associated of the Proposed Project compared to the Approved Project.

Chapter 5. Environmental Analysis: Each environmental topic is analyzed in a separate section that discusses: the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the Proposed Project compared to the Approved Project; the potential adverse and beneficial effects of the Proposed Project; the level of significance before mitigation; a summary of new and modified TOP 2050 policies; the mitigation measures for the Approved Project and new and modified mitigation measures applicable to the Proposed Project; the level of significance after mitigation is incorporated.

Chapter 6. Significant Unavoidable Adverse Impacts: Describes the significant unavoidable adverse impacts of the Proposed Project.

Chapter 7. Alternatives to the Proposed Project: Describes the alternatives and compares their impacts to the impacts of the Proposed Project.

Chapter 8. Impacts Found Not to Be Significant: Briefly describes that the NOP identified all 20 environmental topics are addressed in the SEIR.

Chapter 9. Significant Irreversible Changes Due to the Proposed Project: Describes the significant irreversible environmental changes associated with the Proposed Project.

Chapter 10. Growth-Inducing Impacts of the Project: Describes the ways in which the Proposed Project would cause increases in employment or population that could result in new physical or environmental impacts.

Chapter 11. Organizations and Persons Consulted: Lists the people and organizations that were contacted during the preparation of this SEIR.

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Chapter 12. Qualifications of Persons Preparing EIR: Lists the people who prepared this SEIR for the Proposed Project.

Chapter 13. Bibliography: The technical reports and other sources used to prepare this SEIR.

Appendices: The appendices for this document (in PDF format) consist of these supporting documents:

- Appendix A Notice of Preparation and Public Comment Letters
- Appendix B New and Modified TOP 2050 Policies
- Appendix C Air Quality Modeling
- Appendix D Cultural Resources Records Search
- Appendix E Energy Modeling
- Appendix F GHG Modeling
- Appendix G Infrastructure Report
- Appendix H Noise Monitoring and Modeling
- Appendix I Public Service Responses
- Appendix J VMT Memorandum
- Appendix K LOS Memorandum
- Appendix L Tribal Consultation Responses

1.3 PROJECT LOCATION

The City of Ontario is in the southwestern portion of San Bernardino County and is surrounded by the cities of Chino and Montclair and unincorporated San Bernardino County to the west; the cities of Upland and Rancho Cucamonga to the north; the City of Fontana and unincorporated San Bernardino County to the east; and the cities of Eastvale and Jurupa Valley to the south (see Figures ES-1, *Regional Location and Vicinity Map*, and ES-2, *Aerial Map*). The City is in the central part of the Upper Santa Ana River Valley, bounded by the San Gabriel Mountains to the north; the Chino Hills, Puente Hills, and San Jose Hills to the west; the Santa Ana River to the south; and Lytle Creek Wash on the east.

The City comprises approximately 50 square miles (~~31,958~~ 32,022 acres), including the 8,200-acre Ontario Ranch in the southern part of the City—formerly known as the New Model Colony (NMC) and formerly the City’s sphere of influence (SOI). The northern, more urbanized part of the City is known as the Original Model Colony (OMC) in reference to the City’s founding as a model colony for cities in terms of layout and infrastructure. Generally, the City is bounded by Benson Avenue and Euclid Avenue on the west; Interstate 10 (I-10), 8th Street, and 4th Street on the north; Etiwanda Avenue and Hammer Avenue on the east; and Merrill Avenue and the San Bernardino County/Riverside County boundary on the south (see Figure ES-1). Regional circulation to and through the City is provided by I-10 and State Route (SR) 60, east to west, and by I-15 and SR-83 (Euclid Avenue), north to south. The City is also home to the Ontario International Airport (ONT) and proximate to Chino Airport. Figure ES-3, *Place Types*, identifies the general character envisioned for each mixed-use area of the City.

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1.4 PROJECT SUMMARY

1.4.1 The Ontario Plan (Approved Project)

The Ontario Plan (TOP or Approved Project) consists of a six-part component framework: 1) Vision, 2) Governance Manual, 3) Policy Plan (General Plan), 4) City Council Priorities, 5) Implementation, and 6) Tracking and Feedback. The plan described the community's direction at a point in time (2009) and integrated it into a single guidance system that would shape Ontario 20 years or more into the future. The Approved Project was adopted in 2010. Figure ES-4, *Current Land Use Plan*, shows the existing land use designations.

1.4.2 The Ontario Plan 2050 (Proposed Project)

The Proposed Project, The Ontario Plan (TOP) 2050, is an update to TOP to guide the City's development and conservation for the next 30 years through 2050. The Proposed Project is a focused effort, with particular emphasis on technical refinements to the Policy Plan to comply with state housing mandates; conform with new state laws related to community health, environmental justice, climate adaptation, resiliency, and mobility; bring long-term growth and fiscal projections into alignment with current economic conditions; and advance the Tracking and Feedback system and Implementation Plan.

TOP is the City's policy and implementation framework that guides the long-term growth and improvement of the Ontario community through six interrelated components of city governance:

A **Vision** that provides a sense of purpose and mission for city governance and sets the tone for the other components of TOP. The Vision's central theme is a sustained, community-wide prosperity that continuously adds value and yields benefits.

A **Governance Manual** that establishes a set of goals and policies to promote consistent City leadership based on the principles of regional leadership, transparency, long-term value, accountability, and inclusivity.

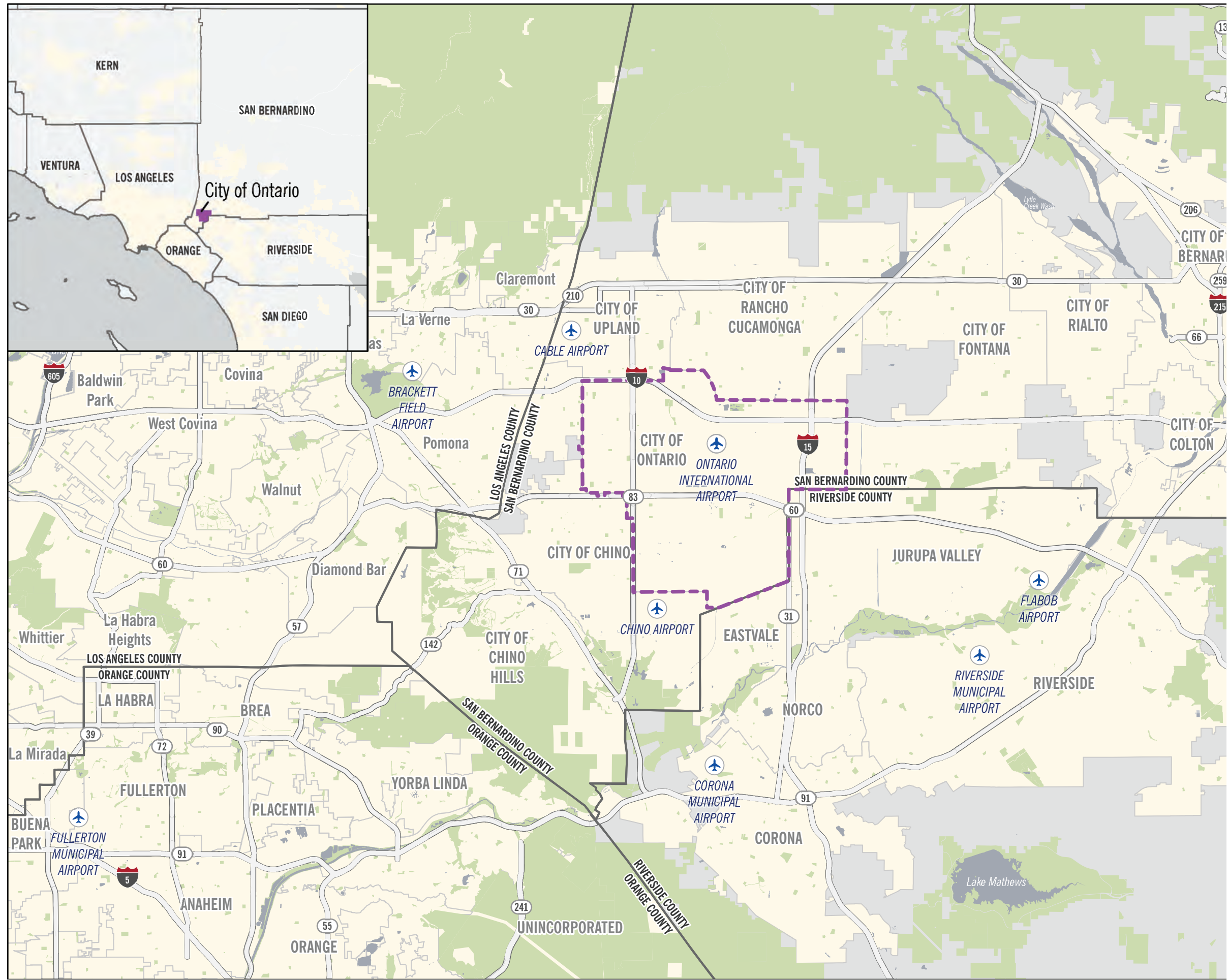
A **Policy Plan** that serves as the City's legally required general plan and that states long-term goals, principles, and policies to achieve Ontario's Vision through nine elements: land use, housing, mobility, safety, environmental resources, parks and recreation, community economics, community design, and social resources.

A list of **City Council Priorities** that shape the City's ongoing annual budgeting process, with a focus on a variety of short- and long-term goals and objectives.

An **Implementation Plan** that identifies the actions needed to carry out TOP's policies. This includes initiatives by the City such establishing consistent land use zoning and creating objective development and design standards, as well as decisions on public and private development projects and City activity programs.

A **Tracking and Feedback** system that charts the City's progress toward achieving the Policy Plan goals, providing data and analysis that enables decision makers to make strategic course corrections in response to changing circumstances and monitor ongoing operational effectiveness.

Figure ES-1
Regional Location
and Vicinity Map



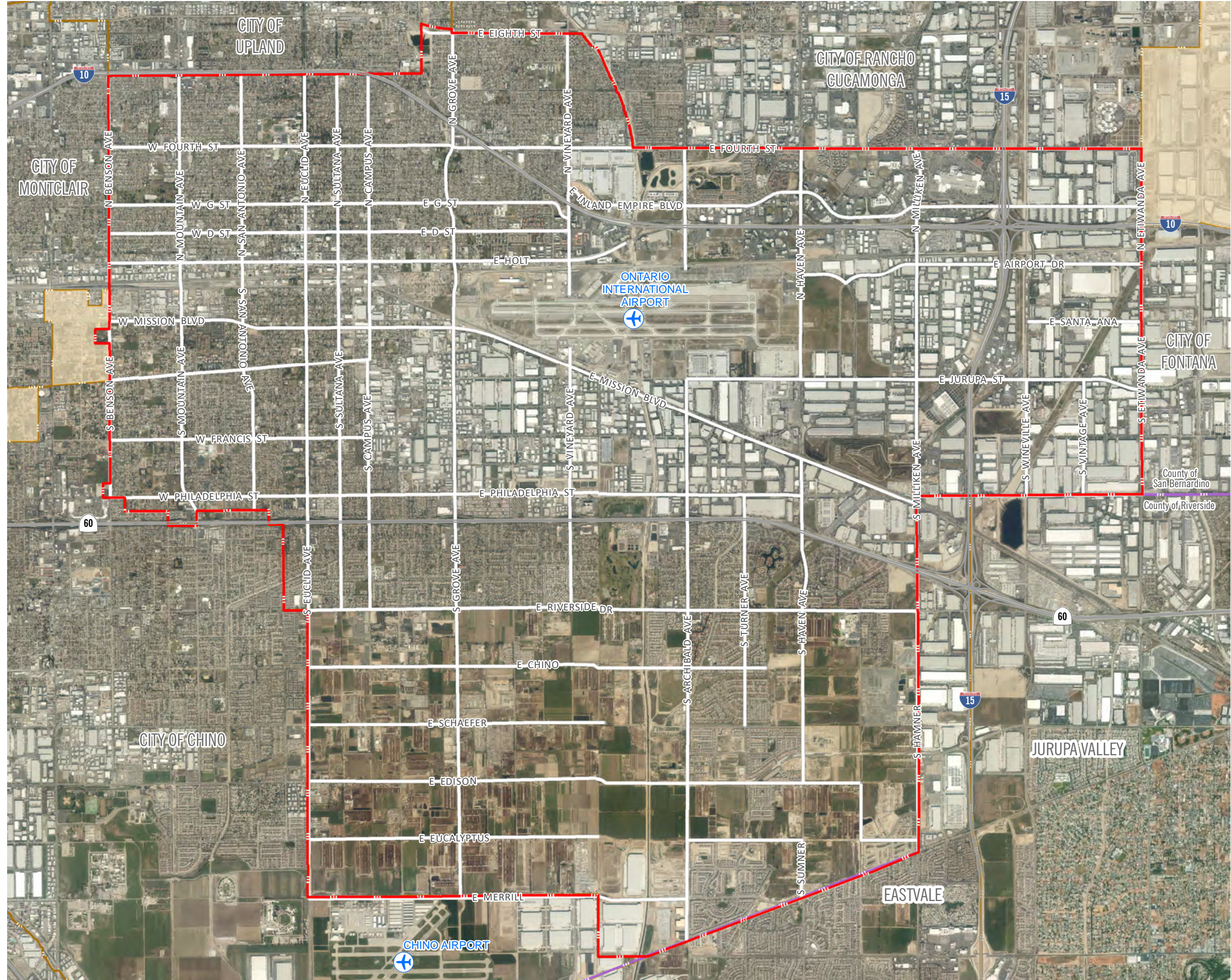
-  Airports
-  Ontario City Boundary
-  Parks and Open Space
-  City Boundary
-  County Boundary
-  Unincorporated County



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Figure ES-2
Aerial Map



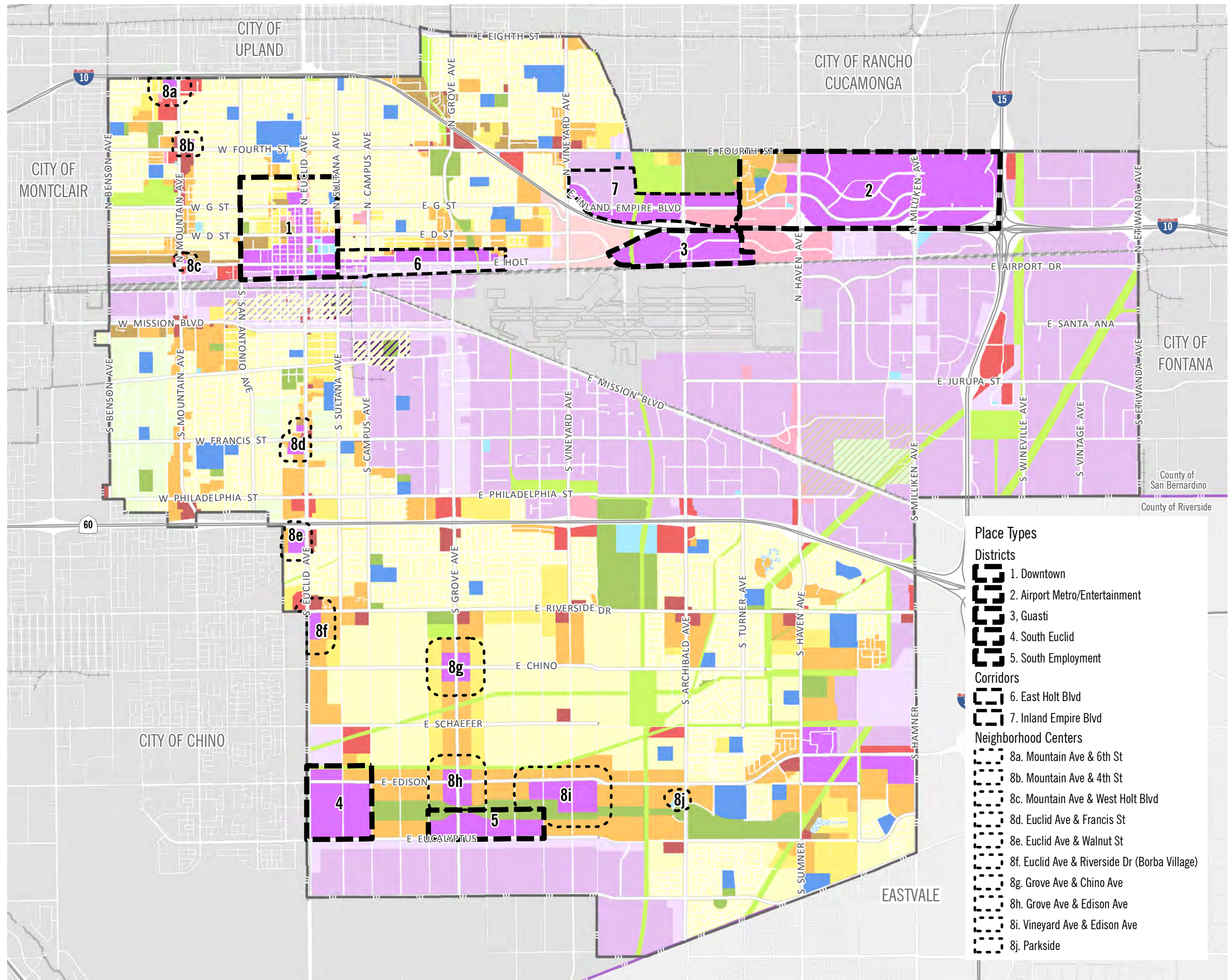
- Airport
- Ontario City Boundary
- Adjacent City Boundary
- County Boundary
- Unincorporated County



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Figure ES-3
Place Types



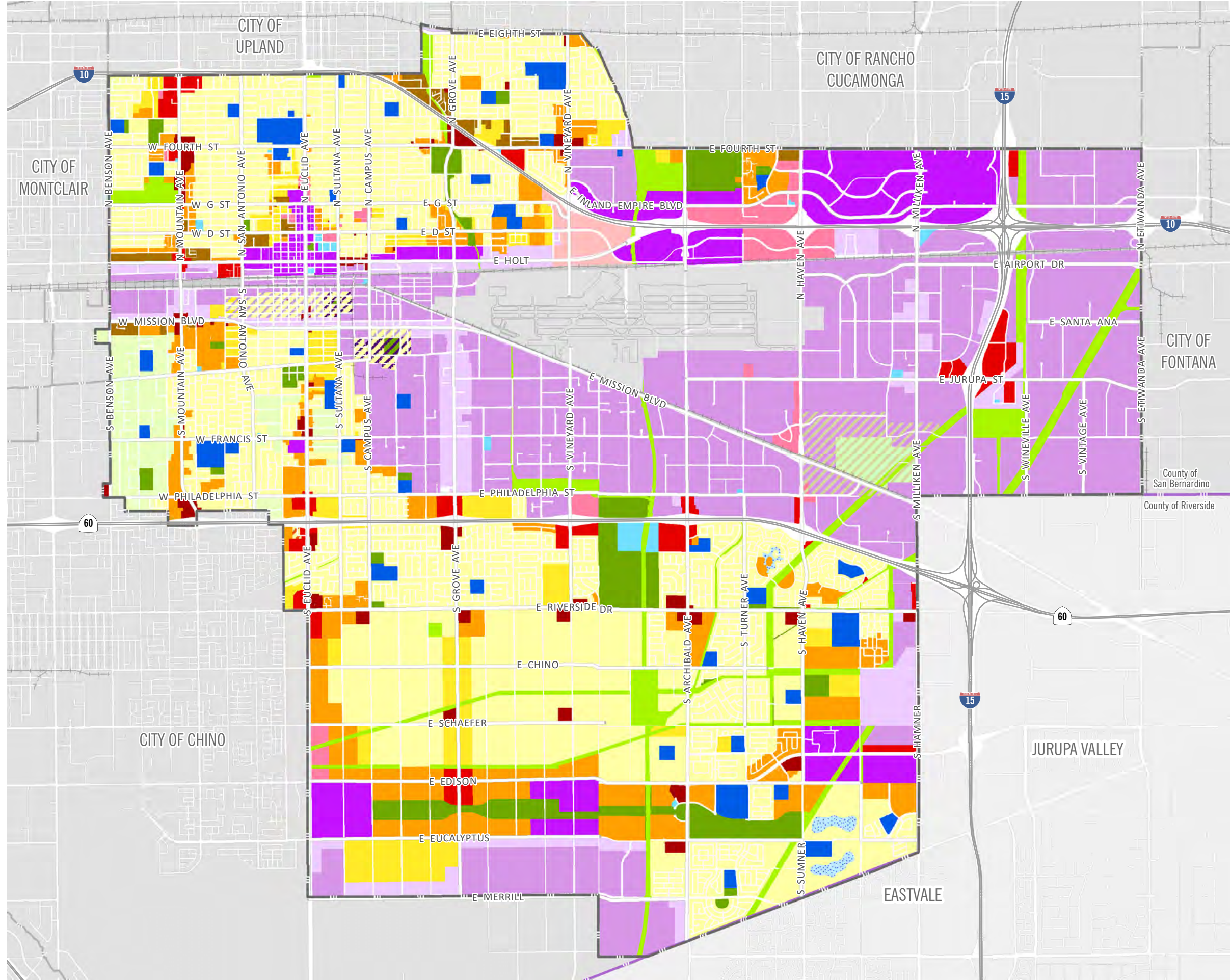
- Ontario City Boundary
- County Boundary
- Rail Network
- Overlay Zones**
 - Business Park
 - Industrial
 - Landfill Impact Area
- Land Use**
 - Residential**
 - RR Rural Residential
 - LDR Low Density Residential
 - LMDR Low Medium Density Residential
 - MDR Medium Density Residential
 - HDR High Density Residential
 - Mixed-Use**
 - MU Mixed Use
 - Commercial**
 - NC Neighborhood Commercial
 - GC General Commercial
 - OC Office Commercial
 - HOS Hospitality
 - Employment**
 - BP Business Park
 - IND Industrial
 - Other**
 - OS-NR Open Space - Non-Rec
 - OS-R Open Space - Recreation
 - OS-W Open Space - Water
 - PF Public Facility
 - PS Public School
 - ARPT Airport
 - LF Landfill
 - Rail

- Place Types**
- Districts**
1. Downtown
 2. Airport Metro/Entertainment
 3. Guasti
 4. South Euclid
 5. South Employment
 6. East Holt Blvd
 7. Inland Empire Blvd
- Neighborhood Centers**
- 8a. Mountain Ave & 6th St
 - 8b. Mountain Ave & 4th St
 - 8c. Mountain Ave & West Holt Blvd
 - 8d. Euclid Ave & Francis St
 - 8e. Euclid Ave & Walnut St
 - 8f. Euclid Ave & Riverside Dr (Borba Village)
 - 8g. Grove Ave & Chino Ave
 - 8h. Grove Ave & Edison Ave
 - 8i. Vineyard Ave & Edison Ave
 - 8j. Parkside

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Figure ES-4
Current TOP Land Use



- Ontario City Boundary
- County Boundary
- Rail Network
- Overlay Zones
 - Commercial
 - Business Park
 - Industrial
 - Landfill Impact Area
- Residential
 - RR Rural Residential
 - LDR Low Density Residential
 - LMDR Low Medium Density Residential
 - MDR Medium Density Residential
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1.4.3 Policy Plan Elements

TOP 2050 focuses on technical updates to the Policy Plan to comply with state housing mandates and conform with new state laws related to community health, environmental justice, climate adaptation, resiliency, and mobility. The majority of updates created through the Proposed Project will weave refinements throughout the existing structure of the Policy Plan, which is organized into nine broad categories:

The **Land Use Element** establishes how land is developed, used, and arranged to ensure compatibility and add value to the community in terms of function, design, and fiscal return.

The **Housing Element** ensures greater production, preservation, and improvement of housing in the community in the context of existing and future housing needs, constraints to the production of housing, and available land and financial resources.

The **Parks and Recreation Element** establishes broad direction for the Ontario park system and recreation programs, emphasizing the vital role parks and recreation programs play in economic development, land use, housing, community health, infrastructure, and transportation goals.

The **Environmental Resources Element** addresses how resources are managed comprehensively using systems that are environmentally and economically sustainable and meet growth demand in Ontario.

The **Community Economics Element** articulates the City's approach to developing and maintaining the local economy, retaining and attracting further investments, and connecting economic development with the City's long-term fiscal health.

The **Safety Element** addresses how the City protects life, property, and commerce from impacts associated with human-made and natural hazards, disasters, and other threats to public safety; also identifies ways the City can establish strategies to adapt to increased hazard risks and strategies to become more resilient.

The **Mobility Element** coordinates the circulation system with future land use patterns and buildout to satisfy local and subregional mobility needs, as well as access and connectivity among the various neighborhoods, centers, corridors, and districts.

The **Community Design Element** establishes design guidance and requirements to protect existing investments; achieve sustainable environments; add value to the community; and create safe and pleasant places where people want to live, work, and recreate.

The **Social Resources Element** improves access to quality and accessible health care, education, community services and cultural activities—critical components to achieving a prosperous, more equitable, and complete community and key to addressing environmental justice issues in disadvantaged areas of Ontario.

The project also involves a public outreach program that includes a variety of community-wide and focused public participation components. Policies that govern the decisions of the City of Ontario in the Policy Plan are included in Appendix B.

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1.4.3.1 AREAS OF CHANGE

TOP 2050 is an update to TOP to guide the City’s development and conservation for the next 30 years through 2050. The Proposed Project is a focused effort, with particular emphasis on technical refinements to the Policy Plan to comply with state housing mandates; conform with new state laws related to community health, environmental justice, climate adaption, resiliency, and mobility; bring long-term growth and fiscal projections into alignment with current economic conditions; and advance the Tracking and Feedback system and Implementation Plan. TOP 2050 fulfills the mandatory Regional Housing Needs Assessment (RHNA) obligation. TOP 2050 brings long-term growth and fiscal projections into alignment with current economic conditions as well as property owner and stakeholder requests, all in support of the vision for Ontario.

Figure ES 3-5, *Proposed Land Use Plan*, shows the Proposed Project land use map for the City. Table ES-1, *Buildout Statistical Summary*, provides a statistical summary of the buildout potential of TOP 2050 compared to existing conditions and to the buildout potential under the currently approved TOP. As shown in this table, TOP 2050 would increase population, dwelling units, and nonresidential buildings but would result in a small decrease in employment. The decrease in employment at buildout is largely because of automation in the industrial sector, with large warehousing and logistics buildings expected to create fewer new jobs through 2050 than a similarly sized industrial building was expected to create when the current TOP was adopted in 2010.

Table ES-1 Comparison of Approved TOP to TOP 2050

Scenario	Units	Population	Nonresidential Square Feet	Employment
Existing 2021 Conditions ¹	52,466	179,597	156,065,382	131,999
Approved TOP ²	104,163	357,957	260,399,271	313,067
Proposed TOP ²	129,562	410,492	261,491,779	296,002
Net Difference (Proposed TOP -Approved TOP)	25,399	52,535	1,092,508	-17,065

¹ See Chapter 4, *Environmental Setting*, for a summary of existing conditions.

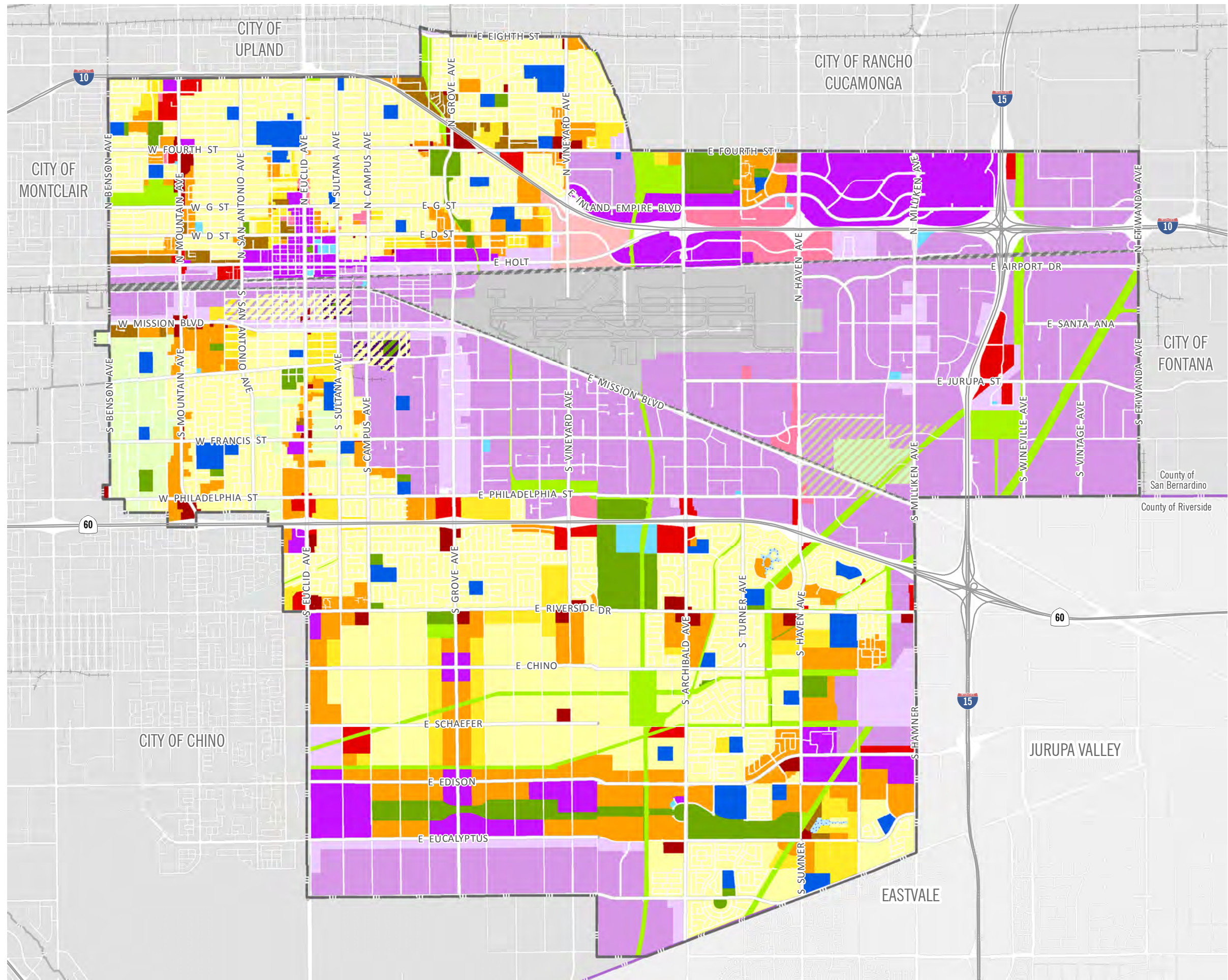
² See Chapter 3, *Project Description*, for a summary of the Approved TOP and Proposed TOP land uses.

Summary of Changes to the Approved Project

Figure ES-6, *Areas of Change*, shows the changes in land use between the approved TOP and TOP 2050 that will be evaluated in this SEIR. TOP 2050 has minor changes in land use and buildout projections throughout the City, but the majority of changes are concentrated in four growth areas and the Ontario Ranch:

- Downtown Growth Area
- West Holt Growth Area
- East Holt Growth Area
- Ontario Airport Metro Center (OAMC)
- Ontario Ranch East
- Ontario Ranch West

Figure ES-5
Proposed TOP Land Use



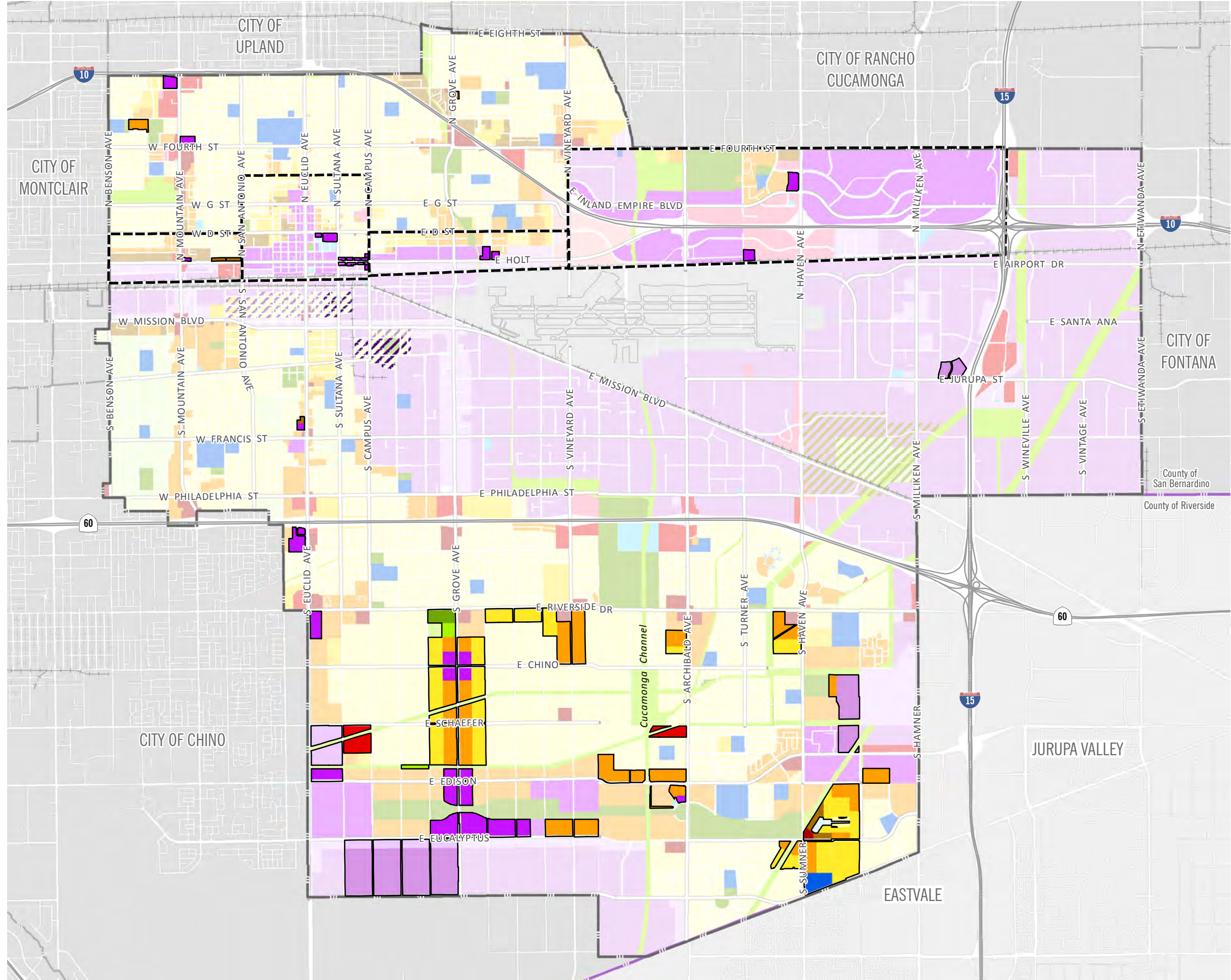
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Figure ES-6
Areas of Change



- Proposed TOP Areas of Change
- Ontario City Boundary
- Proposed Growth Areas
- County Boundary
- Rail Network
- Overlay Zones**
- Business Park
- Industrial
- Landfill Impact Area
- Proposed Land Use***
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- LDR Low Density Residential
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*Areas where no land use change is proposed are shown at 70% opacity



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Land use changes outside of these growth areas include converting shopping centers to mixed use and increasing residential density in existing residential areas and on religious properties. Changes throughout the City can be grouped into two categories, 1) map changes, and 2) buildout adjustments to account for long-term changes in the economic landscape (see Chapter 3). These land use changes are intended to improve growth areas by encouraging the use of alternative forms of transportation, promoting healthier communities through land use planning that encourages walking and biking, promotes vibrant communities, puts residents in proximity to resources (i.e., jobs, grocery stores, retail), and aligns growth with planned infrastructure improvements and regional transportation goals.

1.4.4 Community Climate Action Plan

TOP 2050 includes an update to the City's Community Climate Action Plan (CCAP) which was adopted in 2014. The CCAP is a plan to reduce greenhouse gas (GHG) emissions and improve community resilience to hazardous conditions associated with climate change. The update to the CCAP includes updated emissions inventories; updated emissions forecasts; identifies GHG emissions reduction targets to achieve the GHG reduction goals of the City of Ontario consistent with Senate Bill 32, Executive Order S-03-05, and substantial progress toward the State's carbon neutrality goals of Executive Order B-55-18; and measures, that when quantified, achieve the GHG reduction targets for the City. The CCAP is summarized in Section 5.8, *Greenhouse Gas Emissions*, of this Draft SEIR. It should be noted that the measures included in the 2022 update to the CCAP are not substantially different than that of the 2014 CCAP and therefore there is no change in the environmental impacts associated with the CCAP. However, greenhouse gas (GHG) emissions were considered a significant unavoidable impact in the 2010 Certified EIR because the City had not yet adopted a GHG reduction plan to achieve the GHG reduction targets of AB 32. The 2022 update to the CCAP would result in beneficial impacts to GHG emissions and co-benefits for air quality.

1.5 SUMMARY OF PROJECT ALTERNATIVES

The CEQA Guidelines (Section 15126.6[a]) state that an EIR must address "a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives." The alternatives in this Supplemental DEIR were based, in part, on their potential ability to reduce or eliminate the impacts determined to be significant and unavoidable for implementation of the Proposed Project. Project alternatives are assessed in further detail in Chapter 7, *Alternatives to the Proposed Project*.

1.5.1 Alternatives Selected for Further Analysis

Based on the criteria listed above, the following two alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of TOP 2050 but which may avoid or substantially lessen any of the new significant effects of the Proposed Project.

- No Project/Current TOP Alternative
- Reduced Industrial Alternative

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An EIR must identify an “environmentally superior” alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify an alternative from among the others evaluated as environmentally superior. However, only impacts where TOP 2050 would result in new or a substantial increase in magnitude of impacts are used in making the final determination of whether an alternative is environmentally superior or inferior to the Proposed Project. Each alternative's environmental impacts are compared to the Proposed Project and determined to be environmentally superior, neutral, or inferior. Section 7.7 identifies the Environmentally Superior Alternative. The preferred land use alternative (Proposed Project) is analyzed in detail in Chapter 5 of this SEIR.

1.5.1.1 NO PROJECT/CURRENT TOP ALTERNATIVE

Impacts of the No Project/Current TOP alternative would be similar for aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, hydrology and water quality, mineral resources, noise, tribal cultural resources, and wildfire. This alternative would eliminate the Proposed Project's VMT impact on transportation and lessen impacts associated with public services, recreation, and utilities and service systems. This alternative would slightly increase population and housing impacts; and would increase hazards and hazardous materials (airport safety), GHG emissions, and land use and planning (airport land use compatibility) resulting in a significant unavoidable impact. The No Project/Current TOP alternative would meet all of the project objectives except Objective #1. This alternative would not include TOP 2050 updated policies, which are designed to further enhance the project objectives, compared to the current TOP; therefore, this alternative would meet the other objectives but to a lesser extent.

1.5.1.2 REDUCED INDUSTRIAL ALTERNATIVE

Impacts of the Reduced Industrial alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, tribal cultural resources, and wildfire. This alternative would reduce the Proposed Project's air quality, GHG, noise, and utilities and service systems impacts. This alternative would reduce but would not eliminate the Proposed Project's significant transportation (VMT) impact. The Reduced Industrial Alternative would meet the project objectives. The Reduced Industrial Alternative has been identified as the environmentally superior alternative. This alternative would lessen impacts associated with air quality by reducing the amount of VMT and diesel particulate matter associated with diesel trucks. The remaining impacts are generally the same as the Proposed Project.

1.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the Proposed Project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this SEIR adequately describes the environmental impacts of the Proposed Project.

1. Executive Summary

2. Whether the benefits of the Proposed Project override those environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the Proposed Project is compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the Proposed Project besides the Mitigation Measures identified in the SEIR.
6. Whether there are any alternatives to the Proposed Project that would substantially lessen any of the significant impacts of the Proposed Project and achieve most of the basic Project objectives.

1.7 AREAS OF CONTROVERSY

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the EIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public. The City of Ontario has no knowledge of expressed opposition to the Proposed Project. Prior to preparation of the Supplemental DEIR, a public scoping meeting was held on August 5, 2021, to determine the concerns of responsible and trustee agencies and the community regarding the Proposed Project. The scoping meeting was held virtually and identified concerns to traffic, recreational access, and aircraft noise. In addition, NOP comment letters received during the review period are summarized in Chapter 2, *Introduction* (see Table 2-1, *NOP Comment Summary*). There has been growing opposition to the loss of agricultural land to industrial development within the City of Ontario. The City also received 43 Comment Letters on the Draft SEIR expressing growing opposition to the loss of agriculture uses.

1.8 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table ES-2 summarizes the conclusions of the environmental analysis contained in this SEIR. Impacts are identified as significant or less than significant after compliance with TOP 2050 policies (including proposed new and modified policies), and mitigation measures are identified for all significant impacts. The level of significance after imposition of the mitigation measures is also presented.

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Table ES-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS			
Impact 5.1-1. Implementation of TOP 2050 would not substantially alter scenic vistas in the City of Ontario.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.1-2. Implementation of TOP 2050 would not alter scenic resources within a State scenic highway.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.1-3. Implementation of TOP 2050 would not conflict with zoning or other regulations governing scenic quality.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.1-4. Buildout of the Proposed Project would generate additional light and glare, but would be minimized through adherence to the City of Ontario Development Code.	Less than significant	No mitigation measures are required.	Less than significant
5.2 AGRICULTURE AND FORESTRY RESOURCES			
Impact 5.2-1. The Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the City of Ontario to non-agricultural use.	Less than significant	The City of Ontario's land use plan no longer designates agricultural land uses in the City. No mitigation measures are required.	Less than significant
Impact 5.2-2. The Proposed Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.	Less than significant	The City of Ontario's land use plan no longer designates agricultural land uses in the City. No mitigation measures are required.	Less than significant
Impact 5.2-3. The Proposed Project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production, or result in the loss of forest land or conversion of forest land to non-forest use.	Less than significant	No mitigation measures are required.	Less than significant

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Table ES-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.2-4. The Proposed Project would not involve other changes that would result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.	Less than significant	No mitigation measures are required.	Less than significant
5.3 AIR QUALITY			
Impact 5.3-1. The additional population growth forecast for TOP 2050 and the associated emissions would exceed the assumptions of the South Coast AQMD's AQMP.	Potentially significant	Incorporation of Mitigation Measures 3-2 and AQ-1 into future development projects for the operation phase would reduce criteria air pollutant emissions associated with buildout of TOP 2050.	Significant and unavoidable
Impact 5.3-2. Construction activities associated with future development that would be accommodated under TOP 2050 could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria.	Potentially significant	<p>2010 Certified EIR</p> <p>3-1 <u>Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD-adopted thresholds of significance, the City of Ontario Building Department shall require that all new construction projects incorporate feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:</u></p> <ul style="list-style-type: none"> • Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as: <ul style="list-style-type: none"> ○ Requiring use of nontoxic soil stabilizers to reduce wind erosion. ○ Applying water every four hours to active soil disturbing activities. ○ Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. • Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 Tier 4 interim or higher exhaust emission limits. 	Significant and unavoidable

1. Executive Summary

Table ES-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. • Limiting nonessential idling of construction equipment to no more than five consecutive minutes. • Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf. <p><u>These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Department.</u></p>	
<p>Impact 5.3-3. Implementation of TOP 2050 would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations.</p>	<p>Potentially significant</p>	<p>2010 Certified EIR</p> <p>3-2 The City of Ontario shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g. sidewalks).</p> <p>3-3 The City of Ontario shall evaluate new development proposals within the City for potential incompatibilities with regard to the California Air Resources Board's Air Quality and Land Use Handbook: A Community Health Perspective (April 2005). New development that is inconsistent with the recommended buffer distances shall only be approved if feasible mitigation measures, such as high efficiency Minimum Efficiency Reporting Value (MERV) filters have incorporated into the project design to protect future sensitive receptors from harmful concentrations of air pollutants as a result of proximity to existing air pollution sources.</p> <p>New Mitigation</p> <p>AQ 1 Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air</p>	<p>Significant and unavoidable</p>

1. Executive Summary

Table ES-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD-adopted thresholds of significance, the City of Ontario Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following:</p> <ul style="list-style-type: none"> • For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions. • Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use. • Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 sec. 2485). • Provide changing/shower facilities as specified in Section A5.106.4.3 of CALGreen (Nonresidential Voluntary Measures). • Provide bicycle parking facilities per Section A4.106.9 of CALGreen (Residential Voluntary Measures). • Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of CALGreen (Nonresidential Voluntary Measures). • Provide facilities to support electric charging stations per Section A5.106.5.3 and Section A5.106.8.2 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures). • Applicant-provided appliances shall be Energy Star-certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star- 	

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Table ES-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		certified or equivalent appliances shall be verified by the City during plan check.	
Impact 5.3-4. Operation of industrial and warehousing land uses accommodated under TOP 2050 could expose sensitive receptors to substantial toxic air contaminant concentrations.	Potentially significant	Policy ER4-9, Health Risk Assessments, would ensure mobile sources of TACs not covered under South Coast AQMD permits are considered during subsequent project-level environmental review by the City of Ontario; however, implementation of TOP 2050 would generate TACs that could contribute to elevated levels in the air basin (cumulative).	Significant and unavoidable
Impact 5.3-5. The Proposed Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	Less than significant	No mitigation measures are required.	Less than significant
5.4 BIOLOGICAL RESOURCES			
Impact 5.4-1. Compliance with existing regulations would ensure that implementation of TOP 2050 would not adversely affect sensitive species.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.4-2. Compliance with existing regulations would ensure that implementation of TOP 2050 would not have an adverse impact on riparian or sensitive habitats.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.4-3. Compliance with existing regulations would ensure that implementation of TOP 2050 would not have an adverse impact on jurisdictional waters.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.4-4. Implementation of TOP 2050 would not adversely affect wildlife movement.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.4-5. Development in accordance with TOP 2050 would require compliance with the requirements of the Delhi Sands Flower-Loving Fly Ontario Recovery Unit.	Less than significant	No mitigation measures are required.	Less than significant

1. Executive Summary

Table ES-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.5 CULTURAL RESOURCES			
<p>Impact 5.5-1. Implementation of TOP 2050 could impact a historic resource.</p>	<p>Potentially significant.</p>	<p>2010 Certified EIR</p> <p>5-1 Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approvals in the Focus Areas. Pursuant to City's <u>Development Code (Chapter 4, Permits, Actions, and Decisions, and Chapter 7, Historic Preservation)</u>, mitigation measures for all Tier III Historic Resources shall include the following:</p> <ul style="list-style-type: none"> a) <u>Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including, but not limited to: [i] the preparation of site plans, floor plans, exterior and interior elevations, and detail drawings of character defining features (such as moldings, stairs, etc.); and [ii] photographs of the resource, including the exterior, interior, and interior and exterior character defining features (such as moldings, light fixtures, trim patterns, etc.).</u> b) <u>A mitigation fee established pursuant to Section 7.01.030 (Historic Preservation Mitigation Fee) shall be paid to the City prior to the issuance of a demolition permit for Tier III historic resources. Fees for Tier I and II historic resources shall be determined during the Environmental Impact Report process. The fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources.</u> c) <u>A Certificate of Appropriateness shall not be issued for the demolition of an historic resource, either in whole or in part, until such time that a demolition permit application and a replacement structure has been approved by the City, and appropriate permits have been issued for its construction, unless: [i] a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050; [ii] a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050; or [iii] demolition</u> 	<p>Significant and unavoidable</p>

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Table ES-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><u>is required pursuant to Section 7.01.050 (Unsafe or Dangerous Conditions) of this Development Code.</u></p> <p>d) <u>In an effort to preserve features and artifacts from historic resources, a determination whether items within or on the resource should be salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, and dimension (as necessary), and the location of each item on a floor plan.</u></p>	
<p>Impact 5.5-2. Implementation of TOP 2050 could impact archaeological resources.</p>	<p>Potentially significant.</p>	<p>5-2 In areas of documented or inferred archaeological and/or paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:</p> <ul style="list-style-type: none"> a) Archaeologists and/or paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities. b) Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources. c) Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including catalog with museum numbers. 	<p>Less than significant</p>

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Impact 5.5-3. Grading activities would not adversely impact human remains, if accidentally uncovered because procedures are required under the Public Resources Code and California Health and Safety code.	Less than significant	No mitigation measures are required.	Less than significant
5.6 ENERGY			
Impact 5.6-1. TOP 2050 would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.6-2. Implementation of TOP 2050 would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Less than significant	No mitigation measures are required.	Less than significant
5.7 GEOLOGY AND SOILS			
Impact 5.7-1. Development of TOP 2050 would adhere to the California Building Code to ensure residents, employees, or visitors in Ontario would not be adversely affected by potential seismic-related hazards.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.7-2. Implementation of TOP 2050 would not result in substantial soil erosion or the loss of topsoil.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.7-3. The City of Ontario would not exacerbate geologic hazards in the City, such as on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	Less than significant	No mitigation measures are required.	Less than significant

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<p>Impact 5.7-4. Development associated with TOP 2050 would not be located on expansive soil, as defined in Table 18-1B of the Uniform building Code (1994), creating substantial direct or indirect risks to life or property.</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>Impact 5.7-5. Implementation of TOP 2050 would not result in use of septic tanks or alternative waste water disposal systems that would not be supported by soils in the City.</p>	<p>No impact</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>Impact 5.7-6. Implementation of TOP 2050 could directly or indirectly destroy a unique paleontological resource.</p>	<p>Potentially significant</p>	<p>2010 Certified EIR 5-2 In areas of documented or inferred archaeological and/or paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:</p> <ul style="list-style-type: none"> a. Archaeologists and/or paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities. b. Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources. c. Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including catalog with museum numbers. 	<p>Less than significant</p>

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.8 GREENHOUSE GAS EMISSIONS			
<p>Impact 5.8-1. Implementation of TOP 2050 with the CCAP is projected to result in emissions below those of the Approved Project and meet the GHG reduction target established under SB 32 and Executive Order S-03-05 and progress toward the State's carbon neutrality goal.</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p> <p>2010 Certified EIR</p> <p>6.1 The City of Ontario shall prepare a Climate Action Plan within 18 months after adopting The Ontario Plan. The goal of the Climate Action Plan shall be to reduce GHG emissions from all activities within the City boundaries to support the State's efforts under AB 32 and to mitigate the impact of climate change on the City, State, and world. Once completed, the City shall update The Ontario Plan and associated policies, as necessary, to be consistent with the Climate Action Plan and prepare a subsequent or supplemental Environmental Impact Report, if new significant impacts are identified. The Climate Action Plan shall include the following:</p> <ul style="list-style-type: none"> ● Emission Inventories: The City shall establish GHG emissions inventories including emissions from all sectors within the City, using methods approved by, or consistent with guidance from, the CARB; the City shall update inventories every 3 years or as determined by state standards to incorporate improved methods, better data, and more accurate tools and methods, and to assess progress. If the City is not on schedule to achieve the GHG reduction targets, additional measures shall be implemented, as identified in the CAP. <ul style="list-style-type: none"> ○ The City shall establish a baseline inventory of GHG emissions including municipal emissions, and emissions from all business sectors and the community. ○ The City shall define a "business as usual" scenario of municipal, economic, and community activities, and prepare a projected inventory for 2020 based on that scenario. ● Emission Targets: The City will develop Plans to reduce or encourage reductions in GHG emissions from all sectors within the City: <ul style="list-style-type: none"> ○ A Municipal Climate Action Plan which shall include measures to reduce GHG emissions from municipal activities by at least 30 percent by 2020 compared to the "business as usual" municipal emissions (including any reductions required by the California Air Resource Board under AB 32). 	<p>Less than significant</p>

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ○ A Business Climate Action Plan in collaboration with the business community, which shall include measures to reduce GHG emissions from business activities, and which shall seek to reduce emissions by at least 30 percent by 2020 compared to "business as usual" business emissions. ○ A Community Climate Action Plan in collaboration with the stakeholders from the community at large, which shall include measures reduce GHG emissions from community activities, and which shall seek to reduce emissions by at least 30 percent by 2020 compared to "business as usual" community emissions. <p>6.2 The Climate Action Plan shall include specific measures to achieve the GHG emissions reduction targets identified in Mitigation Measure 6.1. The Climate Action Plan shall quantify the approximate greenhouse gas emissions reductions of each measure and measures shall be enforceable. Measures listed below, along with others, shall be considered during the development of the Climate Action Plan (CAP):</p> <ul style="list-style-type: none"> ● Require all new or renovated municipal buildings to seek Silver or higher Leadership in Energy and Environmental Design (LEED) standard, or compliance with similar green building rating criteria. ● Require all municipal fleet purchases to be fuel efficient vehicles for their intended use based on the fuel type, design, size, and cost efficiency. ● Require that new development projects in Ontario that require demolition prepare a demolition plan to reduce waste by recycling and/or salvaging a nonhazardous construction and demolition debris. ● Require that new developments design buildings to be energy efficient by siting buildings to take advantage of shade, prevailing winds, landscaping, and sun screening to reduce energy required for cooling. ● Require that cool roofs for non residential development and cool pavement to be incorporated into the site/building design for new development where appropriate. ● Evaluate the feasibility of implementing a Public Transit Fee to support Omnitrans in developing additional transit service in the City. 	

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ● Require diesel emission reduction strategies to eliminate and/or reduce idling at truck stops, warehouses, and distribution facilities throughout the City. ● Install energy efficient lighting and lighting control systems in all municipal buildings. ● Require all new traffic lights installed be energy efficient traffic signals. Require the use of reclaimed water for landscape irrigation in all new development and on public property where such connections are within the service boundaries of the City's reclaimed water system. ● Require all new landscaping irrigation systems installed within the City to be automated, high efficient irrigation systems to reduce water use and require use of bubbler irrigation; low angle, low flow spray heads; or moisture sensors. Conduct energy efficiency audits of existing municipal buildings by checking, repairing, and readjusting heating, ventilation, and air conditioning systems, lighting, water heating equipment, insulation, and weatherization. ● Ensure that its local Climate Action, Land Use, Housing, and Transportation Plans are aligned with, support, and enhance any regional plans that have been developed consistent with state guidance to achieve reductions in GHG emissions. ● Mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure. ● Reduce heat gain from pavement and other similar hardscaping. ● Work with appropriate agencies to create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking. ● Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets. ● Facilitate employment opportunities that minimize the need for private vehicle trips, by: ● Amending zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations. 	

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ● Encouraging telecommuting options with new and existing employers, through project review and incentives, as appropriate. ● Establish policies and programs to reduce onsite parking demand and promote ride sharing and public transit at large events. ● Support and promote the use of low and zero emission vehicles, by: <ul style="list-style-type: none"> ○ Encouraging the necessary infrastructure to facilitate the use of zero emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations. ○ Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate ZEV and/or plug-in electric hybrids (PHEV). ○ Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, PZEV or better fleet mixes. ○ Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas electric hybrid vehicles. ● Establish green building requirements and standards for new development and redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use. ● Allow increased height limits and/or flexibility in other standards for projects that incorporate energy efficient green building practices where not prohibited by Airport Land Use Compatibility Plan (ALUCP)/Federal Aviation Administration (FAA). ● Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques. ● Support the use of green building practices by: <ul style="list-style-type: none"> ○ Providing information, marketing, training, and technical assistance about green building practices. 	

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ○ Adopting a Green Building ordinance with guidelines for green building practices in residential and commercial development. ● Adopt energy efficiency performance standards for buildings designed to achieve a greater reduction in energy and water use than currently required by state law, including: <ul style="list-style-type: none"> ○ Standards for the installation of "cool roofs." ○ Standards for improved overall efficiency of lighting systems. ○ Requirements for the use of Energy Star appliances and fixtures in discretionary new development. ● Encourage the performance of energy audits for residential and commercial buildings prior to completion of sale, and that audit results and information about opportunities for energy efficiency improvements be presented to the buyer. ● Establish policies and programs that facilitate the siting of new renewable energy generation. ● Require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible. ● Prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities, including: <ul style="list-style-type: none"> ○ Conducting energy audits. ○ Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low-emissive window glass. ○ Implementing an energy tracking and management system for its municipal facilities. ○ Installing energy efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations. ○ Installing energy efficient lighting retrofits and occupancy sensors, and institute a "lights out at night" policy, subject to life/safety considerations. 	

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ○ Retrofitting heating and cooling systems to optimize efficiency (e.g. replace chillers, boilers, fans, pumps, belts, etc.). ○ Installing Energy Star® appliances and energy efficient vending machines. ○ Improving water use efficiency, including a schedule to replace or retrofit system components with high efficiency units (i.e. ultra low flow toilets, fixtures, etc.). ○ Installing irrigation control systems which maximize water use efficiency and minimize off-peak use. ○ Adopting an accelerated replacement schedule for energy inefficient systems and components. ● Ensure that staff receives appropriate training and support to implement objectives and policies to reduce GHG emissions, including: <ul style="list-style-type: none"> ○ Providing energy efficiency training to design, engineering, building operations, and maintenance staff. ○ Providing information on energy use and management, including data from the tracking and management system, to managers and others making decisions that influence energy use. ○ Providing energy design review services to departments undertaking new construction or renovation projects, to facilitate compliance with LEED standards. ● Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off-peak demand schedules for heavy commercial and industrial users. ● Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models. ● Require the installation of outdoor electrical outlets on buildings to support the use, where practical, of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators. ● Implement measures to reduce employee vehicle trips and to mitigate emissions impacts from municipal travel. 	

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ● Conduct a comprehensive inventory and analysis of the urban forest, and coordinate tree maintenance responsibilities with all responsible departments, consistent with best management practices. ● Evaluate existing landscaping and options to convert reflective and impervious surfaces to landscaping, and will install or replace vegetation with drought tolerant, low maintenance native species or edible landscaping that can also provide shade and reduce heat island effects. ● Implement enhanced programs to divert solid waste from landfill operations, by: <ul style="list-style-type: none"> ○ Establishing a diversion target which meets or exceeds AB 939 requirements. ○ Promoting and expanding recycling programs, purchasing policies, and employee education to reduce the amount of waste produced. ● Reduce per capita water consumption consistent with state law by 2020. ● Establish a water conservation plan that may include such policies and actions as: <ul style="list-style-type: none"> ○ Maintaining and refining the City's tiered rate structure for water use. ○ Establishing restrictions on time of use for landscape watering, or other demand management strategies. ○ Establishing performance standards for irrigation equipment and water fixtures, consistent with state law. ● Establish programs and policies to increase the use of recycled water, including: <ul style="list-style-type: none"> ○ Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation. ● Ensure that building standards and permit approval processes promote and support water conservation, by: <ul style="list-style-type: none"> ○ Establishing building design guidelines and criteria to promote water efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s). 	

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ○ Establishing menus and check lists for developers and contractors to ensure water efficient infrastructure and technology are used in new construction, including low flow toilets and shower heads, moisture sensing irrigation, and other such advances. ● Organize workshops on waste reduction activities for the home or business, such as backyard composting, or office paper recycling, and shall schedule recycling dropoff events and neighborhood chipping/mulching days. ● Organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self-audit for energy use and efficiency. 6.3 The City of Ontario will amend the Municipal Code within 18 months after adopting The Ontario Plan, with provisions implementing the following GHG emission reduction concepts: <ul style="list-style-type: none"> ● Increase densities in urban core areas to support public transit, by, among other means: <ul style="list-style-type: none"> ○ Removing barriers to the development of accessory dwelling units in existing residential neighborhoods. ● Reduce required road width standards wherever feasible to calm traffic and encourage alternative modes of transportation. ● Add bicycle facilities to city streets and public spaces, where feasible. ● Promote infill, mixed use, and higher density development, and provide incentives to support the creation of affordable housing in mixed use zones. ● Plan for and create incentives for mixed use development. ● Identify sites suitable for mixed use development and establish appropriate site specific standards to accommodate mixed uses which could include: <ul style="list-style-type: none"> ● Increasing allowable building height or allow height limit bonuses, in appropriate areas and where safe to do so. 	

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ○ Allowing flexibility in applying development standards (such as FAR2 and lot coverage) based on the location, type, and size of the units, and the design of the development. ○ Allowing reduced and shared parking based on the use mix, and availability of and proximity to public transit stops. ○ Allowing for tandem parking, shared parking and off-site parking leases. ● Enable prototype mixed-use structures for use in neighborhood-center zones that can be adapted to new uses over time with minimal internal remodeling. ● Identify and facilitate the inclusion of complementary land uses not already present in local zoning districts, such as supermarkets, parks and recreational fields, schools in neighborhoods, and residential uses in business districts, to reduce the vehicle miles traveled and promote bicycling and walking to these uses. ● Revise zoning ordinance(s) to allow local-serving businesses, such as childcare centers, restaurants, banks, family medical offices, drug stores, and other similar services near employment centers to minimize midday vehicle use. ● Develop form-based community design standards to be applied to development projects and land use plans, for areas designated mixed-use. ● Implement a Housing Overlay Zone for residential properties at transit centers and along transit corridors. This may include average minimum residential densities of 25 units per acre within one quarter miles of transit centers; average minimum densities of 15 units per acre within one quarter mile of transit corridors; and minimum FAR of 0.5:1 for non-residential uses within a quarter mile of transit centers or corridors. ● Identify transit centers appropriate for mixed-use development, and promote transit-oriented, mixed-use development within these targeted areas, by: <ul style="list-style-type: none"> ○ Providing maximum parking standards and flexible building height limitations. ○ Providing density bonus programs. 	

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ○ Establishing guidelines for private and public spaces for transit-oriented and mixed-use development. ○ Discouraging auto-oriented development. ● Ensure new development is designed to make public transit a viable choice for residents, including: <ul style="list-style-type: none"> ○ Locating medium to high density development near activity centers that can be served efficiently by public transit and alternative transportation modes. ○ Locating medium to high density development near streets served by public transit whenever feasible. ○ Linking neighborhoods to bus stops by continuous sidewalks or pedestrian paths. ● Develop form-based community design standards to be applied to development projects and land use plans, for areas designated mixed-use. ● Create and preserve distinct, identifiable neighborhoods whose characteristics support pedestrian travel, especially within, but not limited to, mixed-use and transit-oriented development areas, by: <ul style="list-style-type: none"> ○ Designing or maintaining neighborhoods where the neighborhood amenities can be reached in approximately five minutes of walking. ○ Encouraging pedestrian-only streets and/or plazas within developments, and destinations that may be reached conveniently by public transportation, walking, or bicycling. ○ Allowing flexible parking strategies in neighborhood activity centers to foster a pedestrian-oriented streetscape. ○ Providing continuous sidewalks with shade trees and landscape strips to separate pedestrians from traffic. ○ Encouraging neighborhood parks and recreational centers near concentrations of residential areas (preferably within one quarter mile) and include pedestrian walkways and bicycle paths that encourage non-motorized travel. ● Ensure pedestrian access to activities and services, especially within, but not limited to, mixed-use and transit-oriented development areas, by: 	

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		<ul style="list-style-type: none"> ○ Ensuring new development that provides pedestrian connections in as many locations as possible to adjacent development, arterial streets, and thoroughfares. ○ Ensuring a balanced mix of housing, workplaces, shopping, recreational opportunities, and institutional uses, including mixed-use structures. ○ Locating schools in neighborhoods, within safe and easy walking distances of residences served. ○ Encouraging new development in which primary entrances are pedestrian entrances, with automobile entrances and parking located to the rear. ○ Supporting development where automobile access to buildings does not impede pedestrian access, by consolidating driveways between buildings or developing alley access. ○ Utilizing street parking as a buffer between sidewalk pedestrian traffic and the automobile portion of the roadway. ○ Prioritizing the physical development of pedestrian connectors for existing areas that do not meet established connectivity standards. ● Mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure. ● Reduce heat gain from pavement and other similar hardscaping, by: <ul style="list-style-type: none"> ○ Including low water landscaping in place of hardscaping around transportation infrastructure and in parking areas. ○ Establishing standards that provide for pervious pavement options. ○ Removing obstacles to natural, drought tolerant landscaping and low water landscaping. ● Coordinate with appropriate agencies to create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car-sharing, bicycling and walking, including, but not limited to: <ul style="list-style-type: none"> ○ Providing safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets. ● Upgrade and maintain the following transit system infrastructure to enhance public use, including: 	

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		<ul style="list-style-type: none"> ○ Ensuring transit stops and bus lanes are safe, convenient, clean and efficient. ○ Ensuring transit stops have clearly marked street level designation, and are accessible. ○ Ensuring transit stops are safe, sheltered, benches are clean, and lighting is adequate. ○ Working with transit providers to place transit stations along transit corridors within mixed use or transit oriented development areas at intervals appropriate for the mode of transit. ● Facilitate employment opportunities that minimize the need for private vehicle trips, by: <ul style="list-style-type: none"> ○ Amending zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations. ○ Encouraging telecommuting options with new and existing employers, through project review and incentives, as appropriate. ● Establish standards for new development and redevelopment projects to support bicycle use, including: <ul style="list-style-type: none"> ○ Amending the Development Code to include standards for pedestrian and bicyclist accommodations, including: <ul style="list-style-type: none"> ○ Providing access for pedestrians and bicyclist to public transportation through construction of dedicated paths, where feasible. ○ Requiring new development and redevelopment projects to include bicycle facilities, as appropriate with the new land use, including: <ul style="list-style-type: none"> ○ Where feasible, promote the construction of weatherproof bicycle facilities and at a minimum, provide bicycle racks or covered, secure parking near the building entrances. ● Establish a network of multi-use trails to facilitate direct off-street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations. ● Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events. 	

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ● Require new commercial and retail developments to provide prioritized parking for electric vehicles and vehicles using alternative fuels. ● Support and promote the use of low and zero emission vehicles (NEV), by: <ul style="list-style-type: none"> ○ Encouraging the necessary infrastructure to facilitate the use of zero emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations. ○ Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate ZEV and/or plug-in electric hybrids (PHEV). ○ Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, PZEV or better fleet mixes. ○ Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas electric hybrid vehicles. ● Establish green building requirements and standards for new development and redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use. ● Allow increased height limits and/or flexibility in other standards for projects that incorporate energy efficient green building practices where not prohibited by ALUCP/FAA. ● Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques. ● Support the use of green building practices by: <ul style="list-style-type: none"> ○ Establishing guidelines for green building practices in residential and commercial development. ○ Providing incentives, which may include reduction in development fees, administrative fees, and/or expedited permit processing for projects that use green building practices. 	

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ● Adopt energy efficiency performance standards for buildings that achieve a greater reduction in energy and water use than otherwise required by current state law, including: <ul style="list-style-type: none"> ○ Standards for the installation of “cool roofs”. ○ Standards for improved overall efficiency of lighting systems. ○ Requirements for the use of Energy Star appliances and fixtures in discretionary new development. ○ Requirements for new residential lots and/or structures to be arranged and oriented to maximize effective use of passive solar energy. ● Require that affordable housing development incorporate energy efficient design and features to the maximum extent feasible. ● Identify possible sites for production of renewable energy (such as solar, wind, small hydro, and biogas). ● Identify and remove or otherwise address barriers to renewable energy production, including: <ul style="list-style-type: none"> ○ Reviewing and revising building and development codes, design guidelines, and zoning ordinances to remove renewable energy production barriers. ○ Working with related agencies, such as fire, water, health and others that may have policies or requirements that adversely impact the development or use of renewable energy technologies. ○ Developing protocols for safe storage of renewable and alternative energy products with the potential to leak, ignite or explode, such as biodiesel, hydrogen, and/or compressed air. ● Allow renewable energy projects in areas zoned for open space, where consistent with the Land Use element, and other uses and values. ● Promote and encourage renewable energy generation, and co-generation projects where feasible and appropriate. ● Require that, where feasible, all new buildings be constructed to allow for easy, cost effective installation of solar energy systems in the future, using such “solar ready” features as: 	

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		<ul style="list-style-type: none"> ○ Optimal roof orientation (between 20 to 55 degrees from the horizontal), with sufficient south-sloped roof surface, where such buildings architecture and construction are designed for sloped roofs. ○ Clear access without obstructions (chimneys, heating and plumbing vents, etc.) on the south-sloped roof. ○ Roof framing that will support the addition of solar panels. ○ Installation of electrical conduit to accept solar electric system wiring. ○ Installation of plumbing to support a solar hot water system and provision of space for a solar hot water storage tank. ● Require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible. ● Prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities, including: <ul style="list-style-type: none"> ○ Conducting energy audits. ○ Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low-emissive window glass. ○ Implementing an energy tracking and management system for its municipal facilities. ○ Installing energy efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations. ○ Installing energy efficient lighting retrofits and occupancy sensors, and institute a "lights out at night" policy, subject to life/safety considerations. ○ Retrofitting heating and cooling systems to optimize efficiency (e.g. replace chillers, boilers, fans, pumps, belts, etc.). ○ Installing Energy Star® appliances and energy efficient vending machines. 	

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ○ Improving water use efficiency, including a schedule to replace or retrofit system components with high-efficiency units (i.e. ultra low-flow toilets, fixtures, etc.). ○ Installing irrigation control systems maximizing water use efficiency and minimizing off-peak use. ○ Adopting an accelerated replacement schedule for energy inefficient systems and components. ● Require that any newly constructed, purchased, or leased municipal space meet minimum standards, such as: <ul style="list-style-type: none"> ○ The Energy Star® New Homes Program established by US EPA. ○ The incorporation of passive solar design features in new buildings, including daylighting and passive solar heating. ● Reduce per capita water consumption consistent with state law by 2020. ● Establish a water conservation plan that may include such policies and actions as: <ul style="list-style-type: none"> ○ Maintaining and refining the City's tiered rate structure for water use. ○ Establishing restrictions on time of use for landscape watering, or other demand management strategies. ○ Establishing performance standards for irrigation equipment and water fixtures, consistent with State Law. ● The City will establish programs and policies to increase the use of recycled water, including: <ul style="list-style-type: none"> ○ Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation. ● Ensure that building standards and permit approval processes promote and support water conservation, by: <ul style="list-style-type: none"> ○ Establishing building design guidelines and criteria to promote water efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s). ○ Establishing menus and check-lists for developers and contractors to ensure water efficient infrastructure and technology are used in 	

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Table ES-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>new construction, including low-flow toilets and shower heads, moisture-sensing irrigation, and other such advances.</p> <ul style="list-style-type: none"> ● Install water-efficient landscapes and irrigation, including: <ul style="list-style-type: none"> ○ Requiring planting drought-tolerant and native species, and covering exposed dirt with moisture-retaining mulch or other materials such as decomposed granite. ○ Requiring the installation of water-efficient irrigation systems and devices, including advanced technology such as moisture-sensing irrigation controls. ● Promote the planting of shade trees and establish shade tree guidelines and specifications, including: <ul style="list-style-type: none"> ○ Establishing guidelines for tree planting based on the land use (residential, commercial, parking lots, etc.). ○ Establishing guidelines for tree types based on species size, branching patterns, whether deciduous or evergreen, whether roots are invasive, etc. ○ Establishing tree guidelines for placement, including distance from structures, density of planting, and orientation relative to structures and the sun. ● Develop an Urban Forestry Program to consolidate policies and ordinances regarding tree planting, maintenance, and removal, including: <ul style="list-style-type: none"> ○ Establishing guidelines for tree planting, including criteria for selecting deciduous or evergreen trees, low-VOC-producing trees, and emphasizing the use of drought-tolerant native trees and vegetation. <p>6.4 Measures listed in Mitigation Measure 6.2 and 6.3 shall be considered by the City while reviewing all new development, as appropriate, between the time of adoption of The Ontario Plan and adoption of the Climate Action Plan (CAP).</p> <p>6.5 Pursuant to a goal of overall consistency with the Sustainable Communities Strategies, the City of Ontario shall evaluate new development for consistency with the development pattern set forth in the Sustainable Communities Strategies plan, upon adoption of the plan by the Southern California Association of Governments.</p>	

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		6.6 The City of Ontario shall participate in the County of San Bernardino's Green Valley Initiative.	
Impact 5.8-2. Implementation of TOP 2050 would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions.	Less than significant	No mitigation measures are required.	Less than significant
5.9 HAZARDS AND HAZARDOUS MATERIALS			
Impact 5.9-1. Implementation of TOP 2050 would involve the transport, use, and/or disposal of hazardous materials but existing regulations and TOP 2050 Policies would ensure no adverse impacts on the environment.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.9-2. Land uses within the City of Ontario are on a list of hazardous materials sites; however, existing regulations and Safety Element policies of TOP 2050 would ensure that development would not exacerbate existing hazards.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.9-3. TOP 2050 is within the airport influence area of the Ontario International Airport and Chino Airport; however, land uses are consistent with the airport safety zones.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.9-4. Implementation of TOP 2050 would not impair implementation of or physically interfere with an adopted emergency response plan.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.9-5. TOP 2050 would not result exacerbate wildfire risks in Ontario.	Less than significant	No mitigation measures are required.	Less than significant

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.10 HYDROLOGY AND WATER QUALITY			
Impact 5.10-1. The Proposed Project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.10-2. The Proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.10-3. The Proposed Project would increase impervious surfaces but would not substantially increase the rate or amount of surface runoff in a manner which would impact water quality or cause flooding.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.10-4. The Proposed Project would not exacerbate risk of flood hazards, tsunamis, or seiches or risk release of pollutants due to inundation	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.10-5. The Proposed Project would not obstruct or conflict with the implementation of a water quality control plan or sustainable groundwater management plan.	Less than significant	No mitigation measures are required.	Less than significant
5.11 LAND USE AND PLANNING			
Impact 5.11-1. Project implementation would not divide an established community	Less than significant	No mitigation measures are required.	Less than significant

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<p>Impact 5.11-2. Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>5.12 MINERAL RESOURCES</p>			
<p>Impact 5.12-1. Project implementation would not result in the loss of availability of a known mineral resource.</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>5.13 NOISE</p>			
<p>Impact 5.13-1. Construction activities associated with buildout of TOP 2050 would result in temporary noise increases at sensitive receptors during construction activities.</p>	<p>Potentially significant</p>	<p>2010 Certified EIR 12-4 Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Mitigation measures, such as installation of temporary sound barriers for adjacent construction activities that occur adjacent to occupied noise sensitive structures, equipping construction equipment with mufflers, and reducing non-essential idling of construction equipment to no more than five minutes, shall be incorporated into the construction operations to reduce construction-related noise to the extent feasible. Construction contractors shall implement the following measures for construction activities conducted in the City of Ontario. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans submitted to the City. The City of Ontario Planning and Building Departments shall verify that grading, demolition, and/or construction plans submitted include these notations prior to issuance of demolition, grading, and/or building permits.</p> <ul style="list-style-type: none"> • Construction activity is limited to the hours: Between 7:00 AM and 6:00 PM Monday through Friday and 9:00 AM to 6:00 PM Saturdays and Sundays, as prescribed in Municipal Code Section 5-29.09. • During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible. 	<p>Significant and unavoidable</p>

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • <u>Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.</u> • <u>Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.</u> • <u>Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors.</u> • <u>Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City's Engineering Department-Planning and Building Departments.</u> • <u>At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.</u> • <u>Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.</u> • <u>During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.</u> • <u>Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA L_{eq}.</u> 	

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		<u>Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier and may be lined on the construction side with an acoustical blanket, curtain, or equivalent absorptive material.</u>	
Impact 5.13-2. Implementation of TOP 2050 would not result in long-term operation-related noise that would not exceed established standards	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.13-3. Development in accordance with TOP 2050 could create groundborne vibration and groundborne noise during construction activities in excess of established standards.	Potentially significant	<p>2010 Certified EIR 12-2 <u>Prior to issuance of a building permit for individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers occurring near sensitive receptors shall be evaluated for potential vibration impacts. Construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded. If construction related vibration is determined to be perceptible at vibration sensitive uses (i.e., exceed the Federal Transit Administration vibration damage annoyance criteria of 78 VdB during the daytime for various building categories), additional requirements, such as use of less vibration intensive equipment or construction techniques, shall be implemented during</u></p>	Significant and unavoidable

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>construction (e.g. drilled piles to eliminate use of vibration intensive pile driver).</p> <p>12-3 Prior to the issuance of building permits for any project that involves a vibration sensitive use directly adjacent to the Union Pacific Railroad or Southern California Regional Rail Authority main lines shall retain an acoustical engineer to evaluate potential for trains to create perceptible levels of vibration indoors. If vibration related impacts are found, mitigation measures, such as use of concrete, iron, or steel, or masonry materials to ensure that levels of vibration amplification are within acceptable limits to building occupants, shall be implemented. Pursuant to the Federal Transit Administration vibration annoyance criteria, these acceptable limits are 78 VdB during the daytime and 72 VdB during the nighttime for residential uses, 84 VdB for office uses, and 90 VdB for workshops.</p>	
<p>Impact 5.13-4. Implementation of TOP 2050 could expose noise sensitive uses to excessive noise levels from the Ontario International Airport.</p>	<p>Potentially significant</p>	<p>2010 Certified EIR</p> <p>12-1 Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour along major roadways, freeways, railroads, or the Los Angeles/ of the Ontario International Airport, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features (e.g. setbacks, berms, or sound walls) and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Titles 24 and 21 of the California Code of Regulations).</p>	<p>Significant and unavoidable</p>
<p>5.14 POPULATION AND HOUSING</p>			
<p>Impact 5.14-1. TOP 2050 would directly result in population growth in the City of Ontario.</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>Impact 5.14-2. Buildout of TOP 2050 would not displace people or housing and would not necessitate the construction of replacement housing.</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.15 PUBLIC SERVICES			
<i>Fire Protection and Emergency Services</i>			
Impact 5.15-1. The Ontario Fire Department would expand in response to the demand for fire protection facilities and personnel caused by the introduction of new structures, residents, and workers into the City's boundaries upon buildout of the Proposed Project.	Less than significant	No mitigation measures are required.	Less than significant
<i>Police Protection</i>			
Impact 5.15-2. The Ontario Police Department would expand in response to the demand for police protection facilities and personnel caused by the introduction of new structures, residents, and workers into the City's boundaries upon buildout of the Proposed Project.	Less than significant	No mitigation measures are required.	Less than significant
<i>School Services</i>			
Impact 5.15-3. TOP 2050 would generate new students who would impact the school enrollment capacities of area schools, and construction of new schools and/or classroom facilities for additional students generated by buildout of the Proposed Project would be accommodated through assessment of school impact fees	Less than significant	No mitigation measures are required.	Less than significant

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Library Services			
Impact 5.15-4. The Ontario library system would expand in response to the demand for library services and facilities and personnel caused by the introduction of new structures, residents, and workers into the City's boundaries upon buildout of the Proposed Project.	Less than significant	No mitigation measures are required.	Less than significant
5.16 RECREATION			
Impact 5.16-1. Implementation of TOP 2050 would generate additional residents that would increase the use of existing park and recreational facilities but park dedications and payment of in-lieu fees would ensure impacts are less than significant	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.16-2. Project implementation would result in environmental impacts to provide new and/or expanded recreational facilities but would not result in a significant impact.	Less than significant	No mitigation measures are required.	Less than significant
5.17 TRANSPORTATION			
Impact 5.16-1. The Proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.16-2. The Proposed Project would generate a substantial increase in total VMT compared to the Approved Project.	Potentially significant	2010 Certified EIR 16-1 The Mobility Element of The Ontario Plan shall be consistent with the traffic study prepared by Kimley Horn and Associates in 2009. Table 5.16-6 shows the recommended lane geometry for the Proposed Land Use Plan.	Significant and unavoidable

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		<p>New Mitigation</p> <p>T-1 Prior to approval of discretionary projects subject to VMT reduction analysis, applicants shall demonstrate compliance with the City's VMT Guidelines for CEQA assessment of VMT impacts. For projects with VMT per Service Population exceeding the County's significance threshold, a mitigation plan shall be developed and implemented. Mitigation should consist of Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with the California Air Pollution Control Officers Association's (CAPCOA) Final Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021) and approved by the City of Ontario (if applicable). Examples of measures include but are not limited to:</p> <ul style="list-style-type: none"> ▪ Pedestrian Network Improvements: constructing new sidewalks and/or improving damaged or substandard sidewalks that connect to a larger pedestrian network. ▪ Construct or Improve Bike Facilities: constructing new or enhancing a single existing Class I, II or IV bike facility that connects to a larger bike network. ▪ Construct or Improve Bike Boulevards: implementing a Class III bike boulevard on a local or collector street that is one travel lane in each direction, has a design speed of 25 mph or less and a design volume of 5,000 ADT or less. ▪ Expand Bikeway Networks: constructing a network of interconnected new Class I, II, or IV bike facilities. ▪ Provide End of Trip Bicycle Facilities: constructing facilities that support cyclists such as bike parking, lockers, and showers. ▪ Implement Transit-Supportive Roadway Treatments: funding infrastructure improvements such as traffic signal modifications and roadway signing and striping that are dedicated to improving transit travel times and reliability. ▪ Transit Passes: providing discounted or free transit fare to a specific geographic area, population group, or to the general public. ▪ Vanpool Program: providing groups of 5 to 15 people with direct shuttle service between their workplace and residence. ▪ Carshare Program (conventional or EV): providing access to a shared fleet of on-demand vehicles for short-term use/rental. Best practice is to discount carshare membership and provide priority parking for carshare vehicles to encourage use of the service. 	
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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ▪ Bikeshare Program (conventional or EV): providing access to a shared fleet of on-demand bicycles for short-term use/rental. Best practice is to discount bikeshare membership and dedicate bikeshare parking to encourage use of the service. ▪ Rideshare Program: providing access to and encouraging the use of a ridesharing platform or service. This could be an app, website, or other service that provides ride-matching coordination services. ▪ Community-Based Travel Planning (CBTP): CBTP is a residential based approach to outreach, performed by trained advisors, that provides households within a targeted geographic area with customized information, incentives, and support to encourage the use of transportation alternatives in place of single occupancy vehicles. ▪ Commute Trip Reduction (CTR) Program: CTR programs can be mandatory or voluntary, and involve providing information, coordination, services, infrastructure, and/or incentives for alternative modes such as ridesharing, vanpool, transit passes, and cycling. 	
<p>Impact 5.16-3. The Mobility Element adequately addresses potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access.</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
5.18 TRIBAL CULTURAL RESOURCES			
<p>Impact 5.18-1. Tribal cultural resources could be adversely impacted by grading activities associated with the Proposed Project.</p>	<p>Potentially significant.</p>	<p>2010 Certified EIR 5-3 Upon receipt of an application for a Specific Plan or a project that requires a General Plan amendment proposed project subject to CEQA and is within the City's jurisdiction, the City's representative shall consult with the relevant tribe(s)' representative(s) to determine if the proposed project is within a culturally sensitive area to the tribe. If sufficient evidence is provided to reasonably ascertain that the site is within a tribal culturally sensitive area, an archaeologist shall prepare then a cultural resources assessment prepared by an archaeologist shall be required. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the tribe(s). If mitigation is recommended in</p>	<p>Less than significant</p>

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>the CEQA document, the procedure described in Mitigation Measure 54 shall be followed.</p> <p>5-4 Prior to the issuance of grading permits for a Specific Plan or project that requires a General Plan amendment proposed project for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated tribe(s) to notify them of the grading, excavation, and monitoring program. The applicant shall coordinate with the City of Ontario and the tribal representative(s) to develop mitigation measures that address the designation, responsibilities, and participation of tribal monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City's jurisdiction.</p> <p>New Mitigation</p> <p>TCR-1 Tribal Cultural Resources Monitoring. The project archaeologist, in consultation with interested tribes, the developer, and the City of Ontario, shall develop an archaeological monitoring plan (AMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the project site. Details in the AMP shall include:</p> <ol style="list-style-type: none"> 1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling; 2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists (if the tribes cannot come to an agreement on the rotating or simultaneous schedule of tribal monitoring, the Native American Heritage Commission shall designate the schedule for the onsite Native American Tribal Monitor for the proposed project); 3. The protocols and stipulations that the developer, City, Tribes, and project archaeologist will follow in the event of inadvertent cultural 	

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		<p>resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.</p> <p>At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground disturbing activities on the site, the developer shall retain a tribal cultural monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.</p> <p>Pursuant to the AMP, a tribal monitor from the consulting tribe shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities.</p> <p>TCR-2 Treatment and Disposition of Cultural Resources. In the event that Native American cultural resources are inadvertently discovered during the course of any ground-disturbing activities, including but not limited to brush clearance, grading, trenching, etc., for the proposed project, the following procedures will be carried out for treatment and disposition of the discoveries:</p> <ol style="list-style-type: none"> 1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; 2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Ontario with evidence of same: <ol style="list-style-type: none"> a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed; all documentation should be at a level of standard 	

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		<p>professional practice to allow the writing of a report of professional quality;</p> <p>b. A curation agreement with an appropriate qualified repository in San Bernardino County that meets federal standards per 36 CFR Part 79, and therefore the resource would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility in San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation;</p> <p>c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, materials shall be curated at the San Bernardino County Museum by default;</p> <p>d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, County Museum, and consulting tribes.</p>	

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5.19 UTILITIES AND SERVICE SYSTEMS			
<i>Wastewater Treatment and Collection</i>			
<p>Impact 5.19-1. Project-generated wastewater could be adequately treated by the wastewater service provider for the project and would not require the construction of new wastewater treatment facilities or the expansion of existing facilities or exceed wastewater treatment requirements of the Regional Water Quality Control Board.</p>	Less than significant	No mitigation measures are required.	Less than significant
<i>Water Supply and Distribution</i>			
<p>Impact 5.19-2. Water supply and delivery systems are adequate to meet project requirements.</p>	Less than significant	<p>No mitigation measures are required.</p> <p>2010 Certified EIR</p> <p>17.1 The City shall include a policy in the Policy Plan that requires water conservation measures for development projects to improve water use efficiency and reduce overall water demand. Reduce potable water demand, through conservation measures, including but not limited to:</p> <ul style="list-style-type: none"> a) Work cooperatively with all developers to incorporate conservation measures into project designs (such as those recommended by the California Urban Water Conservation Council). b) Continue to develop and implement drought contingency plans to assist citizens and businesses reduce water use during water shortages and emergencies. c) Revise the City Code to include a Water Efficient Landscape Ordinance to encourage or, as appropriate, require the use of water efficient landscaping consistent with AB 1881. <p>17.2 The City shall include a policy in the Policy Plan that maximizes the use of recycled water as an irrigation (nonpotable) source for landscaping, parks, and other irrigation opportunities in all areas of the City and requires use of recycled water in dual-system office and industrial uses in selected urban areas of the City, where available and feasible.</p>	Less than significant

1. Executive Summary

Table ES-2 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		17.3 The City shall include a policy in the Policy Plan that the City participate through the Chino Basin Water Master and the Inland Empire Utilities Agency in regional efforts to develop finding additional sources of water for groundwater recharge, such as capture of stormwater runoff, recycled water, or other sources to ensure that the Chino Basin stays in long term hydraulic balance and sustainability and that adequate additional local water sources would be available to increase the flexibility of the City's water supply.	
Storm Drainage Systems			
Impact 5.19-3. Existing and/or proposed storm drainage systems are adequate to serve the drainage requirements of TOP 2050.	Less than significant	No mitigation measures are required.	Less than significant
Solid Waste			
Impact 5.19-4. Existing and/or proposed facilities would be able to accommodate Project-generated solid waste and comply with related solid waste regulations.	Less than significant	No mitigation measures are required.	Less than significant
5.20 WILDFIRE			
Impact 5.20-1. The Mobility Element adequately addresses emergency access.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.20-2. TOP 2050 would not result exacerbate wildfire risks or expose people or structures to significant risks that may occur following a wildfire (e.g., landslides, mudflows, and flooding).	Less than significant	No mitigation measures are required.	Less than significant

1. Executive Summary

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2. Introduction

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. This Draft Supplemental Environmental Impact Report (SEIR) has been prepared to satisfy CEQA and the CEQA Guidelines, as set forth in the Public Resources Code Section 21000, et seq., and the State CEQA Guidelines, Title 14 California Code of Regulations, Section 15000, et seq. The environmental impact report (EIR) is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the Proposed Project, to indicate possible ways to reduce or avoid environmental damage and to identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present, and reasonably foreseeable future projects.

As discussed in Section 3.2, *Project Background*, of this SEIR, on January 27, 2010, the Ontario City Council adopted a comprehensive update of the City's general plan, The Ontario Plan (TOP) and certified EIR No. 2008101140 as the environmental documentation for the Approved Project. TOP is a document that represents the City's view of its future and is a blueprint for the City's growth and development. The City Council and the Planning Commission use TOP to help guide their land use decisions. The 2010 Certified EIR is incorporated by reference in this SEIR. A summary of 2010 Certified EIR is provided in Section 3.2.2, *TOP Certified EIR*, of this SEIR. This SEIR contains information necessary to make the previous 2010 Certified EIR adequate for TOP 2050 (Proposed Project).

The Proposed Project requires discretionary actions by one or more public agencies. The lead agency means "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment" (CEQA Section 21067). The City of Ontario has the principal responsibility for approval of TOP 2050. For this reason, the City of Ontario is the CEQA lead agency for this project.

The intent of the SEIR is to provide sufficient information on the potential environmental impacts of the proposed TOP 2050 to allow the City of Ontario to make an informed decision regarding approval of the project. Specific discretionary actions to be reviewed by the City are described in Section 3.4, *Intended Uses of the EIR*.

This SEIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, Section 21000 et seq.)

2. Introduction

- State Guidelines for the Implementation of the CEQA of 1970 (CEQA Guidelines), as amended (California Code of Regulations, Section 15000 et seq.)

The overall purpose of this SEIR is to inform the lead agency, responsible agencies, decision makers, and the general public about the environmental effects of the development and operation of the Proposed Project. This SEIR addresses effects that may be significant and adverse; evaluates alternatives to the Proposed Project; and identifies mitigation measures to reduce or avoid adverse effects.

2.2 NOTICE OF PREPARATION

The City of Ontario has determined that a Supplemental EIR would be required for this project and issued a Notice of Preparation (NOP) on July 7, 2021. The NOP and comments received during the NOP's public review period, from July 20 to August 19, 2021, are in Appendix A.

The NOP process is used to help determine the scope of the environmental issues to be addressed in the Draft SEIR. Six agencies/interested parties responded to the NOP. This SEIR has taken those responses into consideration. Table 2-1, *NOP Comment Summary*, summarizes the issues identified by the commenting agencies, along with a reference to the section(s) of this SEIR where the issues are addressed.

Table 2-1 NOP Comment Summary

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In:
California Department of Transportation (Caltrans)	7/22/21	State Highway System	<ul style="list-style-type: none"> Request that a Traffic Impact Analysis (TIA) be prepared to accurately evaluate the extent of potential transportation impacts of the project. 	<ul style="list-style-type: none"> 5.17, Transportation
Native American Heritage Commission (NAHC)	7/22/21	Cultural Resources and Tribal Cultural Resources	<ul style="list-style-type: none"> Requests that the EIR evaluate whether there are historic resources that could be impacted by the project. Recommends tribal consultation under Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18) pursuant to NAHC's recommendation for conducting cultural resources assessments. 	<ul style="list-style-type: none"> 5.5, Cultural Resources 5.18, Tribal Cultural Resources
Riverside County Airport Land Use Commission (RCALUC)	7/29/2021	Airport Land Use Compatibility	<ul style="list-style-type: none"> Requests review of the General Plan by the ALUC to review consistency with the Chino Airport's Airport Land Use Compatibility Plan (ALUCP). 	<ul style="list-style-type: none"> 5.9, Hazards and Hazardous Materials 5.11, Land Use and Planning 5.13, Noise
San Manuel Band of Mission Indians (SMBMI)	7/26/2021	Cultural Resources and Tribal Cultural Resources	<ul style="list-style-type: none"> The project is located within Serrano ancestral territory, and the area for the project is of interest, but Tribe sees no conflicts with the zoning changes at this time. However, when specific projects are planned and implemented, SMBMI might have comments and/or request formal consultation with the Lead Agency pursuant to CEQA (as amended, 2015) and CA PRC 21080.3.1. 	<ul style="list-style-type: none"> 5.5, Cultural Resources 5.18, Tribal Cultural Resources

2. Introduction

Table 2-1 NOP Comment Summary

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In:
South Coast Air Quality Management District (SCAQMD)	8/21/2018	Air Quality and Greenhouse Gas (GHG) Emissions	<ul style="list-style-type: none"> ▪ Request that the air quality and GHG emissions impact analysis utilize the SCAQMD's CEQA Air Quality Handbook, including thresholds of significance. ▪ Requests that the General Plan consider SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and use the CalEEMod land use emissions software. ▪ Requests that the EIR consider mitigation measures identified by South Coast AQMD's CEQA Air Quality Handbook, SC AQMD's Mitigation Monitoring and Reporting Plan for the 2016 Air Quality Management Plan, and SCAG's Mitigation Monitoring and Reporting Plan for the 2020-2045 RTP/SCS to reduce air quality and GHG impacts. ▪ Requests that in the event that the Proposed Project results in significant adverse air quality impacts, that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts, as required by CEQA. 	<ul style="list-style-type: none"> ▪ 5.3, Air Quality ▪ 5.8, GHG Emissions
Southern California Association of Governments (SCAG)	8/19/2021	Land Use and Planning	<ul style="list-style-type: none"> ▪ Requests review of the goals and policies of the project with the applicable policies of the Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) or Connect SoCal. 	<ul style="list-style-type: none"> ▪ 5.11, Land Use and Planning

Prior to preparation of the SEIR, the City of Ontario hosted a public scoping meeting virtually on August 5, 2021, to determine the concerns of responsible and trustee agencies and the community regarding the Proposed Project. The scoping meeting identified concerns related to traffic (see Section 5.17, *Transportation and Traffic*), recreational access (see Section 5.16, *Recreation*), and aircraft noise (see Section 5.13, *Noise*).

2.3 SCOPE OF THIS SUPPLEMENTAL EIR

The scope of the SEIR was determined based on comments received in response to the NOP and comments received at the scoping meeting conducted by the City. Pursuant to Sections 15126.2 and 15126.4 of the CEQA Guidelines, the SEIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of insignificance.

The information in Chapter 3, *Project Description*, establishes the basis for analyzing future, project-related environmental impacts; however, further environmental review by the City may be required as more detailed information and plans are submitted on a project-by-project basis.

2. Introduction

2.3.1 Impacts Considered Less Than Significant

The EIR identified the following impacts as less than significant or no impact in the SEIR.

- Aesthetics
- Agricultural and Forestry Resources
- Biological Resources
- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildlife

2.3.2 Potentially Significant Adverse Impacts

The City of Ontario determined that three environmental factors have potentially significant impacts if the proposed project is implemented.

- Cultural Resources (Archeological Resources)
- Geology and Soils (Paleontological Resources)
- Tribal Cultural Resources

2.3.3 Unavoidable Significant Adverse Impacts

This SEIR identifies four significant and unavoidable adverse impacts, as defined by CEQA, that would result from implementation of the Proposed Project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. The City must prepare a “statement of overriding considerations” before it can approve the project, attesting that the decision-making body has balanced the benefits of the Proposed Project against its unavoidable significant environmental effects and has determined that the benefits outweigh the adverse effects, and therefore the adverse effects are considered acceptable. The impacts that were found in the SEIR to be significant and unavoidable are:

- **Air Quality** (AQMP Consistency, Regional Construction Emissions, Regional Operation Emissions, and Cumulative Health Risk)
- **Cultural Resources** (Historic Resources)

2. Introduction

- **Noise** (Construction Noise, Construction Vibration, and Airport Land Use Compatibility)
- **Transportation** (Vehicle Miles Traveled)

2.4 INCORPORATION BY REFERENCE

Some documents are incorporated by reference into this SEIR, consistent with Section 15150 of the CEQA Guidelines, and they are available for review at the City of Ontario.

- City of Ontario, The Ontario Plan 2010
- City of Ontario Municipal Code

In each instance where a document is incorporated by reference for purposes of this report, the SEIR will briefly summarize the incorporated document or briefly summarize the incorporated data if the document cannot be summarized. In addition, the SEIR will explain the relationship between the incorporated part of the referenced document and the SEIR.

This SEIR also relies on previously adopted regional and statewide plans and programs, agency standards, and background studies in its analyses, such as the South Coast Air Quality Management District's (South Coast AQMD) Air Quality Management Plan. Chapter 13, *Bibliography*, provides a complete list of references utilized in preparing this SEIR. Documents that are not published that are incorporated by reference are available for review at:

- City of Ontario, City Hall, Planning Department, 303 East "B" Street, Ontario, CA 91764

2.5 FINAL EIR CERTIFICATION

This SEIR is being circulated for public review for 45 days. Interested agencies and members of the public are invited to provide written comments on the SEIR to the City address shown on the title page of this document. Upon completion of the 45-day review period, the City of Ontario will review all written comments received and prepare written responses for each. A Final Supplemental EIR (Final SEIR) will incorporate the received comments, responses to the comments, and any changes to the SEIR that result from comments. The Final SEIR will be presented to the City of Ontario for potential certification as the environmental document for the project. All persons who comment on the SEIR will be notified of the availability of the Final SEIR and the date of the public hearing before the City.

The SEIR is available to the general public for review at various locations:

- City of Ontario, City Hall, Planning Department, 303 East "B" Street, Ontario, CA 91764
- Online at: <https://www.ontarioplan.org/top2050/>

2. Introduction

All comments received from agencies and individuals on the SEIR will be accepted during the 45-day public review period. All comments on the SEIR should be sent to:

Thomas Grahn, Senior Planner
City of Ontario
City Hall, Planning Department,
303 East "B" Street, Ontario, CA 91764

Or emailed to TGrahn@ontarioca.gov

All public agencies that submit comments during the 45-day public review period on the SEIR will receive written responses to their comments at least 10 days prior to final action on the Proposed Project. If the City Council decides to certify the Final SEIR, it will make the necessary findings required by CEQA and the CEQA Guidelines regarding the extent and nature of the impacts presented in the Final SEIR. The Final SEIR must be certified by the City prior to making a decision to approve the Proposed Project. Public input is encouraged at all public hearings and meetings before the Planning Commission and City Council concerning the Proposed Project.

2.6 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code Section 21081 or adopted a Negative Declaration pursuant to 21080(c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or Mitigated Negative Declaration.

The Mitigation Monitoring Reporting Program for TOP 2050 will be completed prior to consideration of the project by the City of Ontario City Council.

3. Project Description

3.1 PROJECT LOCATION

The City of Ontario is in the southwestern portion of San Bernardino County and is surrounded by the cities of Chino and Montclair and unincorporated San Bernardino County to the west; the cities of Upland and Rancho Cucamonga to the north; the City of Fontana and unincorporated San Bernardino County to the east; and the cities of Eastvale and Jurupa Valley to the south (see Figures 3-1, *Regional Location and Vicinity Map*, and 3-2, *Aerial Map*). The City is in the central part of the Upper Santa Ana River Valley, bounded by the San Gabriel Mountains to the north; the Chino Hills, Puente Hills, and San Jose Hills to the west; the Santa Ana River to the south; and Lytle Creek Wash on the east.

The City comprises approximately 50 square miles (~~31,958~~ 32,022 acres), including the 8,200-acre Ontario Ranch in the southern part of the City—formerly known as the New Model Colony (NMC) and formerly the City’s sphere of influence (SOI). The northern, more urbanized part of the City is known as the Original Model Colony (OMC) in reference to the City’s founding as a model colony for cities in terms of layout and infrastructure. Generally, the City is bounded by Benson Avenue and Euclid Avenue on the west; Interstate 10 (I-10), 8th Street, and 4th Street on the north; Etiwanda Avenue and Hammer Avenue on the east; and Merrill Avenue and the San Bernardino County/Riverside County boundary on the south (see Figure 3-1). Regional circulation to and through the City is provided by I-10 and State Route (SR) 60, east to west, and by I-15 and SR-83 (Euclid Avenue), north to south. The City is also home to the Ontario International Airport (ONT) and proximate to Chino Airport. Figure 3-3, *Place Types*, identifies the general character envisioned for each area of the City.

3.2 PROJECT BACKGROUND

3.2.1 The Ontario Plan (Approved Project)

The Ontario Plan (TOP or Approved Project) consists of a six-part component framework: 1) Vision, 2) Governance Manual, 3) Policy Plan (General Plan), 4) City Council Priorities, 5) Implementation, and 6) Tracking and Feedback. The plan described the community’s direction at a point in time (2009) and integrated it into a single guidance system that would shape Ontario 20 years or more into the future. The Approved Project was adopted in 2010. Figure 3-4, *Current Land Use Plan*, shows the existing land use designations. Table 3-1, *Approved TOP Land Use Designations*, presents a breakdown of the land use buildout in the City under the Approved Project.

3. Project Description

Table 3-1 Approved TOP Buildout Projections

Proposed TOP Land Use	Acres	Housing Capacity (DU)	Households (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
Residential						
Rural Residential (RR)	529	1,057	1,057	4,226	–	–
Low Density Residential (LDR)	7,141	32,067	32,067	128,173	–	–
Low-Medium Density Residential (MLDR)	936	7,952	7,952	31,786	–	–
Medium Density Residential (MDR) ¹	1,968	39,926	39,926	138,777	–	–
High Density Residential (HDR)	184	6,440	6,440	21,553	–	–
Subtotal	10,758	87,442	87,442	324,515	–	–
Mixed-Use (MU) Subareas						
Downtown	112	2,356	2,356	4,711	1,563,627	2,797
East Holt	57	430	430	859	1,746,572	3,926
Meredith	91	1,683	1,683	3,367	812,534	1,295
Multi-Modal	73	435	435	871	2,844,647	5,089
Inland Empire	37	366	366	732	350,796	764
Guasti	80	482	482	965	2,275,959	4,259
Ontario Center	346	4,156	4,156	8,312	9,051,718	22,656
Ontario Mills	249	499	499	998	5,703,038	7,585
Euclid & Francis	10	157	157	313	182,045	420
Rich-Haven	197	3,042	3,042	6,084	368,104	393
Great Park	297	3,115	3,115	6,230	6,331,794	16,171
Subtotal	1,549	16,721	16,721	33,442	31,230,834	65,355
Employment						
Neighborhood Commercial (NC)	283	–	–	–	3,703,358	8,961
General Commercial (GC)	438	–	–	–	5,723,648	5,335
LDR with GC Overlay	4	–	–	–	46,636	43
Office Commercial (OC)	367	–	–	–	11,986,080	26,577
LF Impact Area	4	–	–	–	120,570	267
Hospitality (HOS)	143	–	–	–	6,212,498	7,121
Business Park (BP)	1,049	–	–	–	18,277,928	32,080
LDR with BP Overlay	82	–	–	–	1,430,611	2,511
LMDR with BP Overlay	5	–	–	–	83,971	147
NC with BP Overlay	3	–	–	–	46,537	82
Industrial (IND)	7,201	–	–	–	172,513,182	150,289
LDR with IND Overlay	59	–	–	–	1,424,236	1,241
NC with IND Overlay	1	–	–	–	17,021	15
IND with IND Overlay	1	–	–	–	24,187	21

3. Project Description

Table 3-1 Approved TOP Buildout Projections

Proposed TOP Land Use	Acres	Housing Capacity (DU)	Households (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
IND within the LF Area	63	–	–	–	1,518,211	1,323
Subtotal	9,481	–	–	–	218,416,694	230,363
Other						
Open Space – Non-Recreation (OS-NR)	1,182	–	–	–	269,330	238
LF Impact Area	3	–	–	–	–	1
Open Space – Recreation (OS-R)	885	–	–	–	178,224	55
OS-R with IND Overlay ²	13	–	–	–	5,231	
Open Space-Water (OS-W)	59	–	–	–	–	–
Public Facility (PF)	91	–	–	–	495,688	1,806
Public School (PS)	612	–	–	–	2,675,408	3,102
Airport (ARPT)	1,423	–	–	–	2,401,641	6,400
Landfill (LF)	137	–	–	–	3,264	34
Railroad (RR)	240	–	–	–	978	60
LF Impact Area	10	–	–	–	–	2
Right-of-Way (ROW)	5,360	–	–	–	–	–
Subtotal	9,989	–	–	–	6,024,533	11,695
Total	32,022	104,163	104,163	357,957	260,399,271	313,067

Notes: Totals may not add up to 100 percent due to rounding.

¹ Lower-Income Housing in Medium Density Residential (MDR). The MDR category will allow up to 30 dwelling units per acre (du/ac) (rather than 25 du/ac) if a Proposed Project contains at least 30 percent of units for Lower-Income residents. A change in zoning for specific plan areas where there is no existing specific plan will also be required to allow development up to 30 du/ac without a specific plan if a Proposed Project contains at least 50 percent of units for Lower-Income residents. In these cases, the traditional zoning category consistent with TOP land use designation would regulate development.

² Existing Park in Industrial Overlay. It is assumed that the existing park in the industrial overlay zone will remain.

3.2.2 TOP Certified EIR

The Proposed Project is an update to the Approved Project; therefore, this SEIR relies on the findings of the 2009 Draft EIR, 2010 Recirculated Draft EIR, and 2010 Final EIR and, per CEQA Guidelines section 15163, contains all the information necessary to ensure that the certified TOP EIR fully evaluates the Proposed Project. These documents, though discussed separately here, are collectively referred to in this SEIR as the 2010 Certified EIR. In accordance with CEQA Guidelines Sections 15148 and 15150, this SEIR incorporates the 2010 Certified EIR (and its constituent parts) by reference. A summary of the 2010 Certified EIR follows. All documents incorporated by reference are available for review at the City of Ontario Community Development Department at 303 East "B" Street, Ontario, CA 91764.

3. Project Description

3.2.2.1 2009 DRAFT EIR FOR THE ONTARIO PLAN

The City of Ontario circulated the 2009 Draft EIR for public review in April 2009. Six environmental categories (Agricultural Resources, Air Quality, Cultural Resources, Global Climate Change, Noise, and Traffic and Transportation) had significant and unavoidable impacts that could not be alleviated by mitigation.

3.2.2.2 2010 RECIRCULATED DRAFT EIR AND FINAL EIR FOR THE ONTARIO PLAN

A Recirculated Draft EIR for The Ontario Plan was released in November 2009 to update and provide additional analysis concerning GHG emissions impacts associated with buildout of the Policy Plan. This analysis was based on verbal comments made by the California Attorney General's Office after the end of the public review period and on recent rules and regulations about lowering GHG emissions.

Pursuant to Section 15088.5(c) of the CEQA Guidelines, which states that if an EIR revision is "limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified," only the following topic areas were analyzed in the 2009 Recirculated Draft EIR:

- Global Climate Change
- Additional Project Alternative: 15 percent GHG Reduction Alternative

Remaining topics previously analyzed in the 2009 Draft EIR (see Section 1.3.1) were determined to be adequately addressed. Analysis in the 2009 Recirculated Draft EIR found that significant and unavoidable impacts identified in the 2009 Draft EIR would remain significant and unavoidable for the Approved Project. These determinations were reiterated in the 2010 Final EIR when it was certified on January 27, 2010.

3.3 STATEMENT OF OBJECTIVES

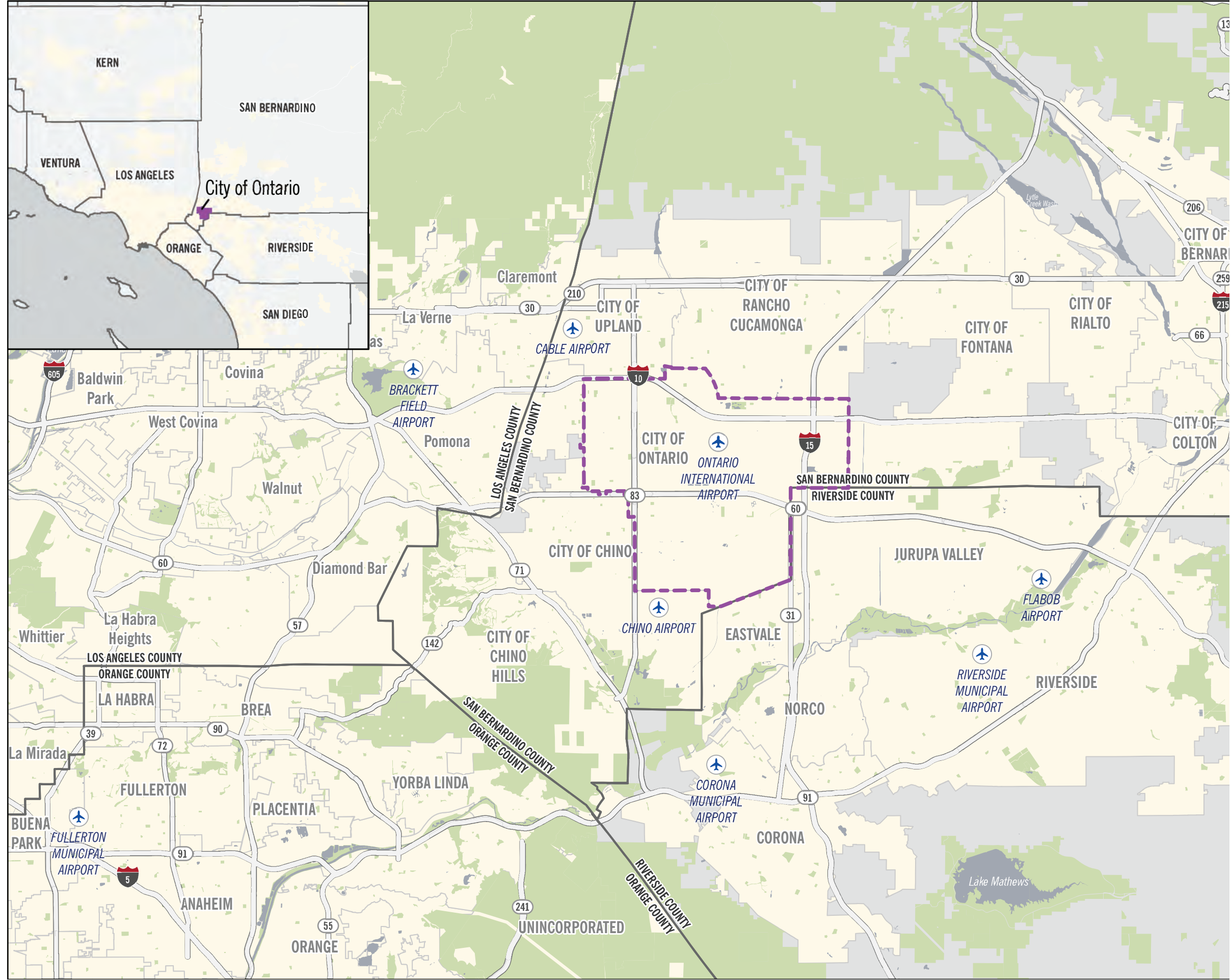
Objectives for TOP 2050 will aid decision makers in their review of the project and associated environmental impacts:

1. Provide a technical update to the current TOP that updates the goals and policies to enhance public safety and livability, align with updated economic forecasts, and comply with new state laws while maintaining the foundation, vision, and objectives of the current TOP.
2. Provide a streamlined, user-friendly, web-based TOP that is easily accessible to the public.
3. Designate the distribution, location, balance, and extent of land uses, including residential, retail, employment, open space, and public uses.
4. Link Ontario's community design goals to a broader context that includes economic development, land use, housing, community health, infrastructure, and transportation.
5. Improve the balance between jobs and housing in the San Bernardino County subregion to reduce vehicle miles traveled and associated air quality impacts, consistent with regional policies on jobs-housing balance.

Figure 3-1

Regional Location and Vicinity Map

- Airports
- Ontario City Boundary
- Parks and Open Space
- City Boundary
- County Boundary
- Unincorporated County

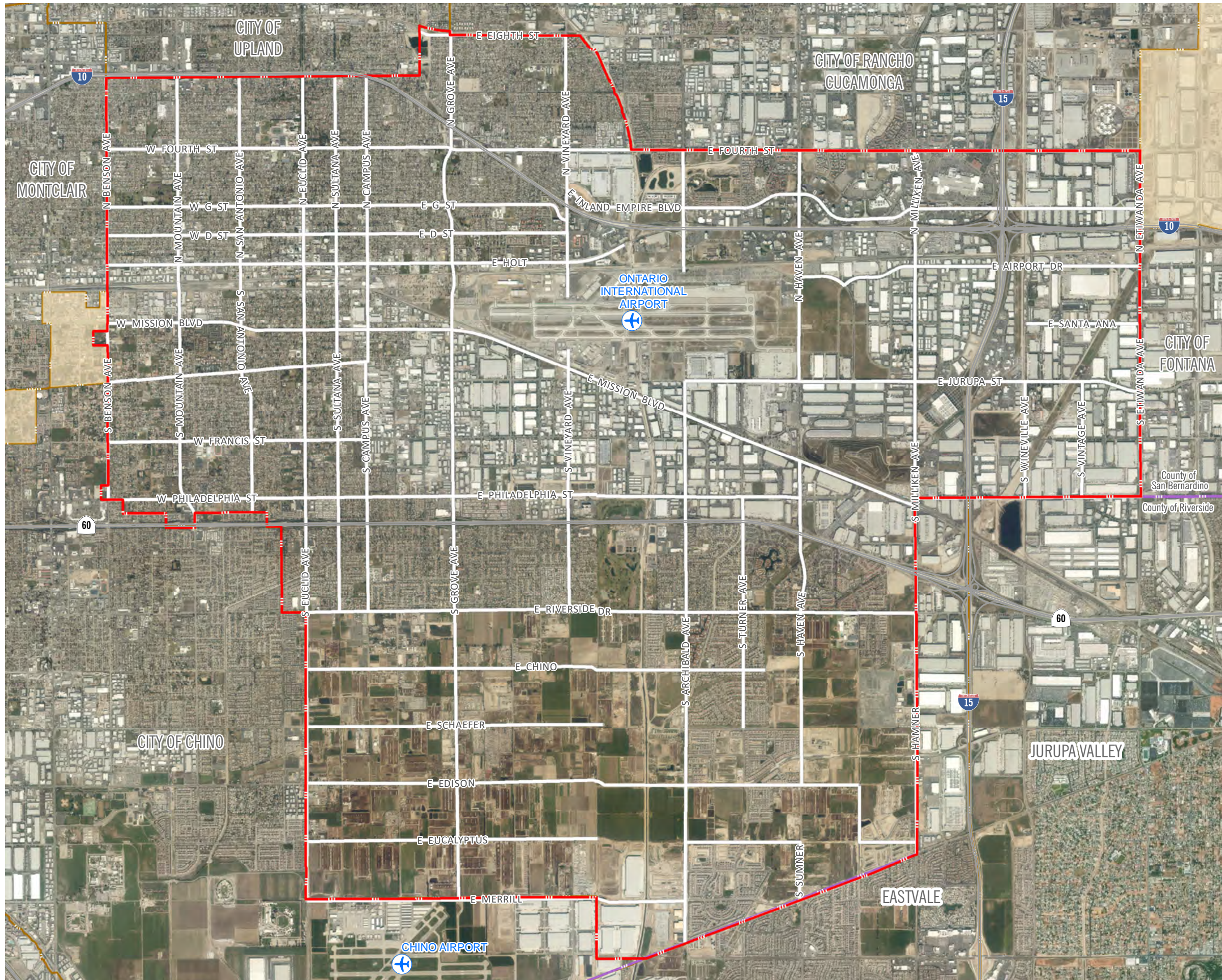


0 1,000 2,000 4,000 FT
 Source: LA, Riverside, San Bernardino, OC 2021 Date: 2/23/2022

3. Project Description

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Figure 3-2
Aerial Map



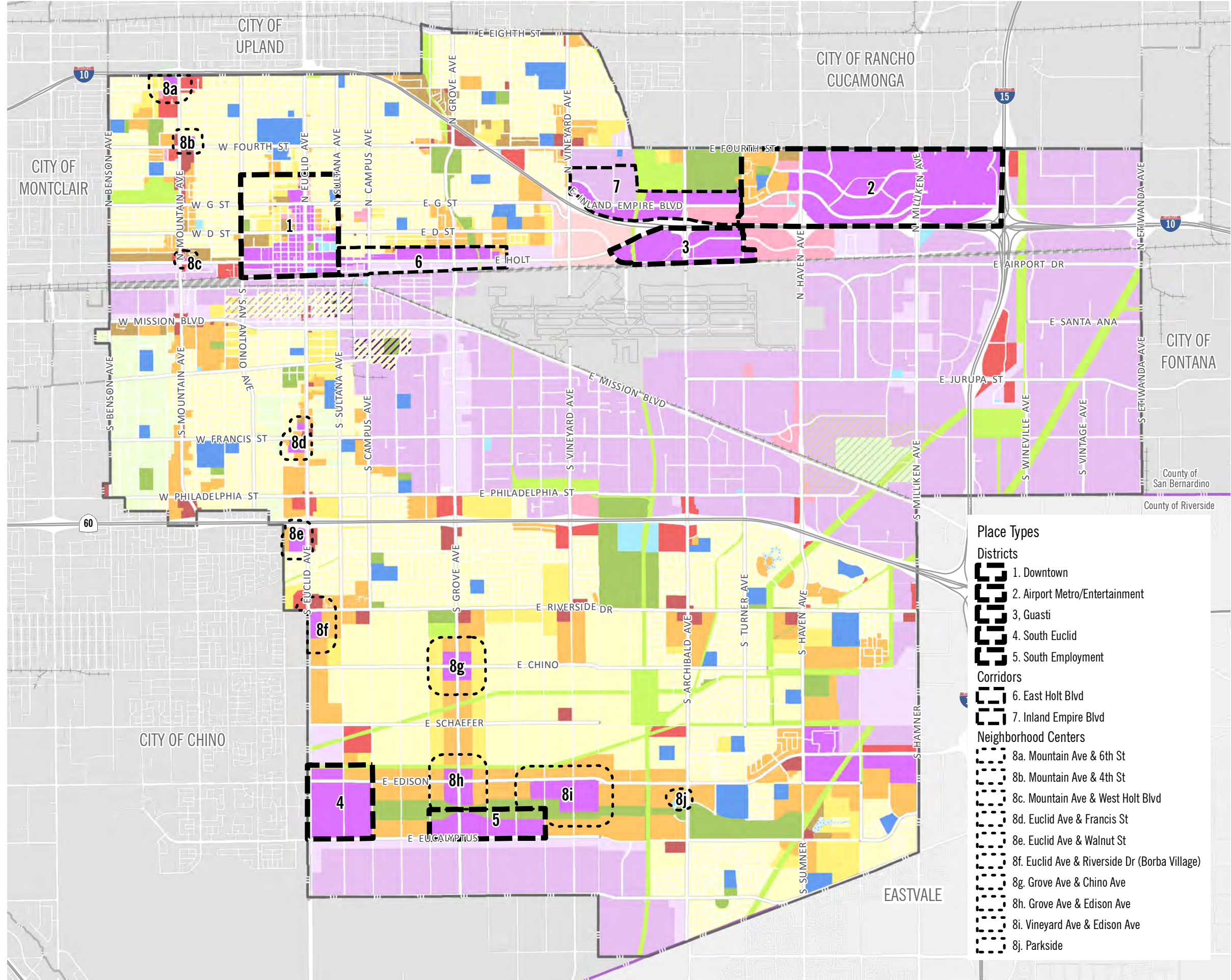
- Airport
- Ontario City Boundary
- Adjacent City Boundary
- County Boundary
- Unincorporated County



3. Project Description

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Figure 3-3
Place Types



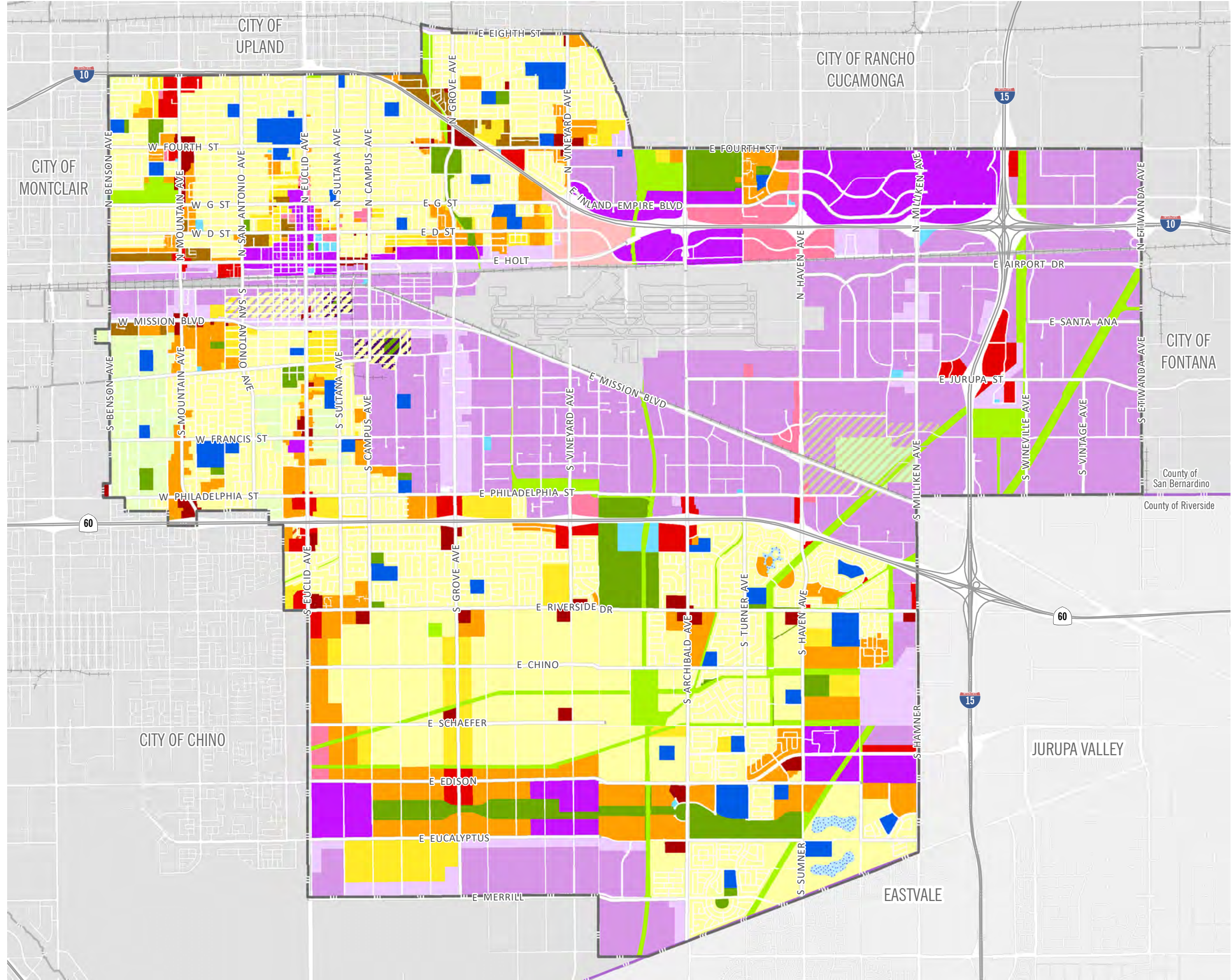
- Place Types**
- Districts**
1. Downtown
 2. Airport Metro/Entertainment
 3. Guasti
 4. South Euclid
 5. South Employment
- Corridors**
6. East Holt Blvd
 7. Inland Empire Blvd
- Neighborhood Centers**
- 8a. Mountain Ave & 6th St
 - 8b. Mountain Ave & 4th St
 - 8c. Mountain Ave & West Holt Blvd
 - 8d. Euclid Ave & Francis St
 - 8e. Euclid Ave & Walnut St
 - 8f. Euclid Ave & Riverside Dr (Borba Village)
 - 8g. Grove Ave & Chino Ave
 - 8h. Grove Ave & Edison Ave
 - 8i. Vineyard Ave & Edison Ave
 - 8j. Parkside

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PROJECT DESCRIPTION

Figure 3-4
Current TOP Land Use



- Ontario City Boundary
- County Boundary
- Rail Network
- Overlay Zones**
- Commercial
- Business Park
- Industrial
- Landfill Impact Area
- Residential**
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential
- Mixed-Use**
- MU Mixed Use
- Commercial**
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality
- Employment**
- BP Business Park
- IND Industrial
- Other**
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- PS Public School
- ARPT Airport
- LF Landfill
- Rail



3. Project Description

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3. Project Description

6. Provide employment and housing opportunities for the San Bernardino Council subregion, consistent with the goals of the Southern California Association of Governments' Sustainable Communities Program.
7. Provide for high-intensity mixed-use urban centers along the I-10 corridor and in the Ontario Ranch that reduce vehicle trips and incorporate smart growth principles.
8. Foster the development of pedestrian and transit-oriented environments that create lively, appealing, and safe pedestrian areas, active during both daytime and evening hours.
9. Maintain Ontario's distinct neighborhoods and districts to foster a positive sense of identity and belonging among residents and businesses.
10. Establish a framework for using and managing the city's natural resources sustainably.
11. Provide for the security and safe transportation of goods and hazardous materials and maintain disaster preparedness and response and recovery systems to reduce loss of life, injury, private property damage, infrastructure damage, economic losses, and social dislocation.
12. Enhance the capacity for the people, businesses, and public agencies that are in or serve Ontario to be resilient in cases of severe and/or prolonged weather conditions, natural disasters, and emergencies.
13. Prioritize the improvement of areas most impacted by environmental justice issues, and enable Ontario residents to enjoy equal access to public facilities, civic engagement opportunities, nutritious foods, and safe and healthy environments.
14. Correlate the mobility system with the future land use patterns and buildout levels of Ontario and with other transportation planning efforts by local, state, and federal authorities.
15. Address a range of mobility options in Ontario, including vehicular, trucking, freight and passenger rail, air, pedestrian, bicycle, and transit.

3.4 PROJECT CHARACTERISTICS

"Project," as defined by the CEQA Guidelines, means:

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

3.4.1 The Ontario Plan 2050 (Proposed Project)

The Proposed Project, The Ontario Plan (TOP) 2050, is an update to TOP to guide the City's development and conservation for the next 30 years through 2050. The Proposed Project is a focused effort, with particular emphasis on technical refinements to the Policy Plan to comply with state housing mandates; conform with

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new state laws related to community health, environmental justice, climate adaptation, resiliency, and mobility; bring long-term growth and fiscal projections into alignment with current economic conditions; and advance the Implementation Plan and Tracking and Feedback system.

TOP is the City's policy and implementation framework that guides the long-term growth and improvement of the Ontario community through six interrelated components of city governance:

A **Vision** that provides a sense of purpose and mission for city governance and sets the tone for the other components of TOP. The Vision's central theme is a sustained, community-wide prosperity that continuously adds value and yields benefits.

A **Governance Manual** that establishes a set of goals and policies to promote consistent City leadership based on the principles of regional leadership, transparency, long-term value, accountability, and inclusivity.

A **Policy Plan** that serves as the City's legally required general plan and that states long-term goals, principles, and policies to achieve Ontario's Vision through nine elements: land use, housing, mobility, safety, environmental resources, parks and recreation, community economics, community design, and social resources.

A list of **City Council Priorities** that shape the City's ongoing annual budgeting process, with a focus on a variety of short- and long-term goals and objectives.

An **Implementation Plan** that identifies the actions needed to carry out TOP's policies. This includes initiatives by the City such establishing consistent land use zoning and creating objective development and design standards, as well as decisions on public and private development projects and City activity programs.

A **Tracking and Feedback** system that charts the City's progress toward achieving the Policy Plan goals, providing data and analysis that enables decision makers to make strategic course corrections in response to changing circumstances and monitor ongoing operational effectiveness.

3.4.2 Policy Plan Elements

TOP 2050 focuses on technical updates to the Policy Plan to comply with state housing mandates and conform with new state laws related to community health, environmental justice, climate adaptation, resiliency, and mobility. The majority of updates created through the Proposed Project will weave refinements throughout the existing structure of the Policy Plan, which is organized into nine broad categories:

The **Land Use Element** establishes how land is developed, used, and arranged to ensure compatibility and add value to the community in terms of function, design, and fiscal return.

The **Housing Element** ensures greater production, preservation, and improvement of housing in the community in the context of existing and future housing needs, constraints to the production of housing, and available land and financial resources.

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The **Parks and Recreation Element** establishes broad direction for the Ontario park system and recreation programs, emphasizing the vital role parks and recreation programs play in economic development, land use, housing, community health, infrastructure, and transportation goals.

The **Environmental Resources Element** addresses how resources are managed comprehensively using systems that are environmentally and economically sustainable and meet growth demand in Ontario.

The **Community Economics Element** articulates the City's approach to developing and maintaining the local economy, retaining and attracting further investments, and connecting economic development with the City's long-term fiscal health.

The **Safety Element** addresses how the City protects life, property, and commerce from impacts associated with human-made and natural hazards, disasters, and other threats to public safety; also identifies ways the City can establish strategies to adapt to increased hazard risks and strategies to become more resilient.

The **Mobility Element** coordinates the circulation system with future land use patterns and buildout to satisfy local and subregional mobility needs, as well as access and connectivity among the various neighborhoods, centers, corridors, and districts.

The **Community Design Element** establishes design guidance and requirements to protect existing investments; achieve sustainable environments; add value to the community; and create safe and pleasant places where people want to live, work, and recreate.

The **Social Resources Element** improves equitable access to quality and accessible health care, education, community services and cultural activities—critical components to achieving a prosperous, more equitable, and complete community and key to addressing environmental justice issues in disadvantaged areas of Ontario.

The project also involves a public outreach program that includes a variety of community-wide and focused public participation components. Policies that govern the decisions of the City of Ontario in the Policy Plan are included in Appendix B.

3.4.2.1 LAND USE DESIGNATIONS AND ZONING

The land use designations for TOP 2050 are the same as those in the Approved Project. Table 3-2, *Land Use Designations in the City of Ontario*, includes the existing land use designations, their density or intensity, and intention.

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Table 3-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Residential		
Rural	0 to 2.0 du/ac	Single-family detached residences, typically in an estate setting.
Low Density ⁴	2.1 to 5.0 du/ac	Single-family detached residences.
Low-Medium Density ⁴	5.1 to 11.0 du/ac	Single/multifamily attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density ⁴	1.1 to 25.0 du/ac ¹	Single/multifamily attached and detached residences, including townhouses, stacked flats, courtyard homes, stacked flats, and small-lot single-family subdivisions.
High Density ⁴	25.1 to 45.0 du/ac	Multifamily dwellings, including stacked flats and midrise and high-rise residential complexes.
Retail/Service		
Neighborhood Commercial ⁴	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
General Commercial ⁴	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Office/Commercial ⁴	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Hospitality ⁴	1.00 FAR	Regional serving tourist-serving, retail, entertainment, and service uses such as convention centers, hotels/motels, and restaurants.
Employment		
Business Park ⁴	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail within a business park setting.
Industrial ⁴	0.55 FAR	Variety of light industrial uses, including warehousing/distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances. If office uses and/or multiple tenant uses are developed on parcels fronting on the Milliken, Haven, and Archibald corridors, a FAR of 0.60 may be used.
Other		
Open Space – Non-recreation ⁴	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Open Space – Parkland ⁴	Not applicable	Recreational facilities, such as tot-lots, parks, golf courses, and sports complexes and joint-use facilities with schools, utilities, and drainage facilities.
Public Facility ⁴	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School ⁴	Not applicable	Public schools (K-12) and universities.

3. Project Description

Table 3-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Airport	Not applicable	Airport, including terminals, parking, service commercial, distribution, hangers, repair, and warehousing.
Landfill	Not applicable	Allows for the use, operation, and reclamation of the Milliken Landfill. If the site is reclaimed, the City will consider a host of uses including a transit station and multimodal transfer station.
Mixed Use		
Mixed Use-Downtown⁴ (MU-Downtown)	25.0 to 75.0 dwelling units per acre 2.0 FAR for retail and office uses	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues.
Mixed Use-Holt Blvd⁴ (MU-Holt)	14.0 to 40.0 dwelling units per acre ² 2.0 FAR for office uses 1.0 FAR for retail uses	This area is envisioned as a low-rise (3-5 stories) intensification of the Holt Corridor. The intent is to create identity and place along the Holt Corridor, connect the corridor to Downtown, and connect the Downtown to the Ontario Airport Metro Center.
Mixed Use-Meredith⁴ (MU-Meredith)	14.0 to 125.0 dwelling units per acre 3.0 FAR for office and retail uses	This area is envisioned as a mixture of mid-rise buildings, regional-serving retail and office centers, and stand-alone high density residential projects.
Mixed Use-Multimodal⁴ (MU-Multimodal)	20.0 to 80.0 dwelling units per acre 1.0 FAR for office and retail uses	The Multimodal Mixed Use Area is under consideration for our future multimodal transit station that links rail, regional, local, and Airport transit. Intensive office, retail, and residential uses are envisioned to be integrated with the transit station, which is expected to be within the area or in close proximity. The transit center is envisioned as an iconic, convenient, and intuitively-designed multimodal transportation center that serves the City of Ontario and the region at-large.
Mixed Use-Inland Empire Corridor⁴ (MU-Inland Empire)	14.0 to 30.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	Located along Inland Empire Boulevard, this area is primarily residential with a retail center at the corner of Inland Empire Boulevard and Archibald. The small amount of remaining vacant land is envisioned for retail uses that relate to the regional park.
Mixed Use-Guasti⁴ (MU-Guasti)	25.0 to 65.0 dwelling units per acre 1.0 FAR for office and retail uses	This site includes the Guasti Winery, which is on the National Register of Historic Places. This area is envisioned as a mixture of high quality office, lodging, retail and residential uses that incorporate the Guasti Winery. More intensive office and commercial uses are envisioned along I-10 while office, commercial, and lodging uses are envisioned in and around the historic structures; the southern portion of the area is being considered as potential site for the multimodal transit center. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Mixed Use-Ontario Center⁴ (MU- Ontario Center)	20.0 to 125.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	This area is one of the most intensive developments in Ontario and is characterized by low-rise (3-5 stories) and mid-rise (5-10 stories), mixed-use buildings, iconic architecture, and regionally significant uses, such as the Toyota Arena, and other cultural and entertainment uses. This area accommodates a vertical and horizontal mixture of entertainment, retail, office, and residential uses in an active, pedestrian oriented atmosphere. In this area, The Haven Corridor is envisioned as an elegant, landscaped boulevard lined multi-story office uses near the I-10 and mixed and residential uses closer to the City's northern boundary along 4th Street. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Mixed Use-Ontario Mills⁴ (MU-Ontario Mills)	25.0 to 85.0 dwelling units per acre 1.5 FAR for office uses	This area will continue to be our regional retail center. We envision intensification of the area to include additional retail and entertainment, office, and multi-family (3-5 story) residential uses. New development is envisioned to

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Table 3-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
	1.0 FAR for retail uses	occur along the interior loop road and the perimeter of the area. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Mixed Use-Rich Haven⁴ (MU-Rich Haven)	14.0 to 50.0 dwelling units per acre 0.7 FAR for office and retail uses Subject to approved Specific Plan	The Rich-Haven Mixed Use Area is within the Rich-Haven Specific Plan. This area is envisioned as a low-rise (3-5 stories), primarily horizontal mixture of retail, office, medical, and residential uses. The greatest level of intensity is envisioned along Ontario Ranch Road and Hamner Avenue.
Mixed Use-Great Park⁴ (MU-Great Park)	14.0 to 65.0 dwelling units per acre ² 1.5 FAR for office uses 1.0 FAR for retail uses	The Great Park Mixed Use Areas are envisioned as the southwestern activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to the Great Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison/Ontario Ranch Road.
Mixed Use-Grove⁴ (MU-Grove)	14.0 to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses Subject to Specific Plan ³	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents.
Mixed Use-Eucalyptus / Chino Airport Overlay⁴ (MU-EU)	25.0 to 45.0 dwelling units per acre (outside of airport safety zone) 2.0 FAR for office and vertically mixed uses 0.60 FAR for business park and retail uses Subject to Specific Plan ³	Envisioned to primarily accommodate employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the park and maintain compatibility with surrounding residential areas. Stand-alone and mixed-use residential is permitted outside of the Chino Airport safety zone, primarily centered on Grove. Business park uses, such as research and development and “clean” industrial are also permitted provided they do not involve the frequent use of trucks (Class 4 or higher) as part of its primary activities.
Mixed Use - Parkside⁴ (MU-PS)	25.0-45.0 dwelling units per acre 1.0 FAR for retail uses Subject to approved Specific Plan	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place and serve the surrounding residents.
Mixed Use Neighborhood Activity Hubs⁴ (MU-NH) 6th and Mountain 4th and Mountain Francis and Euclid Walnut and Euclid Riverside and Euclid	20.0 to 75.0 dwelling units per acre 1.0 FAR for retail and office Subject to Specific Plan ³ <u>Projects located outside of Ontario Ranch will be subject to PUD at City's Discretion</u>	Envisioned as a low-rise (3 to 5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents.

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Table 3-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Overlays		
Business Park Transitional Areas	Per the underlying designation unless a non-residential use is developed in which case the density and use requirements of the Business Park land use designations shall apply.	This area is within existing and future noise and safety impact zones of LA/Ontario International Airport. This overlay allows residential uses to transition to a Business Park land use if an entire block can be recycled to a Business Park use and the block is contiguous to another non-residential block. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.
Industrial Transitional Areas	Per the underlying designation unless a non-residential use is developed in which case the density and use requirements of the Industrial land use designations shall apply.	This area is within existing and future noise and safety impact zones of LA/Ontario International Airport. This overlay allows residential uses to transition to an industrial land use if an entire block can be recycled to an Industrial use and the block is contiguous to another non-residential block. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.
ONT Airport Influence Area	Varies	An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on those uses. Refer to the Airport Land Use Compatibility Plan for Ontario International Airport.
Chino Airport Influence Area	Varies	An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on those Uses. Refer to the Ontario Development Code for Chino Airport land use policies and criteria for development.
Landfill Impact Area	Varies	Lands immediately surrounding the Milliken Landfill may be contaminated or have other landfill-related hazards that may limit allowable uses, as well as site design. Development in this area requires the submission of a detailed environmental analysis.
Plan Required Overlays		
Ontario Airport Metro Center	Per approved individual specific plans	Envisioned as the most intensive area outside of downtown Los Angeles with a vertical and horizontal mixture of regional-serving retail, office, restaurant, entertainment, cultural, and residential uses in low to mid-rise buildings (3-10 stories). See the Ontario Airport Metro Center Area Plan or adopted specific plans for more detail.
Ontario Ranch	Per approved individual specific plans	Envisioned as a mixture of residential neighborhoods integrated with areas of high intensity (3-10 stories) employment, retail, service, entertainment, cultural, and residential uses united by a network of greenways/trails, open spaces, amenities, and infrastructure. All development to be oriented toward or designed to leverage the "Great Park," a linear open space amenity containing active and passive recreational features, gardens, water features, and cultural facilities. Additional direction may be provided through the application of place types and specific plans.
Downtown	Per approved planned unit development (PUD may be waived at City's discretion)	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues. See the Downtown Area Plan for more detail.

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Table 3-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
¹ Parcels designated as MDR within the affordable housing overlay zoning district allow a maximum density of 30 dwelling units per acre if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements of the overlay zone. ² All parcels within the affordable housing overlay zoning district have a minimum density of 20 dwelling units per acre ³ All parcels within the affordable housing overlay zoning district are exempt from the specific plan requirement if there is no existing specific plan and the project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements of the overlay zone. ⁴ Some parcels with this designation may fall within a Place Type, which characterize the vision and urban design intent within a specified area. If any portion of a parcel is within a Place Type boundary, as shown in TOP 2050 Figure CD-01, Place Types in the Community Design Element, that parcel is subject to Goal CD-3 and related policies. Projects must demonstrate that they are consistent with the vision and policy intent for the applicable Place Type as defined in TOP 2050 Exhibits CD-02 – CD-09. Link to Community Design Element Urban, Mixed Use, and Transit-oriented Place Types Section.		

3.4.2.2 LAND USE SUMMARY

Table 3-3, *TOP 2050 Proposed Land Use Summary*, details the projected population, employment, dwelling units, acreage, assumed density/intensity, and nonresidential square footage of development by land use in the City planned for under TOP 2050. Figure 3-5, *Proposed Land Use Plan*, shows the Proposed Project land use map for the City.

Table 3-3 TOP 2050 Proposed Land Use Summary

Proposed TOP Land Use	Acres	Housing Capacity (DU)	Households (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
Residential						
Rural Residential (RR)	529	1,057	1,015	3,863	–	–
Low Density Residential (LDR)	6,509	36,173	34,726	132,167	–	–
Low-Medium Density Residential (MLDR)	889	7,496	7,197	26,363	–	–
Medium Density Residential (MDR) ¹	2,237	45,469	43,650	147,233	–	–
High Density Residential (HDR)	206	5,299	5,087	13,577	–	–
Subtotal	10,370	95,494	91,675	323,203	–	–
Mixed-Use (MU) Subareas						
Downtown	128	2,678	2,571	6,862	1,777,586	3,973
East Holt	65	1,473	1,414	3,773	570,156	475
West Holt	1	33	31	84	12,678	11
Meredith	91	1,815	1,743	4,651	691,939	577
Multi-modal	73	653	627	1,673	2,449,557	5,993
Inland Empire	37	300	288	769	100,455	84
Guasti	86	777	746	1,991	2,012,077	3,848
Ontario Center	186	3,729	3,579	9,553	3,329,507	7,327
Ontario Center-Arena	169	5,076	4,873	13,006	1,621,435	3,417
Ontario Mills	249	3,990	3,830	10,223	3,394,666	3,971
Euclid & Francis	13	190	183	487	220,912	552

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Table 3-3 TOP 2050 Proposed Land Use Summary

Proposed TOP Land Use	Acres	Housing Capacity (DU)	Households (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
Mountain Village	8	137	131	350	136,070	340
Euclid & Walnut	16	369	354	945	142,840	357
Mountain & Fourth	7	251	241	643	75,008	188
Rich-Haven	154	2,389	2,294	6,122	289,088	373
Parkside	3	52	50	132	51,440	129
Eucalyptus ²	105	1,471	1,412	3,769	2,059,760	4,008
Grove ²	36	821	788	2,104	385,285	630
Great Park ²	305	7,470	7,171	19,141	2,789,181	4,930
Euclid & Riverside ²	15	394	378	1,009	130,662	327
Subtotal	1,747	34,068	32,704	87,287	22,240,302	41,510
Service/Employment						
Neighborhood Commercial (NC)	248	—	—	—	3,238,367	8,832
General Commercial (GC)	385	—	—	—	5,033,395	5,605
LDR with GC Overlay		—	—	—	—	—
Office Commercial (OC)	306	—	—	—	9,981,163	27,902
LF Impact Area	4	—	—	—	120,570	337
Hospitality (HOS)	143	—	—	—	6,212,498	8,381
Business Park (BP)	1,060	—	—	—	23,077,537	39,437
LDR with BP Overlay	82	—	—	—	1,788,263	3,495
LMDR with BP Overlay	5	—	—	—	104,964	205
NC with BP Overlay	3	—	—	—	58,171	114
Industrial (IND)	7,539	—	—	—	180,613,131	146,006
LDR with IND Overlay	59	—	—	—	1,424,236	1,183
NC with IND Overlay	1	—	—	—	17,021	14
IND with IND Overlay	1	—	—	—	24,187	20
IND within the LF Area	63	—	—	—	1,518,211	1,261
Subtotal	9,899	—	—	—	233,211,714	242,792
Other						
Open Space – Non-Recreation (OS-NR)	1,197	—	—	—	269,330	241
LF Impact Area	3	—	—	—	—	1
Open Space – Recreation (OS-R)	900	—	—	—	178,224	57
OS-R with IND Overlay ³	13	—	—	—	15,231	—
Open Space-Water (OS-W)	17	—	—	—	—	—
Public Facility (PF)	90	—	—	—	495,688	1,806
Public School (PS)	614	—	—	—	2,675,408	3,102

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Table 3-3 TOP 2050 Proposed Land Use Summary

Proposed TOP Land Use	Acres	Housing Capacity (DU)	Households (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
Airport (ARPT)	1,423	–	–	–	2,401,641	6,400
Landfill (LF)	137	–	–	–	3,264	34
Railroad (RR)	240	–	–	–	978	60
LF Impact Area	10	–	–	–	–	2
Right-of-Way (ROW)	5,364	–	–	–	–	–
Subtotal	10,008	–	–	–	6,039,764	11,703
Total	32,022	129,562	124,380	410,492	261,491,779	296,002

Notes: Totals may not add up to 100 percent due to rounding.

¹ Lower-Income Housing in Medium Density Residential (MDR). The MDR category will allow up to 30 dwelling units per acre (du/ac) (rather than 25 du/ac) if a Proposed Project contains at least 30 percent of units for Lower-Income residents. A change in zoning for specific plan areas where there is no existing specific plan will also be required to allow development up to 30 du/ac without a specific plan if a Proposed Project contains at least 50 percent of units for Lower-Income residents. In these cases, the traditional zoning category consistent with TOP land use designation would regulate development.

² Lower-Income Housing in a Mixed-Use (MU). A change in zoning for specific plan areas where there is no existing specific plan will be required to allow development up to 35 du/ac without a specific plan if a Proposed Project contains at least 50 percent of units for Lower-Income residents. In these cases, High Density Residential (HDR) zoning would regulate development.

³ Existing Park in Industrial Overlay. It is assumed that the existing park in the industrial overlay zone will remain.

3.4.2.3 AREAS OF CHANGE

TOP 2050 is an update to TOP to guide the City’s development and conservation for the next 30 years through 2050. The Proposed Project is a focused effort, with particular emphasis on technical refinements to the Policy Plan to comply with state housing mandates; conform with new state laws related to community health, environmental justice, climate adaption, resiliency, and mobility; bring long-term growth and fiscal projections into alignment with current economic conditions; and advance the Implementation Plan and Tracking and Feedback system. TOP 2050 fulfills the mandatory Regional Housing Needs Assessment (RHNA) obligation. TOP 2050 brings long-term growth and fiscal projections into alignment with current economic conditions as well as property owner and stakeholder requests, to support the vision for Ontario.

Table 3-4, *Buildout Statistical Summary*, provides a statistical summary of the buildout potential of TOP 2050 compared to existing conditions and to the buildout potential under the currently approved TOP. As shown in this table, TOP 2050 would increase population, dwelling units, and nonresidential buildings but would result in a small decrease in employment. The decrease in employment at buildout is largely because of automation in the industrial sector, with large warehousing and logistics buildings expected to create fewer new jobs through 2050 than a similarly sized industrial building was expected to create when the current TOP was adopted in 2010.

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Table 3-4 Comparison of Approved TOP to TOP 2050

Scenario	Units	Population	Nonresidential Square Feet	Employment
Existing 2021 Conditions ¹	52,466	179,597	156,065,382	131,999
Approved TOP	104,163	357,957	260,399,271	313,067
Proposed TOP	129,562	410,492	261,491,779	296,002
Net Difference (Proposed TOP -Approved TOP)	25,399	52,535	1,092,508	-17,065

Note:
¹ See Chapter 4, *Environmental Setting*, for a summary of existing conditions.

Summary of Changes to the Approved Project

Figure 3-6, *Areas of Change*, shows the changes in land use between the approved TOP and TOP 2050 that will be evaluated in this SEIR. TOP 2050 has minor changes in land use and buildout projections throughout the City, but the majority of changes are concentrated in four growth areas and the Ontario Ranch:

- Downtown Growth Area
- West Holt Growth Area
- East Holt Growth Area
- Ontario Airport Metro Center (OAMC)
- Ontario Ranch East
- Ontario Ranch West

Land use changes outside of these growth areas include converting shopping centers to mixed use and increasing residential density in existing residential areas and on religious properties. Changes throughout the City can be grouped into two categories, 1) map changes, and 2) buildout adjustments to account for long-term changes in the economic landscape. Each type of change is described in following sections (see headings “Map Changes” and “Long-Term Market Adjustment for Buildout”). These land use changes are intended to improve growth areas by encouraging the use of alternative forms of transportation and promoting healthier communities through land use planning that encourages walking and biking, promotes vibrant communities, puts residents in proximity to resources (i.e., jobs, grocery stores, retail), and aligns growth with planned infrastructure improvements and regional transportation goals.

Map Changes

TOP 2050 contains several proposed changes to the current TOP land use category assigned to each parcel. TOP 2050 land use categories regulate the types of uses, density, and intensity allowed to develop on a parcel. These types of changes are considered map changes. Examples include changing the land use designation from Commercial Office (CO) to Mixed-Use (MU). Generally, map changes are proposed to align TOP 2050 land uses with market trends and forecasts, respond to property owner and developer requests when they align with the City’s Vision, and ensure the City will meet its RHNA obligation as required by State law. TOP 2050 map changes include:

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- Conversion of areas reserved for strictly commercial and office uses to mixed-use or residential areas that are better positioned to respond to the current and future economic climate and are positioned to help the City to meet its RHNA requirements.
- Intensification of residential uses on key sites that align higher-density housing with regional plans for high-quality transportation routes and help to meet the City's RHNA obligation, and at property owner or developer request when aligned with the City's Vision.
- Changes that were made at property owner or developer request and align with TOP 2050 vision.
- Changes related to projects that are currently in entitlements and are expected to be adopted before or very shortly after the Proposed Project.

Long-Term Market Adjustments for Buildout

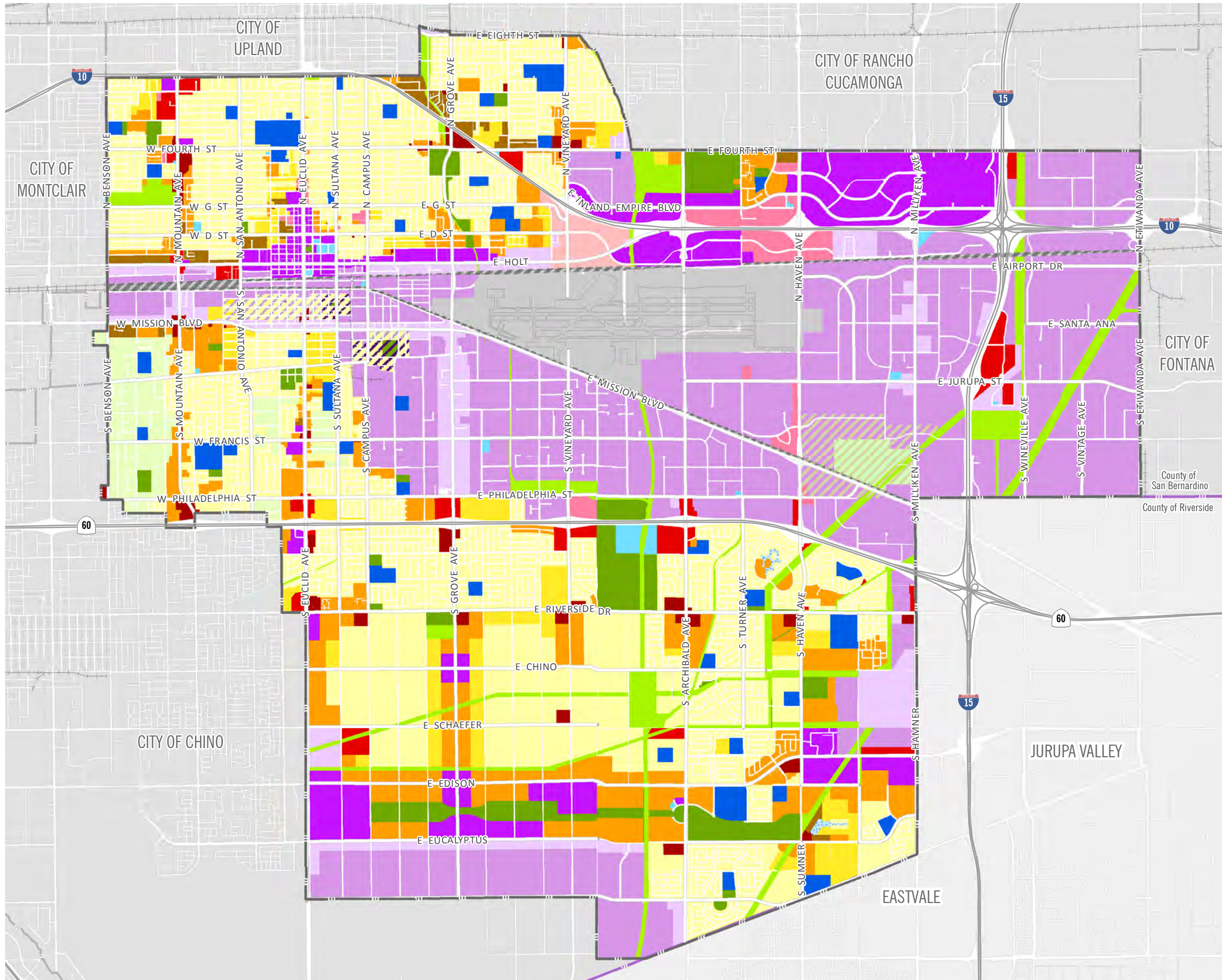
The factors that are used to project growth have also been adjusted to reflect the current understanding of long-term market trends in the types of uses expected to develop in mixed-use areas, and to incorporate current projections in housing occupancy, household size, and the number of different employment types of uses are expected to support.

Changes in the composition of uses projected in the mixed-use areas generally reflect anticipated market trends through 2050, including:


- **Increased residential development.** TOP 2050 projections for the mixed-use areas include a much higher percentage of residential uses than was considered viable under the current TOP. This is informed by current and projected market trends, which show a strong demand for housing, and the City's RHNA allocation, which requires the City to plan for more housing than previously.
- **Reduced office growth.** Top 2050 projections for the mixed-use areas include a much lower percentage of office uses than was considered viable under the current TOP. This is informed by projected market trends, which anticipate a limited demand for new office spaces as companies adapt to a post-COVID-19 climate with continued options to work from home.
- **Small increase in commercial development.** To serve the increased number of housing units and to offset the reduction in office uses, a small increase in commercial uses is projected in the mixed-use areas. This increase is expected to serve the higher number of residential units projected under TOP 2050. In acknowledgment of recent trends in retail, which generally show a shrinking footprint, the ratio of commercial uses to residential uses in the mixed-use areas assumes that fewer square feet of commercial space will be needed to serve the same number of residential units compared to the projections in the current TOP.

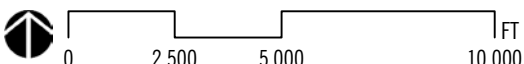
3. PROJECT DESCRIPTION

Figure 3-5
Proposed TOP Land Use



- Ontario City Boundary
- County Boundary
- Rail Network
- Overlay Zones**
- Business Park
- Industrial
- Landfill Impact Area
- Proposed Land Use**
- Residential**
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential
- Mixed-Use**
- MU Mixed Use
- Commercial**
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality
- Employment**
- BP Business Park
- IND Industrial
- Other**
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- PS Public School
- ARPT Airport
- LF Landfill
- Rail


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THE ONTARIO PLAN
 SUPPLEMENTAL EIR

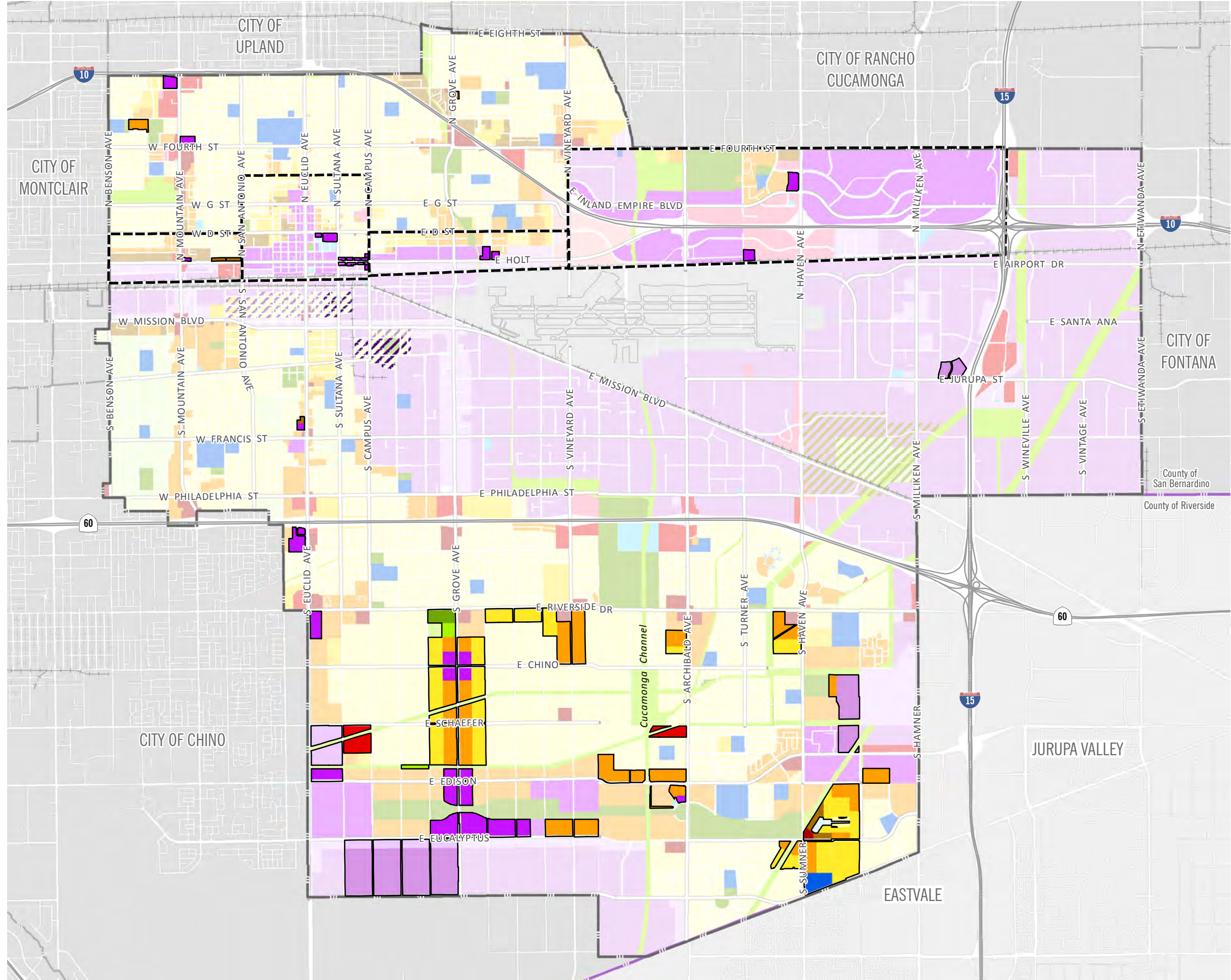

 Source: The City of Ontario 2021 Date: 5/2/2022

3. Project Description

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3. PROJECT DESCRIPTION

Figure 3-6
Areas of Change



- Proposed TOP Areas of Change
- Ontario City Boundary
- Proposed Growth Areas
- County Boundary
- Rail Network
- Overlay Zones**
- Business Park
- Industrial
- Landfill Impact Area
- Proposed Land Use***
- Residential**
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential
- Mixed-Use**
- MU Mixed Use
- Commercial**
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality
- Employment**
- BP Business Park
- IND Industrial
- Other**
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- PS Public School
- ARPT Airport
- LF Landfill
- Rail

*Areas where no land use change is proposed are shown at 70% opacity



3. Project Description

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3. Project Description

Changes in housing and population characteristics include:

- **Residential occupancy rate.** A residential occupancy rate was added to TOP 2050 projections to reflect a healthy housing market in which 4 to 5 percent of all housing units are typically vacant (due to turnover, sales, etc.).
- **Smaller households sizes.** In alignment with regional trends and expected the RHNA outcomes, TOP 2050 assumed smaller household sizes than the current TOP because household sizes have been shrinking across the region. To provide a conservative estimate, the household sizes used to project population estimates in TOP 2050 are based on a 2019 Parks Development Impact Fee study that estimated the average household size for different types of housing products (single-family, high-density apartments, mobile homes, etc.) (Ontario 2019). These estimates were used to derive the expected household size in each proposed land use category. Smaller household sizes are further supported by the City’s strategy for accommodating its RHNA. The RHNA, which required the City to add more than 20,000 housing units in capacity, included the State’s estimate of “pent up” demand for new housing in the City. Therefore, as projected, the development of the additional housing units is expected to reduce housing burdens, like overcrowding, resulting in smaller household sizes throughout the City.

Changes in employment generation rates assumed in TOP 2050 reflect national employment trends and projected changes in how and where people work:

- **Office Jobs.** It is projected that office workers will require fewer square feet per employee because work-from-home options are expected to continue post-COVID. In response to this, companies are expected to gradually reduce their office footprint to allow for more flexible work environments without reducing their workforce.
- **Industrial Jobs.** The types of industrial buildings expected to develop in the City through 2050 are primarily warehousing and logistics operations. These facilities have already begun introducing robotic functionality that reduces the number of new jobs created per square foot of industrial building area.
- **Commercial and Hospitality Jobs.** The number of square feet per employee for these employment sectors was updated to reflect existing trends. To update these metrics, the number of square feet of each type of use in the City was identified using building permit data as of December 2019, and the number of jobs estimated in each employment sector was derived from the U.S. Census Longitudinal Employer-Household Dynamics 2018 data (US Census Bureau 2021). This comparison showed that existing commercial and hospitality uses in the City employ slightly more people per square foot than assumed in the current TOP.

3.4.3 Community Climate Action Plan

TOP 2050 includes an update to the City’s Community Climate Action Plan (CCAP) which was adopted in 2014. The CCAP is a plan to reduce greenhouse gas (GHG) emissions and improve community resilience to hazardous conditions associated with climate change. The update to the CCAP includes updated emissions inventories; updated emissions forecasts; identifies GHG emissions reduction targets to achieve the GHG

3. Project Description

reduction goals of the City of Ontario consistent with Senate Bill 32, Executive Order S-03-05, and substantial progress toward the State’s carbon neutrality goals of Executive Order B-55-18; and measures, that when quantified, achieve the GHG reduction targets for the City. The CCAP is summarized in Section 5.8, *Greenhouse Gas Emissions*, of this Draft SEIR. It should be noted that the measures included in the 2022 update to the CCAP are note substantially different than that of the 2014 CCAP and therefore there is no change in the environmental impacts associated with the CCAP. However, greenhouse gas (GHG) emissions were considered a significant unavoidable impact in the 2010 Certified EIR because the City had not yet adopted a GHG reduction plan to achieve the GHG reduction targets of AB 32. The 2022 update to the CCAP would result in beneficial impacts to GHG emissions and co-benefits for air quality.

3.5 INTENDED USES OF THE EIR

This program SEIR examines the potential environmental impacts of TOP 2050 compared to the current TOP. This SEIR also addresses various actions by the City and others to adopt and implement TOP. It is the intent of the SEIR to evaluate the environmental impacts of the Proposed Project, thereby enabling the City of Ontario, other responsible agencies, and interested parties to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project are in Table 3-5, *Project Approvals Needed*.

Table 3-5 Project Approvals Needed

Lead Agency	Action
City of Ontario City Council	<ul style="list-style-type: none"> • Certification of the SEIR • Adoption of TOP 2050 • Adoption of CCAP • Adoption of the Findings of Fact and Statement of Overriding Considerations • Adoption of the Mitigation Monitoring Program • Adoption of any ordinances, guidelines, programs, actions, or other mechanisms that implement TOP 2050
Responsible Agencies	Action
Ontario International Airport – Inter Agency Collaborative	<ul style="list-style-type: none"> • For local airport-related policies
San Bernardino County Airport Land Use Commission (ALUC) – Chino Airport	<ul style="list-style-type: none"> • For airport-related policies
California Department of Forestry and Fire Protection (CAL FIRE)	<ul style="list-style-type: none"> • Review of the Safety Element for policies in state responsibility areas and very high fire hazard severity zones
California Department of Housing and Community Development	<ul style="list-style-type: none"> • For certification of the Housing Element

3. Project Description

3.6 REFERENCES

Ontario, City of. 2010a. The Ontario Plan. Accessed November 24, 2021. <https://www.ontarioplan.org/>.

———. 2010b, January 27. The Ontario Plan Environmental Impact Report. State Clearinghouse No. 2008101140. <https://www.ontarioplan.org/environmental-impact-report/>.

———. 2019. City of Ontario 2019 Development Impact Cost Calculation Update. Park Land Acquisition and Park Infrastructure Development. Quimby and Mitigation Act Calculation.

US Census Bureau. 2021. LEHD Origin-Destination Employment Statistics Data (2009–2018). Washington, DC: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program. LODES 7.5. <https://lehd.ces.census.gov/data/#lodes>.

3. Project Description

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4. Environmental Setting

4.1 INTRODUCTION

The purpose of this section is to provide, pursuant to provisions of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a “description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, from both a local and a regional perspective.” The environmental setting will provide a set of baseline physical conditions that will serve as a tool from which the lead agency will determine the significance of environmental impacts resulting from the proposed project. In addition, subsections of Chapter 5, *Environmental Analysis*, provide more detailed descriptions of the local environment setting for the environmental topical areas. The extent of the potential physical impacts differs for each environmental topical area. Individual environmental topical sections expand on the cumulative context in which environmental impacts are analyzed.

For many environmental impacts, the setting is contiguous with the boundaries of the City of Ontario. In some environmental topical sections—air quality, biological resources, greenhouse gas (GHG) emissions, and traffic—the setting is based on a larger, more regional context. Section 4.2, *Regional Environmental Setting*, expands on the regional environmental context. Section 4.4, *Assumptions Regarding Cumulative Environmental Impacts*, describes the context for cumulative impacts and how they are determined for the different environmental topics.

4.2 REGIONAL ENVIRONMENTAL SETTING

4.2.1 Regional Location

The City of Ontario is in the southwestern corner of San Bernardino County and surrounded by the cities of Chino and Montclair and unincorporated San Bernardino County to the west; the cities of Upland and Rancho Cucamonga to the north; the city of Fontana and unincorporated San Bernardino County to the east; and the cities of Eastvale and Jurupa Valley to the south; see Figure 3-1, *Regional Location and Vicinity Map*. Regional circulation to and through the City is provided by Interstate 10 (I-10) and State Route 60 (SR-60) east-west, and by I-15 and SR-83 (Euclid Avenue) north-south.

4.2.2 Regional Planning Considerations

Southern California Association of Governments

The Southern California Association of Governments (SCAG) represents Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the

4. Environmental Setting

environment. Advisory policies and programs adopted by SCAG to promote regional objectives are expressed in its Regional Transportation Plan (RTP). SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs such as the Regional Housing Needs Assessment (RHNA) and the RTP.

SCAG 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy

SCAG's Regional Council adopted the 2020–2045 RTP/SCS (Connect SoCal) on September 3rd, 2020. The 2020–2045 RTP/SCS was adopted as part of SCAG's planning obligations. The 2020–2045 RTP/SCS is an important planning document for the region that balances future mobility and housing needs with economic, environmental, and public health goals. The plan charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The 2020–2045 RTP/SCS includes land use policies to guide the region's development, including planning for additional housing and jobs near transit, and planning for changing demand in types of housing. One goal of the 2020–2045 RTP/SCS is to encourage land use and growth patterns that facilitate transit and active transportation (SCAG 2021).

South Coast Air Quality Management District

Ontario is in the South Coast Air Basin (SoCAB), which is under the jurisdiction of the South Coast AQMD. The SoCAB is subject to the California Ambient Air Quality Standards (AAQS) adopted by the California Air Resources Board (CARB) and National AAQS adopted by the United States Environmental Protection Agency (EPA). The SoCAB is designated nonattainment for ozone (O₃) and fine inhalable particulate matter (PM_{2.5}) under the California and National AAQS, nonattainment for lead (Los Angeles County only) under the National AAQS, and nonattainment for coarse inhalable particulate matter (PM₁₀) under the California AAQS (CARB 2021).

South Coast AQMD is responsible for preparing the air quality management plan (AQMP) for the SoCAB in coordination with SCAG to attain the National and California AAQS. In March 2017, South Coast AQMD adopted the 2016 AQMP, which consists of regulatory control measures to reduce stationary and mobile-source emission, incentive-based programs, co-benefits from climate programs, mobile-source strategies, and reductions from federal sources such as aircrafts, locomotives, and ocean-going vessels. Strategies outlined in the 2016 AQMP will be implemented in collaboration with CARB and the EPA. South Coast AQMD will issue an updated AQMP in 2022.

California Air Resources Board

Current State of California guidance and goals for reducing GHG emissions are generally embodied in Executive Order S-03-05, Executive Order B-55-18, Assembly Bill 32 (AB 32), Senate Bill 32 (SB 32), and SB 375. To achieve the emissions reductions of AB 32 and SB 32, CARB prepared the 2017 Climate Change Scoping Plan, which establishes a new emissions limit of 260 million metric tons of CO₂-equivalent emissions for the year 2030, that is, a 40 percent decrease in 1990 levels by 2030 (CARB 2017).

4. Environmental Setting

If the estimated GHG reductions from the known commitments are not realized due to delays in implementation or technology, the post-2020 Cap-and-Trade Program would deliver the additional GHG reductions in the sectors it covers to ensure the 2030 target is achieved. In addition to these statewide strategies, the 2017 Climate Change Scoping Plan also identified local governments as essential partners in achieving the state's long-term GHG reduction goals and identified local actions to reduce GHG emissions. As part of the recommended actions, CARB recommends statewide targets of no more than six metric tons of CO₂-equivalent emissions or less per capita by 2030 and two metric tons or less per capita by 2050 (CARB 2017). CARB will issue an updated Scoping Plan in 2022 to address the state's carbon neutrality target under Executive Order B-55-18.

Santa Ana Regional Water Quality Control Board

Ontario is in the Chino and Cucamonga subregions of the Middle Santa Ana River Watershed. The Santa Ana River originates in the San Bernardino Mountains and flows more than 75 miles southwest to the Pacific Ocean; the river's watershed spans some 2,650 square miles. The primary drainage features in Ontario are lined channels carrying water from streams originating in the San Gabriel Mountains and flowing south to the Santa Ana River. These channels include the Cucamonga Flood Control Channel, Day Creek Channel, Etiwanda Creek Channel, and West Cucamonga Channel.

Under the Porter-Cologne Water Quality Act, that is California's water quality control law, the State Water Resources Control Board has ultimate control over water quality policy and allocation of state water resources. The State Water Board, through its nine Regional Water Quality Control Boards, carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a water quality control plan or basin plan. Ontario is in the Santa Ana River Basin, Region 8.

The Santa Ana Regional Water Quality Control Board administers the local National Pollution Discharge Elimination System (NPDES) permits for local permittees. As a condition of the permit, new developments and significant redevelopments must implement appropriate measures in the water quality management plans. The water quality control plan for the Santa Ana River Basin was last updated in 2019. This basin plan gives direction on the beneficial uses of the state waters in Region 8; describes the water quality that must be maintained to support such uses; and provides programs, projects, and other actions necessary to achieve the standards established in the basin plan (Santa Ana RWQCB 2019).

Chino Basin Watermaster

The City is situated over the Chino Subbasin of the Upper Santa Ana Valley Groundwater Basin. The Chino Basin Watermaster monitors the water quality and supply of the eight major water channels of the Chino Basin: the San Antonio, West Cucamonga, Cucamonga, Deer Creek, Day Creek, San Sevaine, West Fontana, and DeClez channels. The Watermaster initiated a stormwater recharge program in 2003 that could increase the Chino Basin water safe yield by about 12,000 acre-feet per year. Ontario's share of this yield would be 2,489 acre-feet per year. The Watermaster, Inland Empire Utilities Agency (IEUA), Chino Basin Water Conservation District, and San Bernardino County Flood District are working together to monitor this recharge program, which would expand and improve 19 recharge basins supplying the Chino Basin with a greater annual supply of water. This would help the IEUA region reach its goal of being "drought-proof," and it would reduce its

4. Environmental Setting

dependence on imported water. For fiscal years 2018–2019 and 2019–2020, respectively, the stormwater recharge program supplied 12,817 and 9,967 acre-feet to the Chino Basin (CBWM 2019; Wildermuth 2020).

Chino Basin Watermaster 2020 State of the Basin Report

The 2020 State of the Basin Report addresses groundwater supply and demand trends across the Chino Groundwater Basin. The report noted groundwater levels increased by approximately 10 feet in the western portion of Ontario and decreased by between 10 to 30 feet in the eastern portion of the City between 2000 and 2020 and attributed the changes to effective basin management, changes in groundwater flows over time, and increased use of recycled water and alternative water sources throughout the Basin (CBWM 2020).

Regional/Statewide Efforts for Agricultural Preservation

The California Land Conservation Act of 1965, or Williamson Act, allows city or county governments to preserve agricultural land or open space through contracts with landowners. The part of the City south of Riverside Drive, Ontario Ranch, has areas that are under contract through the Williamson Act to preserve agricultural land and prevent the conversion of agriculture land to nonagricultural land uses. Contracts last 10 to 20 years and are automatically renewed unless a notice of nonrenewal is issued by the landowner. Williamson Act contracts were administered by the County of San Bernardino until Ontario Ranch was incorporated into the City in 1999. Once annexed to the City, administration of the contracts became the responsibility of the City of Ontario.

Ontario Agricultural Overlay Zoning District

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 Zoning District has been incorporated into Section 6.01.035.C.1 of the City's Development Code. The Agricultural Overlay Zone requires each specific plan to address the appropriate transition of the area from agricultural uses to urban uses and include provisions for buffering between the proposed uses to protect agricultural and urban uses.

Regional Habitat Conservation Plans and Areas

Delhi Sands Flower-Loving Fly

The Delhi sands flower-loving fly is a federally listed endangered species. By 1997, studies indicated that over 97 percent of the area containing the Colton Dunes soil type (consisting of Delhi soil series) had been converted to agriculture, developed for urban or commercial uses, or otherwise altered. The fly has been observed in northeastern Ontario. (see Figure 5.4-1, *Areas of Potential Occurrence of Sensitive Species*, in Section 5.4, *Biological Resources*).

Critical habitat has not been designated for this species. In 1998, only six sites, totaling less than 45 acres, were known to be occupied, and only one is permanently protected. A recovery plan for the fly was prepared in 1997 and amended in 2019. The former range of the species was divided into three recovery units: Jurupa, Colton, and Ontario. Approximately 60 percent of the Ontario recovery unit, about 21.7 square miles, is in the City.

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According to the recovery plan, there is restorable habitat for the fly along the Southern California Edison right-of way, a shallow wash in southwestern Ontario (West Cucamonga Channel), and a few other locations in the unit. The planned recovery of the fly is partially dependent on the restoration, management, and preservation of such areas.

There is one approved habitat conservation plan in the City. The Oakmont Industrial Group Habitat Conservation Plan was established for the protection of the fly on approximately 19 acres adjacent to the intersection of Greystone Drive and Stanford Avenue near the eastern City boundary (Ontario 2010).

Airport Planning

The State Aeronautics Act of the California Public Utilities Code establishes statewide requirements for airport land use compatibility planning and requires nearly every county to create an airport land use commission or alternative. San Bernardino County opted for an alternative to the commission and delegated responsibility to prepare an airport land use compatibility plan (ALUCP) to each airport jurisdiction.

The Ontario International Airport–Inter Agency Collaborative (ONT-IAC) was formed to implement the policies and criteria of the ALUCP to prevent potential incompatible land uses surrounding the Ontario International Airport (ONT) and minimizing the public’s exposure to excessive noise and safety hazards related to the airport. ONT-IAC is responsible for reviewing proposed major airport and land use actions for consistency with the policies in the ONT ALUCP; preparing written consistency evaluations; and soliciting input and comments from the FAA, Caltrans Division of Aeronautics, pilot groups, and others regarding compatibility planning matters, when necessary (Ontario 2018).

The adopted ALUCP for Chino Airport was approved in 1991 and does not reflect the most recently adopted 2003 Airport Master Plan. Also, the existing Chino Airport Land Use Compatibility Plan does not reflect the 2011 Caltrans Airport Land Use Planning Handbook. Public Utilities Code Section 21670.1(c) that requires local jurisdictions under the “alternative process” to “rely upon” the California Airport Land Use Planning Handbook (Handbook) published by the California Department of Transportation (Caltrans), Division of Aeronautics in October 2011, for preparing Compatibility Plans and to utilize the Handbook’s height, land use, noise, safety, and density criteria. Although the City of Ontario does not have the formal responsibility under the “alternative process” to prepare a compatibility plan for Chino Airport, the City of Ontario has adopted the Chino Airport Overlay Zone that addresses Chino Airport’s impacts on Ontario, consistent with policies and criteria set forth within the California Airport Land Use Planning Handbook (Caltrans 2011).

4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Location and Land Use

The City of Ontario covers approximately 50 square miles and is generally bounded by Benson Avenue and Euclid Avenue on the west; I-10, 8th Street, and 4th Street on the north; Etiwanda Avenue and Hamner Avenue on the east; and Merrill Avenue and the San Bernardino County/Riverside County boundary on the south; see Figure 3-1, *Regional Location and Vicinity Map*. Chino Airport and the California Institution for Men, a state correctional facility, are adjacent to the southwestern boundary of the City. Almost the entire City is developed

4. Environmental Setting

with residential, commercial, industrial, agricultural, airport, institutional/public, and recreational uses. Existing land uses are shown on in Figure 4-1, *Existing Land Uses*. Table 4-1, *Ontario Existing Land Uses*, provides statistics for the current land uses in the City.

Table 4-1 City of Ontario Existing Land Use

Proposed TOP Land Use	Acres	Housing Capacity (DU)	Households (HH)	Population (Pop)	Non-res. Bldg. Capacity Square Feet (Sq. Ft.)	Jobs
Residential						
Rural Residential (RR)	529	933	896	3,405	34,343	9
Low Density Residential (LDR)	6,509	27,043	25,961	98,370	1,259,122	1,092
Low-Medium Density Residential (MLDR)	889	3,765	3,614	12,435	28,150	76
Medium Density Residential (MDR)	2,237	14,077	13,514	43,785	1,005,420	1,893
High Density Residential (HDR)	206	1,979	1,900	6,109	841,982	1,816
Subtotal	10,370	47,797	45,885	164,105	3,169,017	4,887
Mixed-Use (MU) Subareas						
Downtown	128	709	681	2,248	4,142,776	4,247
East Holt	65	286	275	900	173,796	144
West Holt	1	–	–	–	26,482	22
Meredith	91	734	705	2,317	100,188	83
Multimodal	73	–	–	–	425,236	213
Inland Empire	37	294	282	1,037	44,358	37
Guasti	86	–	–	–	176,253	628
Ontario Center	186	–	–	–	2,502,536	5,592
Ontario Center-Arena	169	769	738	2,360	797,022	664
Ontario Mills	249	–	–	–	2,934,257	2,844
Euclid & Francis	13	–	–	–	295,064	501
Mountain Village	8	–	–	–	84,345	70
Euclid & Walnut	16	16	15	58	128,376	107
Mountain & Fourth	7	–	–	–	332,948	832
Rich-Haven	154	28	27	87	–	13
Parkside	3	–	–	–	–	0
Eucalyptus	105	2	2	7	66,060	16
Grove	36	3	3	11	0	4
Great Park	305	10	10	37	120,171	51
Euclid & Riverside	15	–	–	–	–	2
Subtotal	1,748	2,851	2,737	9,062	12,349,868	16,073

4. Environmental Setting

Table 4-1 City of Ontario Existing Land Use

Proposed TOP Land Use	Acres	Housing Capacity (DU)	Households (HH)	Population (Pop)	Non-res. Bldg. Capacity Square Feet (Sq. Ft.)	Jobs
Employment						
Neighborhood Commercial (NC)	248	25	24	89	1,712,739	4,158
General Commercial (GC)	385	40	38	133	3,007,040	2,802
Office Commercial (OC)	306	93	89	298	7,867,699	27,204
LF Impact Area	4	—	—	—	30,224	98
Hospitality (HOS)	143	—	—	—	2,453,110	6,384
Business Park (BP)	1,060	170	163	614	10,401,719	5,913
LDR with BP Overlay	82	741	711	2,638	3,132	4
LMDR with BP Overlay	5	56	54	199	—	—
NC with BP Overlay	3	11	11	40	16,234	49
Industrial (IND)	7,539	281	270	984	108,357,096	54,275
LDR with IND Overlay	59	396	380	1,416	27,518	45
NC with IND Overlay	1	—	—	—	11,923	21
IND with IND Overlay	1	—	—	—	15,738	8
IND within the LF Area	63	—	—	—	1,410,132	704
Subtotal	9,897	1,813	1,740	6,412	135,314,304	101,664
Other						
Open Space – Non-recreation (OS-NR)	1,197	—	—	—	269,330	241
LF Impact Area	3	—	—	—	—	1
Open Space – Recreation (OS-R)	900	5	5	18	178,224	57
OS-R with IND Overlay	13	—	—	—	15,231	—
Open Space-Water (OS-W)	17	—	—	—	—	1
Public Facility (PF)	90	—	—	—	495,688	1,806
Public School (PS)	614	—	—	—	2,675,408	3,102
Airport (ARPT)	1,423	—	—	—	1,522,415	4,057
Landfill (LF)	137	—	—	—	3,264	34
Railroad (RR)	240	—	—	—	978	60
LF Impact Area	10	—	—	—	—	2
Right-of-Way (ROW)	5,364	—	—	—	71,655	12
Subtotal	10,007	5	5	18	5,232,193	9,374
TOTAL	32,022	52,466	50,367	179,597	156,065,382	131,999

Notes: Totals may not add up to 100 percent due to rounding.

4. Environmental Setting

4.3.2 Land Use Designations

Section 3.2.1, *The Ontario Plan (Approved Project)*, and Figure 3-4, *Current Land Use Plan Map*, show the existing land uses in the City.

4.3.3 Public Services and Utilities

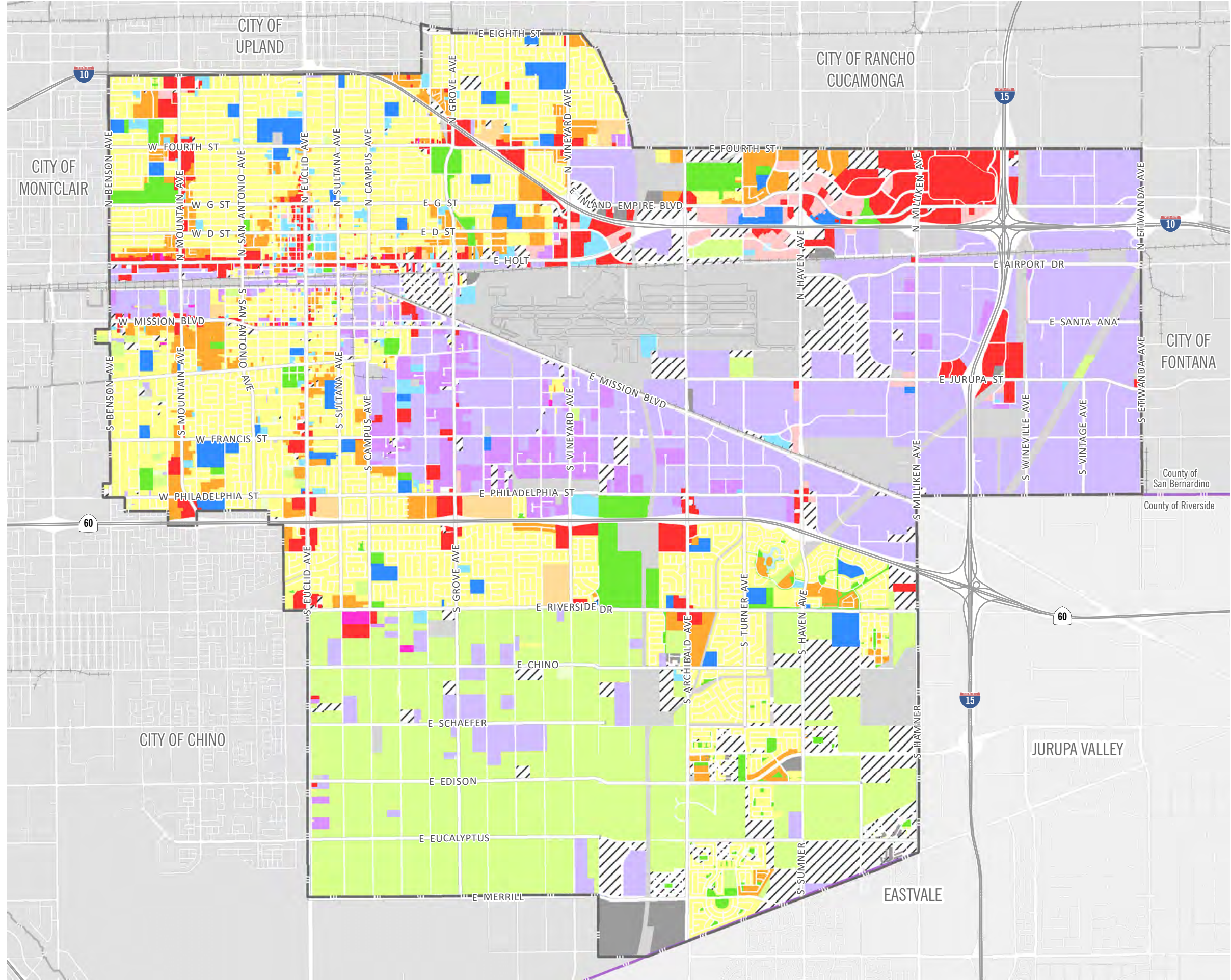
Public services and utilities are provided in the City of Ontario by the providers listed in Table 4-2, *Public Service and Utility Providers*. Additional information describing the existing provision of services and utilities is in Sections 5.15, *Public Services*, and 5.19, *Utilities and Service Systems*.

Table 4-2 Public Service and Utility Providers

Public Services	
Police	City of Ontario Police Department San Bernardino County Sheriff's Department
Fire Protection and Emergency Medical Services	City of Ontario Fire Department San Bernardino County Fire Department California Department of Forestry and Fire Protection (CAL FIRE) United States Forest Service (USFS)
Public Schools	Chaffey Joint Union High School District Jurupa Unified School District Ontario-Montclair School District Mountain View School District Chaffey Community College District
Library	Lewis Family Branch Library Ovitt Family Community Library
Utilities and Infrastructure	
Water	Chino Basin Desalter Authority Chino Basin Watermaster Inland Empire Utilities Agency Metropolitan Water District of Southern California San Antonio Water Company Water Facilities Authority West End Consolidated Water Company
Wastewater Treatment	City of Ontario Municipal Utilities Company
Regional Flood Control	San Bernardino County Flood Control District
Solid Waste Collection	City of Ontario Integrated Waste Department
Solid Waste Disposal (Landfills)	City of Ontario Integrated Waste Department
Electricity	Southern California Edison
Natural Gas	Southern California Gas Company

ENVIRONMENTAL SETTING

Figure 4-1
Existing Land Use



- Ontario City Boundary
- County Boundary
- Rail Network
- Existing Land Use**
- Agriculture
- Rural Residential
- Single Family Residential
- Multi-Family Residential
- Mixed Residential
- Mobile Homes and Trailer Parks
- Mixed Residential and Commercial
- General Office
- Commercial and Services
- Education
- Facilities
- Industrial
- Mixed Commercial and Industrial
- Open Space and Recreation
- Transportation, Communication, or Utility
- Under Construction
- Vacant
- Water

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THE ONTARIO PLAN
SUPPLEMENTAL EIR

Source: The City of Ontario 2021 Date: 3/5/2022

4. Environmental Setting

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4. Environmental Setting

4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15355 of the CEQA Guidelines defines cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Cumulative impacts are the change caused by the incremental impact of an individual project compounded with the incremental impacts from closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed when the project’s incremental effect is considerable. It further states that this discussion of cumulative impacts shall reflect the severity of the impacts and the likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The CEQA Guidelines (Section 15130 [b][1]) state that the information utilized in an analysis of cumulative impacts should come from one of two sources:

- 1) A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.
- 2) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

The cumulative impact analysis contained in this SEIR uses method No. 2. Consistent with Section 15130(b)(1)(B) of the CEQA Guidelines, this SEIR analyzes the environmental impacts of development in accordance with TOP 2050’s land use plan and addresses the cumulative impacts of development in Ontario and the larger Inland Empire region, as appropriate. In most cases, the potential for cumulative impacts is contiguous with the City boundary, since the City is the service provider for various services and public utilities. The San Bernardino Traffic Analysis Model (SBTAM) was utilized to estimate vehicle miles traveled (VMT) for the Proposed Project. Therefore, potential cumulative impacts related to traffic, air quality, and noise, which have the potential for impacts beyond the City boundary, have been addressed using the SBTAM, which accounts for growth in the region. Please refer to Section 5 of this SEIR for a discussion of the cumulative impacts associated with development and growth in the City and region.

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5. Environmental Analysis

Chapter 5 examines the environmental setting of the Proposed Project analyzes its effects and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts. This chapter has a separate section for each environmental issue area. This scope was determined based on public and agency comments received during the Notice of Preparation (NOP) comment period from July 20 through August 19, 2021, and during the Scoping Meeting held on August 19, 2021 (see Appendix A). Environmental issues and their corresponding sections are:

- 5.1 Aesthetics
- 5.2 Agriculture and Forestry Resources
- 5.3 Air Quality
- 5.4 Biological Resources
- 5.5 Cultural Resources
- 5.6 Energy
- 5.7 Geology and Soils
- 5.8 Greenhouse Gas Emissions
- 5.9 Hazards and Hazardous Materials
- 5.10 Hydrology and Water Quality
- 5.11 Land Use and Planning
- 5.12 Mineral Resources
- 5.13 Noise
- 5.14 Population and Housing
- 5.15 Public Services
- 5.16 Recreation
- 5.17 Transportation
- 5.18 Tribal Cultural Resources
- 5.19 Utilities and Service Systems
- 5.20 Wildfire

Sections 5.1 through 5.20 provide a detailed discussion of the environmental setting, impacts associated with the Proposed Project compared to that of the Approved Project, and mitigation measures designed to reduce significant impacts where required and when feasible. The residual impacts following the implementation of any mitigation measure are also discussed.

Organization of Environmental Analysis

To assist the reader with comparing information between environmental issues, each section is organized under ten major headings:

- Environmental Setting
- Thresholds of Significance
- Environmental Impacts
- Cumulative Impacts
- Relevant New and Modified TOP Policies
- Level of Significance Before Mitigation

5. Environmental Analysis

- Mitigation Measures
- Level of Significance After Mitigation
- References

In addition, Chapter 1, *Executive Summary*, has a table that summarizes all impacts by environmental issue.

Terminology Used in This Draft SEIR

The level of significance is identified for each impact in this SEIR. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines:

- **No impact.** The project would not change the environment.
- **Less than significant.** The project would not cause any substantial, adverse change in the environment.
- **Less than significant with mitigation incorporated.** The EIR includes mitigation measures that avoid substantial adverse impacts on the environment.
- **Significant and unavoidable.** The project would cause a substantial adverse effect on the environment, and no feasible mitigation measures are available to reduce the impact to a less than significant level.

5. Environmental Analysis

5.1 AESTHETICS

This section of the Draft Supplemental Environmental Impact Report (SEIR) discusses the potential impacts to the visual character of the City of Ontario from implementation of TOP 2050 (Proposed Project) compared to the current TOP (Approved Project). This section includes a discussion of the qualitative aesthetic characteristics of the existing environment that would potentially be altered by the project's implementation and the consistency of the project with established relevant policies. Cumulative impacts related to aesthetics would be contiguous with the city boundaries.

5.1.1 Environmental Setting

5.1.1.1 REGULATORY BACKGROUND

State Laws

Caltrans Scenic Highway Program

In 1963, California's Scenic Highway Program was created to preserve and protect the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The state laws governing this program are in the Streets and Highways Code, Sections 260 to 2684, and Caltrans oversees the program. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Suitability for designation as a State Scenic Highway is based on the following criteria described in Caltrans's Guidelines for Official Designation of Scenic Highways (Caltrans 2008):

- The State or county highway consists of a scenic corridor that is comprised of a memorable landscape that showcases the natural scenic beauty or agriculture of California; “vividness” is used to assess visual quality, and is the extent to which the landscape is memorable. This is associated with the distinctiveness, diversity and contrast of visual elements. A vivid landscape makes an immediate and lasting impression on the viewer.
- Existing visual intrusions do not significantly impact the scenic corridor; this is based on intactness (the integrity of visual order in the landscape and the extent to which the natural landscape is free from visual intrusions) and unity (the extent to which visual intrusions are sensitive to and in visual harmony with the natural landscape).
- Demonstration of strong local support for the proposed scenic highway designation.
- The length of the proposed scenic highway is not less than a mile and is not segmented.

Local Laws

City of Ontario Municipal Code

The Ontario Municipal Code contains regulations regarding historical preservation and general design guidelines that address the aesthetic aspects of residential, commercial, and industrial development:

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- **Development Code, Chapter 5, Zoning and Land Use**, contains general development requirements and exceptions, standards related to development density, screening and setback requirements, signage, street lighting and tree planting, landscape and design, conformity with district regulations, mixed-use requirements, fences and walls, grading, height limitations, and lighting.
- **Development Code, Chapter 6, Development and Subdivision Regulations**, contains regulations for walls, fences, landscaping, public art, and property appearance. Generally, lighting shall be such as to provide general security while minimizing adverse impacts of light spillover.
- **Development Code, Chapter 7, Historic Preservation**, contains standards to safeguard the character and history of the City reflected in its unique culturally, historically, and architecturally significant structures and heritage; encourage the adaptive reuse of historic resources and enhance, perpetuate, and preserve architecturally and historically significant structures; and recognize historic resources and protect areas of historic structures from encroachment of incompatible designs.

Downtown Design Guidelines

The Downtown Ontario Design Guidelines address architectural, graphic, and lighting design principles for development in the Downtown area. These guidelines are an adjunct to the City of Ontario's Development Code. The zoning requirements in the Development Code set out precise rules that must be followed throughout the City.

5.1.1.2 EXISTING CONDITIONS

Visual Character

From a regional perspective, Ontario is in a highly developed, urban/suburban area. Developed land uses (residential, commercial, industrial, agricultural, recreational, public, institutional, airport, and utility and transportation easements) are located throughout the City. The northern half of the City, known as the Original Model Colony (OMC), north of Riverside Drive, is a developed urbanized area. Undeveloped areas in the OMC are small, scattered, vacant parcels. The Ontario Ranch, south of Riverside Drive, has historically been relatively flat and open, containing dairies, poultry farms, and row crops; however, the Ontario Ranch is rapidly suburbanizing. Figure 3.4, *Place Types*, in Chapter 3, *Project Description*, shows the mixed-use neighborhoods in Ontario.

Visually, Ontario is a linear city with predominantly right-angle streets. The northern portion of the City is highly developed, urban/suburban, with a wide array of residential densities. The northwest portion of the City contains older, maturing residential developments, and the northeast and eastern portion is dominated by planned industrial uses with commercial uses for support. The established neighborhoods are characterized by a mixture of traditional single-family residential uses with commercial land uses located along major corridors, and newer planned developments with subdivisions.

Bisecting the City from north to south is I-15, and I-10 and SR-60 traverse east to west. Also traversing the City from north to south is Ontario's most visually important arterial, Euclid Avenue, which reflects the City's

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historic past, extending to the historic homes and historically significant buildings in the downtown district of the City (Ontario 2010).

Landform

The City of Ontario is in the southwestern corner of San Bernardino County, south of the San Gabriel Mountains, in the upper Santa Ana Valley. The City is situated on a broad alluvial fan that extends from the southern flank of the San Gabriel Mountains and dips gradually southward to the confluence of San Antonio Channel, Cucamonga Channel/Mill Creek, and the Santa Ana River at the Prado Dam Flood Control Basin in Riverside County. Elevation ranges from 1,150 feet above mean sea level in the northwest portion to 650 feet above mean sea level in the south-central portion of the City (Ontario 2010).

Recent (quaternary) alluvium underlies the entire valley. The western portion of the City is underlain by young alluvial-fan deposits. The eastern portion is primarily underlain by young eolian (wind driven) deposits with small areas of young alluvial-fan deposits, artificial fill, and young alluvial-valley deposits. The City is bisected by very young alluvial fan and very young wash deposits associated with the Cucamonga Creek Channel (Ontario 2010).

Natural Features

Biological resources have been largely removed or modified throughout the City. The northern half of the City is developed and urbanized with a few vacant parcels. Native habitats and vegetation communities are virtually absent throughout the northern portion of Ontario. Turf, weeds, nonnative grasses, and nonnative trees and plants are present throughout developed areas of the City. The southern half of the City has historically been agriculture and rural but is rapidly suburbanizing. The area had been extensively altered from natural conditions to primarily agricultural use. The area supports ruderal vegetation, including nonnative grasses and forbs (Ontario 2010).

The dominant scenic resource in Ontario is the San Gabriel Mountain range to the north, visible from the Upper Santa Ana River. Other prominent scenic resources are the Jurupa Mountains and the San Bernardino Mountains to the east, the Santa Ana Mountains to the south, and the Chino Hills to the southwest.

Scenic Vistas and Corridors

The City is served by three freeways: I-10, I-15, and SR-60. I-10 and SR-60 traverse the northern and central portion of the City, respectively, in an east-west direction. I-15 traverses the northeastern portion of the City in a north-south direction. These segments are not officially designated scenic highways by Caltrans, and there are no officially designated scenic highways in Ontario (Caltrans 2018); however, the Euclid Corridor and the Mission Boulevard Corridor are the primary scenic corridors in Ontario. Euclid is a grand boulevard with a wide landscaped median along its length. The median is used for public activities and civic events, such as festivals and music concerts. Visually, Euclid Avenue is the most defining corridor in the City. Mission Boulevard has a wide landscaped median and runs east-west immediately south of Ontario International Airport.

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The City's physical setting lends opportunities for many views of the community and surrounding natural features, including panoramic views of the San Bernardino and San Gabriel Mountains and stretches of open space and undeveloped land south of Riverside Drive. Scenic vistas can be viewed from an extensive system of formal and informal trails that afford recreational, commercial, and scenic opportunities for the community. The majority of planned trails are throughout the Ontario Ranch. Current trails in urbanized portions of the City are limited to flood control channels and other informal trails.

5.1.2 Thresholds of Significance

Appendix G of the CEQA Guidelines states that, "except as provided in Public Resources Code Section 21099," a project would normally have a significant effect on the environment if the project would:

- AE-1 Have a substantial adverse effect on a scenic vista.
- AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- AE-3 In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.
- AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

5.1.3 Environmental Impacts

5.1.3.1 2010 CERTIFIED EIR

The 2010 Certified EIR concluded that adoption of the Approved Project would not result in significant aesthetic impacts. Visual disturbances caused by the Approved Project would include impacts from development built pursuant to the Approved Project by altering visual appearance from rural agriculture to low- and low-medium density residential land uses and to office/industrial mixed-use in some parts of the City, in addition to creating new sources of light and glare. The Approved Project would be subject to its Community Design Element and the City's Development Code, which would ensure that aesthetic impacts of the Approved Project were less than significant.

5.1.3.2 PROPOSED PROJECT

The following impact analysis addresses thresholds of significance for aesthetics under the Proposed Project.

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Impact 5.1-1: Implementation of TOP 2050 would not substantially alter scenic vistas in Ontario. [Threshold AE-1]

Scenic vistas generally provide visual access or panoramic views to a large geographic area. Panoramic views are usually associated with vantage points over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of scenic or panoramic views might include an urban skyline, valley, mountain range, large open space, the ocean, or other bodies of water. As described in Section 5.1.1.2, *Existing Conditions*, the San Gabriel Mountains are the most prominent scenic vista in or around Ontario.

The 2010 Certified EIR concluded that the Approved Project would not substantially alter scenic vistas in the City, as proposed growth is primarily concentrated in undeveloped areas interspersed in existing residential areas. Land use change as a result of new development under the Approved Project would alter the visual appearance of the Ontario Ranch from rural agriculture to low and low-medium density residential land uses and office/industrial mixed uses. However, the scale and design of the City would not deter views of the San Gabriel Mountains, which are the dominant scenic resource in the City of Ontario. Regulations such as the City's Municipal Code and policies as part of the Approved Project would ensure that increased development would not impact scenic vistas. Additionally, development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level.

The Proposed Project would increase the number of housing units and population in comparison to the Approved Project, as shown in Table 3-4, *Comparison of Approved TOP to TOP 2050*, in Chapter 3, *Project Description*. TOP 2050 has minor changes in land use and buildout projections throughout the City, and the majority of changes are concentrated in four growth areas and the Ontario Ranch. Increased development under TOP 2050 would occur within the city limits and already urbanized areas of the City. As described in Chapter 3, *Project Description*, these land use changes are intended to improve growth areas by encouraging the use of alternative forms of transportation, promoting healthier communities through land use planning that encourages walking and biking, promoting vibrant communities, putting residents in proximity to resources (i.e., jobs, grocery stores, retail), and aligning growth with planned infrastructure improvements and regional transportation goals. In addition, Policy CD-1.5 would ensure that major north-south streets would be designed and redeveloped to feature views of the San Gabriel Mountains.

Accordingly, the Proposed Project would not result in significant impacts to scenic views in comparison with the Approved Project. Similarly, the scale and design of the City under TOP 2050 would not deter views of the San Gabriel Mountains. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.1-2: Implementation of TOP 2050 would not alter scenic resources within a State scenic highway. [Threshold AE-2]

As described in Section 5.1.1.2, *Existing Conditions*, the Euclid Corridor and the Mission Boulevard Corridor are the primary scenic corridors in Ontario. These are not State-designated scenic highways, and Ontario does not

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have any State scenic highways through or in the vicinity of the City. The closest designated State scenic highway is a portion of State Route 142 in Chino Hills, approximately five miles west of the Ontario city limit. As such, the Proposed Project would have no impact on State scenic highways.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: No Impact.

Impact 5.1-3: Implementation of TOP 2050 would not conflict with zoning or other regulations governing scenic quality. [Threshold AE-3]

The 2010 Certified EIR concluded that while buildout in accordance with the Approved Project would alter the visual appearance of the City, it would not substantially degrade the existing visual character or quality of the site and its surroundings.

An “urbanized area,” as defined by CEQA Section 21071, is an incorporated city that either has a population of at least 100,000 persons, or if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons. As described in Chapter 3, *Project Description*, of the Draft EIR, the population of Ontario was approximately 179,597 as of 2021 (see also Table 4-1). Therefore, this impact analysis addresses whether, for an urbanized area, the Proposed Project would conflict with zoning or other regulations governing scenic quality.

TOP is also the primary planning document for the City of Ontario. As described in Chapter 3, *Project Description*, the Proposed Project is a focused effort intended to comply with State housing mandates; conform with new State laws on community health, environmental justice, climate adaptation, resiliency, and mobility; bring long-term growth and fiscal projections into alignment with current economic conditions; and advance the Implementation Plan and Tracking and Feedback system. The majority of updates created through the Proposed Project weave refinements throughout the existing structure of the Policy Plan.

TOP 2050 includes goals and policies to ensure that new development would be compatible with the existing community (Policy LU-2.6) and would be of quality design (Policies CD-2.1 through CD-2.9). Additionally, the Community Design Element includes policies to ensure that the urban environment is appealing (Policies CD-3.2, CD-3.3, and CD-3.5) and to preserve the historic neighborhood character (Policy CD-4.2). Adherence to the Land Use Element and Community Design Element policies described above would reduce visual impacts.

Additionally, future development under the Proposed Project would still be required to adhere to the City’s Development Code, which, as described in Section 5.1.1.1, *Regulatory Background*, includes general development requirements for development density, screening and setback, signing, landscaping, lighting, height limitations, and other aspects related to the aesthetic of the City. Finally, as described in Chapter 1, *Development Code Enactment and General Provisions*, of the City’s Development Code, the Development Code is enacted to assist implementation of planning, zoning, development, subdivision, and environmental laws and the TOP and to achieve the proper arrangement of land uses envisioned in the TOP (Ontario 2020). Because it is the

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overriding planning document for the City, and because it is intended to improve consistency with existing regulations and conditions, the Proposed Project, as TOP 2050, would not have a significant impact with respect to being inconsistent with policies or regulations governing scenic quality. As such, the Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.1-4: Buildout of the Proposed Project would generate additional light and glare, which would be minimized through adherence to the City of Ontario Development Code. [Threshold AE-4]

The 2010 Certified EIR concluded that development the Approved Project would result in new sources of light or glare but with adherence to the design standards of the City of Ontario Development Code, impacts were less than significant.

New development would generate new sources of light and glare through increased urbanization and densification of the city, affecting day or nighttime views. Sources of light include nighttime street and building illumination, security lighting, nighttime traffic, and lighting associated with construction activities. Lighting introduced to undeveloped and open space areas has the potential to impact visual quality of the nighttime sky.

Like the Approved Project, TOP 2050 would result in additional sources of light or glare, especially in the Ontario Ranch area. However, the City of Ontario Development Code contains standards addressing lighting through its design policies. Adherence to the design standards of the City of Ontario Development Code would ensure that light and glare from new developments would be minimized and that significant impacts would not occur. Compared to the Approved Project, the Proposed Project does not introduce substantial new sources of light and glare, and impacts would be less than significant. Therefore, the Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

5.1.4 Cumulative Impacts

Cumulative impacts related to aesthetics would be contiguous with the city boundaries. Cumulative projects in Ontario would have the potential to result in a cumulative impact to aesthetic resources if, in combination, they would result in the removal or substantial adverse change of one or more features that contribute to the valued visual character or image of a neighborhood, community, State scenic highway, or localized area, such as a designated landmark, historic resource, trees, or rock outcropping.

Scenic Vistas and Scenic Resources

Growth within the City of Ontario could affect scenic vistas and specific scenic resources. However, because growth allowed under the Proposed Project would be subject to goals, policies, and regulations that reduce impacts of the TOP 2050 on scenic resources to a less than significant level, the Proposed Project's contribution to impacts would not be cumulatively considerable. Cumulative impacts of TOP 2050 related to scenic vistas and scenic resources are therefore considered less than significant.

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Visual Character and Quality

Growth anticipated in Ontario would fundamentally alter visual character and quality in some areas of the City, including Ontario Ranch. However, because development allowed under the Proposed Project would be subject to goals, policies, and regulations that reduce impacts of TOP 2050 on visual resources and character to a less than significant level, the Proposed Project's contribution to cumulative impacts would not be cumulatively considerable. Cumulative impacts of the Proposed Project related to visual character and quality are therefore considered less than significant.

Light and Glare

The construction and operation of cumulative projects located in Ontario would have the potential to result in new sources of light and glare from new development and redevelopment that requires night lighting—such as security lighting in commercial areas—or is constructed with materials that would result in glare, such as expanses of glass on office buildings. Impacts from glare are generally localized and not cumulative in nature; therefore, a significant cumulative impact related to glare would not occur. Additionally, because development allowed under the Proposed Project would be subject to the Development Code, which contains standards addressing lighting, and would reduce impacts of TOP 2050 related to light and glare to a less than significant level, the Proposed Project's contribution to cumulative impacts would not be cumulatively considerable.

5.1.5 Relevant New and Modified General Plan Policies

As described above, TOP 2050 includes the following policies relevant to aesthetics: LU-2.6, CD-1.5, and CD-2.7. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. Modified TOP 2050 policies relevant to aesthetics impacts are summarized below:

- **LU-2.7: Inter-jurisdictional Coordination.** We maintain an ongoing liaison with ~~HEUA, LAWA, ONT,~~ Caltrans, Public Utilities Commission, the railroads, and other agencies to help minimize impacts and improve the operations and aesthetics of their facilities.
- **CD-2.1: Quality Building Design and Architecture.** We encourage all development projects to convey visual interest and character through: 1) ~~b~~Building volume, massing, and height to provide context-appropriate scale and proportion; 2) ~~a~~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 3) ~~e~~Exterior building materials that are ~~visually interesting~~ articulated, high quality, durable, and appropriate for the architectural style.
- **CD-2.2: Neighborhood Design.** We create distinct residential neighborhoods that ~~are functional, have~~ promote a sense of community and identify by, ~~emphasizing~~ access, connectivity, livability, and social interaction, ~~and are uniquely identifiable places~~ through such elements as: 1. ~~a~~A pattern of smaller, walkable blocks that promote ~~access, activity, and safety, and access to nearby amenities and services~~; 2. ~~v~~Variable ~~block setbacks and~~ lot configurations to accommodate a diversity of housing types; 3. ~~t~~Traffic calming measures to slow traffic and promote walkability while maintaining acceptable ~~fire protection and~~

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traffic flows and emergency evacuation access; 4. ~~F~~Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the “outdoor living room”), as appropriate; and 5. Landscaped parkways, with sidewalks separated from the curb and designed to maximize safety, comfort, and aesthetics for all users.

- **CD-2.3: Commercial Centers Areas.** We desire commercial areas and centers to be distinctive, pedestrian friendly, functional and vibrant with a range of businesses, places to gather, and connectivity to the neighborhoods they serve.
- **CD-2.4: ~~Urban, Mixed Use, Urban Office and Transit-Oriented Serving~~ Areas.** We establish Place Types to require mixed use, urban, ~~office and transit-oriented serving~~ areas to be designed and developed as pedestrian oriented “villages” areas that are integrated with adjacent neighborhoods and promote a vibrant, comfortable, and functional environment, as defined for each Place Type.
- **CD-2.5: 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.
- **CD-2.6: Connectivity.** We promote development of local street patterns, ~~and pedestrian multimodal networks, and connected public spaces~~ that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent “islands” through the following means: 1) Local street ~~patterns networks~~ that provide access both between subdivisions and within neighborhoods and discourage through traffic; 2) 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 to provide adequate emergency and evacuation access; and 3) Pedestrian and bicycle networks that provide convenient access to neighborhoods, centers, public and nearby destinations such as 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 other public spaces, commercial areas, and transit stops.
- **CD-2.8: 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 maintaining~~ visibility and accessibility, and ~~use of~~ using lighting.
- **CD-2.9: Landscape Design.** We encourage durable, sustainable, and drought-tolerant landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.
- **CD-3.12: ~~Design Comfortable, Human-Scale Public Realm~~.** We require that ~~pedestrian, vehicular, bicycle and equestrian circulation~~ public spaces, including streets, parks, and plazas on both public and

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private property ~~be coordinated and~~ designed to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.

- **CD-3.23: Connectivity Between Streets, Sidewalks, Walkways and Plazas Complete and Connected Network.** We require ~~landscaping and paving be used to optimize visual connectivity between streets, sidewalks, walkways and plazas for pedestrians~~ that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.
- **CD-3.45: ~~Ground Floor Usage of Commercial Buildings~~ Active Frontages.** We create lively pedestrian streetscapes by requiring ~~the location of uses, such as shopping, galleries, restaurants, etc., primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).~~
- **CD-4.2: 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.

5.1.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements, the following impacts would be less than significant: 5.1-1, 5.1-2, 5.1-3, and 5.1-4.

5.1.7 Mitigation Measures

5.1.7.1 MITIGATION MEASURES FROM THE 2010 CERTIFIED EIR

The 2010 Certified EIR did not identify significant aesthetic impacts and therefore no mitigation measures were identified in the 2010 Certified EIR.

5.1.7.2 NEW MITIGATION MEASURES

Impacts are less than significant and mitigation measures are not required.

5.1.8 Level of Significance After Mitigation

No mitigation measures are required, and impacts would be less than significant.

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5.1.9 References

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5.2 AGRICULTURE AND FORESTRY RESOURCES

This section of the Draft Supplemental Environmental Report (SEIR) discusses the potential impacts from the loss of agricultural resources associated with TOP 2050 (Proposed Project) compared to the current TOP (Approved Project).

5.2.1 Environmental Setting

5.2.1.1 REGULATORY BACKGROUND

State Laws

California General Plan Law

The California Government Code (Section 65302(d)) requires the general plan to include an open space and conservation element for the conservation, development, and utilization of natural resources—including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The conservation element must consider the effect of development on natural resources that are on public lands.

In October 2017, the state legislature passed SB 732, which authorizes a city to develop an agricultural land component of the open space element or a separate agricultural element in its general plan. For local governments that choose this option, the bill authorizes the Department of Conservation (DOC) to award grants, bond proceeds, and other assistance provided the element meets certain requirements.

Farmland Mapping and Monitoring Program

The California Natural Resources Agency is charged with restoring, protecting, and maintaining the State's natural, cultural, and historical resources. Within it, the California DOC provides technical services and information to promote informed land use decisions and sound management of the State's natural resources. DOC manages the Farmland Mapping and Monitoring Program, which supports agriculture throughout California by developing maps and statistical data for analyzing land use impacts to farmland. About every two years, the program publishes a field report for each county in the state. The field report categorizes land by agricultural production potential and according to the following classifications:

- **Prime Farmland** has the best combination of physical and chemical features able to sustain long-term agricultural production. Prime Farmland has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agriculture production at some time during the four years prior to the mapping date.
- **Farmland of Statewide Importance** is similar to Prime Farmland, but with minor shortcomings, such as steeper slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

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- **Unique Farmland** consists of lesser quality soils used for the production of the State’s leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been farmed at some time during the four years prior to the mapping date.
- **Farmland of Local Importance** includes all farmable land not meeting the definitions of “prime farmland,” “farmland of statewide importance,” and “unique farmland.” This includes land that is or has been used for irrigated pasture, dryland farming, confined livestock or dairy facilities, aquaculture, poultry facilities, and dry grazing. It also includes lands previously designated by soil characteristics as “prime farmland,” “farmland of statewide importance,” and “unique farmland” that has since become idle.
- **Grazing Land** is the land on which the existing vegetation is suited to the grazing of livestock.
- **Confined Animal Agriculture** lands include poultry facilities, feedlots, dairy facilities, and fish farms. In some counties, confined animal agriculture is a component of the farmland of local importance category.
- **Nonagricultural and Natural Vegetation** includes heavily wooded, rocky, or barren areas; riparian and wetland areas; grassland areas that do not qualify for grazing land due to their size or land management restrictions; small water bodies; and recreational water ski lakes. Constructed wetlands are also included in this category.
- **Semi-Agricultural and Rural Commercial Land** includes farmstead, agricultural storage and packing sheds, unpaved parking areas, composting facilities, equine facilities, firewood lots, and campgrounds.
- **Vacant or Disturbed Land** includes open field areas that do not qualify for an agricultural category, mineral and oil extraction areas, off road vehicle areas, electrical substations, channelized canals, and rural freeway interchanges.
- **Rural Residential Land** includes residential areas of one to five structures per 10 acres.
- **Urban and Built-Up Land** is occupied by structures with a building density of at least one unit per 1.5 acres, or approximately six structures to a 10-acre parcel. Common examples include residential structures, industrial structures, commercial structures, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment structures, and water control structures.
- **Water** is used to describe perennial water bodies with an extent of at least 40 acres.

California Land Conservation Act (Williamson Act)

The California Land Conservation Act of 1965, known as the Williamson Act, conserves agricultural and open space lands through property tax incentives and voluntary restrictive land use contracts administered by local governments under State regulations. Private landowners voluntarily restrict their land to agricultural and compatible open space uses under minimum 10-year rolling term contracts, with counties and cities also acting voluntarily. In return, restricted parcels are assessed for property tax purposes at a rate consistent with their

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actual use, rather than potential market value. Nonrenewal status is applied to Williamson Act contracts that are within the 9-year termination process, during which the annual tax assessment for the property gradually increases.

Forestland and Timberland Protection

State regulations such as the Forest Taxation Reform Act of 1976 and the Z'berg-Nejedly Forest Practice Act of 1973 (California Forest Practice Act) provide for the preservation of forest lands from encroachment by other, incompatible land uses and for oversight of the management of forest practices and forest resources.

Public Resources Code Section 12220(g)

Public Resources Code Section 12220(g) defines “forest land” for the purposes of CEQA. According to the Code, “forest land” is land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water-quality, recreation, and other public benefits.

Government Code Section 51104(g)

The California Timberland Productivity Act of 1982, like the Land Conservation Act, was passed to encourage the production of timber resources. Government Code Section 51104(g) defines “Timber,” “Timberland,” and “Timberland Production Zone” for the purposes of CEQA and “Timberland Preserve Zone,” which may be used in city and county general plans.

- **“Timber”** means trees of any species maintained for eventual harvest for forest production purposes, whether planted or of natural growth, standing or down, on privately or publicly owned land, including Christmas trees, but does not mean nursery stock.
- **“Timberland”** means privately owned land, or land acquired for State forest purposes, which is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, and which is capable of growing an average annual volume of wood fiber of at least 15 cubic feet per acre.
- **“Timberland Production Zone”** or **“TPZ”** means an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h). With respect to the general plans of cities and counties, “Timberland Preserve Zone” means “Timberland Production Zone.”

County boards of supervisors may designate areas of timberland preserve, referred to as Timberland Production Zones, which restrict the land’s use to the production of timber for an initial 10-year term in return for lower property taxes.

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Regional Laws

San Bernardino County Policy Plan

The San Bernardino Countywide Plan (Policy Plan) contains goals and policies to support agricultural uses. The Natural Resources Element includes policies to preserve important farmlands; encourage compatible agricultural uses; work with agencies to reduce soil erosion, improve soil quality, and address pest management; and encourage the conservation of forestlands and natural habitats in the county. Other policies encourage viable agricultural uses through land use regulation, Williamson Act contracts, tax incentive programs, and other land use programs (San Bernardino County 2020).

City of Ontario Municipal Code

The City of Ontario Municipal Code contains regulations pertaining to agricultural resources in the City, including:

- **Ontario Development Code, Chapter 6, Development and Subdivision Regulations, Division 6.01, District Standards and Guidelines, Section 6.01.035, Overlay Zoning Districts.** The purpose of the AG Overlay District is to accommodate the continuation of agricultural uses within the City, on an interim basis, and to allow for the establishment of general agricultural uses, such as dairies, within certain areas of concentrated agricultural use. This section regulates development in the Ontario Ranch to create compatibility between agricultural and nonagricultural uses. It recognizes that specific plans will guide the development of the Ontario Ranch. New construction, except for agricultural uses or agricultural-related activities, shall first require the adoption of a Specific Plan, which prescribes the allowed land uses, development regulations and guidelines, and sign regulations applicable to the project.

5.2.1.2 EXISTING CONDITIONS

Agricultural Uses

Regional Agriculture and Farmland

Between 2014 and 2016, the latest data available from the California DOC, the County of San Bernardino experienced a net loss of 304 acres (20,697 acres to 20,393 acres) of Important Farmland and an increase of 3,502 acres of new Urban and Built-Up land (DOC 2016). Generally, agricultural land is in decline because dairy businesses are more profitable in the Central Valley and because urban development has pushed agricultural development from the county (Ontario 2010a). Land uses surrounding the City mostly support ~~residential industrial~~, commercial, and ~~industrial residential~~ uses with minimal agricultural land parcels dispersed intermittently.

Table 5.2-1, *San Bernardino County 2014–2016 Land Use Conversion*, presents information from the 2016 California Farmland Conversion Report summarizing farmland conversion within San Bernardino County.

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Table 5.2-1 San Bernardino County 2014–2016 Land Use Conversion

Land Use Category	Total Acreage Inventoried (2014)	Total Acreage Inventoried (2016)	Acres Lost	Acres gained	Total Acreage Changed	Net Acreage Changed
Prime Farmland	11,715	11,323	850	458	1,308	-392
Farmland of Statewide Importance	5,702	5,770	184	252	436	68
Unique Farmland	2,675	2,738	92	155	247	63
Farmland of Local Importance	605	562	118	75	193	-43
Important Farmland Subtotal	20,697	20,393	1,244	940	2,184	-304
Grazing Land	900,735	898,633	3,629	1,527	5,156	-2,102
Agricultural Land Subtotal	921,432	919,026	4,873	2,467	7,340	-2,406
Urban and Built-up Land	282,905	286,407	419	3,921	4,340	3,502
Other Land	244,700	243,604	2,540	1,444	3,984	-1,096
Water Area	510	510	0	0	0	0
Total Area Inventoried	1,449,547	1,449,547	7,832	7,832	15,664	0

Source: DOC 2016.

Local Agriculture and Farmland

Table 5.2-2, *Existing Farmland in Ontario*, presents information from the latest California DOC Farmland Mapping and Monitoring Program for Ontario on farmland within the City of Ontario. Existing farmland in Ontario is shown on Figure 5.2-1, *Important Farmland*.

Table 5.2-2 Existing Farmland in Ontario

Land Use Category	Acres
Prime Farmland	2,008
Farmland of Statewide Importance	40
Unique Farmland	266
Farmland of Local Importance	29
Total Farmland in Ontario	2,342

Source: DOC 2018.

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Original Model Colony

Historically, agricultural lands made up much of Ontario, including land for citrus, olive, dairy farms, and vineyards, however, many of the developed portions of the Original Model Colony (OMC) have replaced agricultural land uses with residential, commercial, and industrial land uses. Limited agriculture land uses are currently permitted in areas zoned for Residential-Agricultural (AR), Residential Estate (RE), Public Facility (PF), Open Space (OS), Commercial (C-1 to C-4), and Industrial (M1 to M3) land uses, though these zoning designations are not intended for large-scale farming/agricultural operations. As shown in Figure 5.2-1, very little Farmland remains in the OMC.

Ontario Ranch

The Ontario Ranch area covers 8,200-acres of the former 14,000-acre San Bernardino Agricultural Preserve, which was historically used for dairy or cattle farming. The Agricultural Preserve was divided and incorporated into the cities of Chino, Chino Hills, and Ontario in 1999, and the City of Ontario named its portion the “New Model Colony” (Ontario 2010b). There are four sections of agricultural preserve in the Ontario Ranch, totaling 200 acres in the southwestern portion of the City. The change of land use from agricultural to nonagricultural has mostly been due to increasing population, which has put pressure on cities in southern California to turn Important Farmland into uses that would support residential, economic, and employment needs. Dairies and farms in Ontario have also found that they are outcompeted by dairies and farms in the Central Valley, so they have either converted their land to more productive, nonagricultural uses or they have left Ontario for the Central Valley (Ontario 2010b).

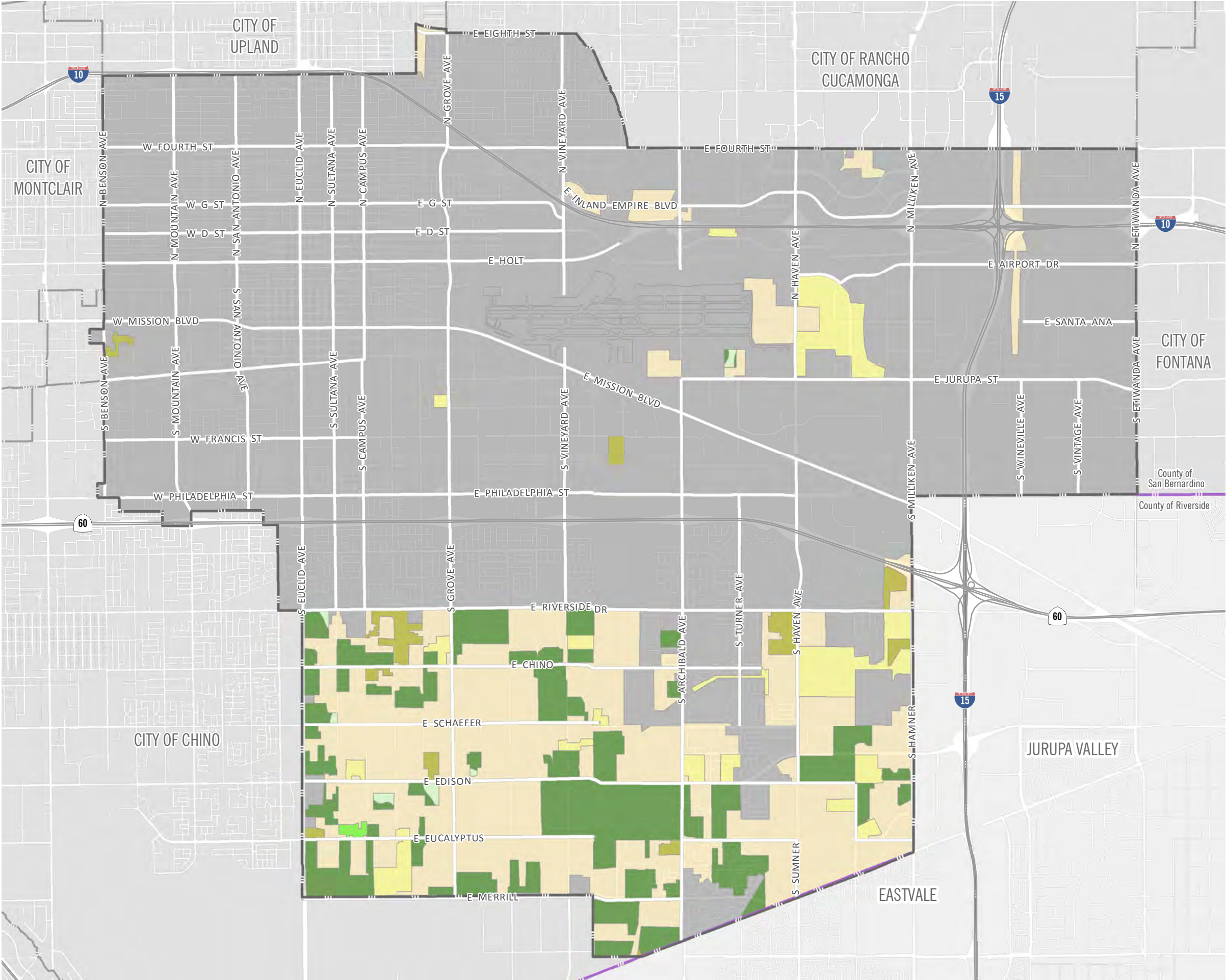
California Land Conservation Act (Williamson Act)

The Ontario Ranch has areas that are currently agriculture preserves under contract with San Bernardino County through the Williamson Act of 1965. The preservation of agricultural land through Williamson Act contracts today in Ontario is meant to discourage premature and unnecessary conversion to urban uses. Once the Ontario Ranch annexed to the City, the City of Ontario became the administrating entity for the Williamson Act contracts. Under the Act, either the landowner or the planning jurisdiction (the City) has the ability to submit the property for nonrenewal. Property owners in this area with Williamson Act contracts have filed for nonrenewal because of the declining profits from agriculture in the area and the potential development of these lands with nonagricultural uses. Current nonrenewed contracts would expire between 2021 and 2027. Current Williamson Act areas in the City of Ontario are shown in Figure 5.2-2, *Williamson Act Lands*.

Forest Land and Timberland

The City of Ontario contains no forest land or timberland that could fall under the definition of forest land per California Public Resource Code Section 12220(g).

Figure 5.2-1
Important Farmland



- Ontario City Boundary
- County Boundary
- Developed Land
- Prime Farmland
- Farmland of Local Importance
- Farmland of Statewide Importance
- Grazing Land
- Unique Farmland
- Other Land

County of San Bernardino
County of Riverside

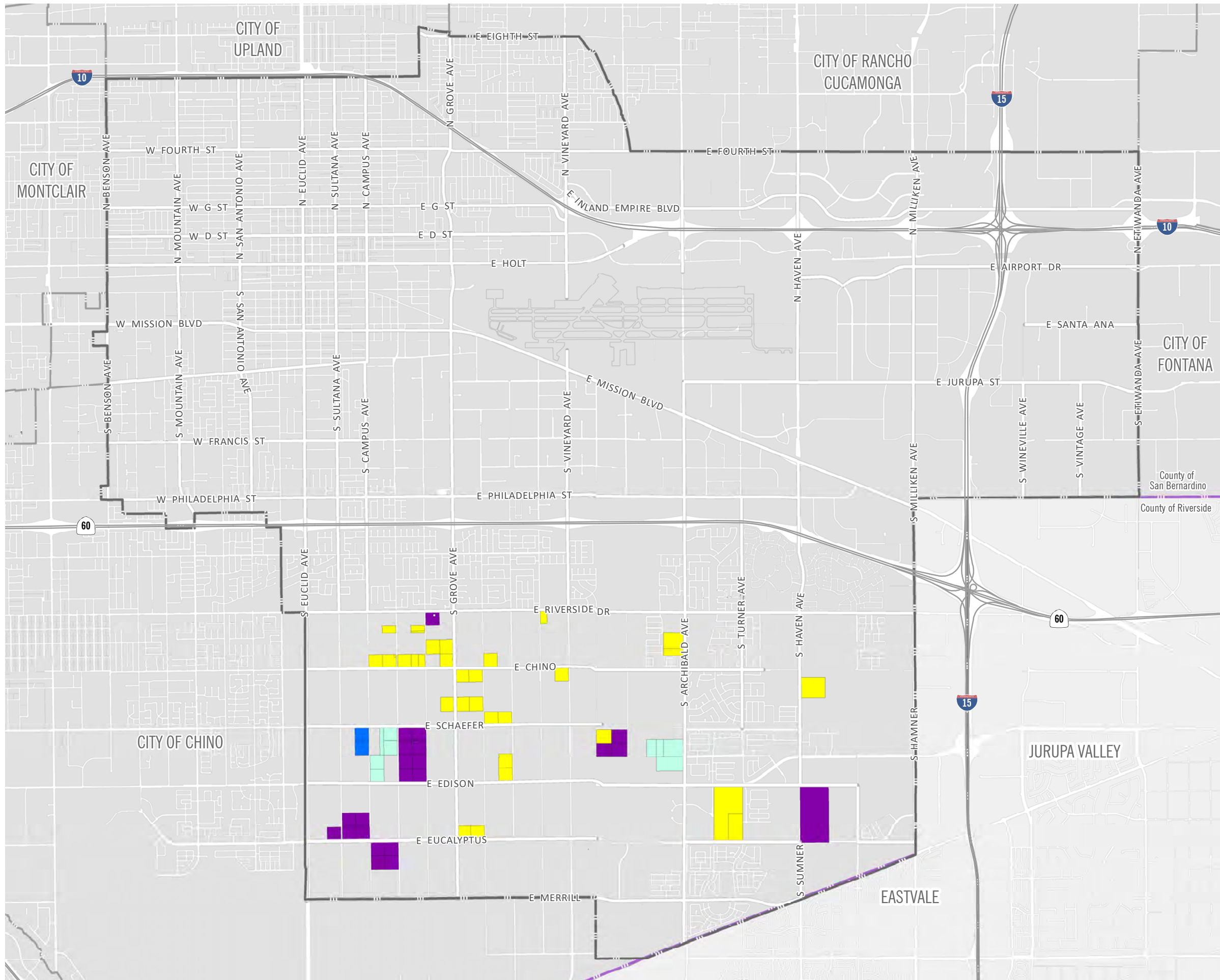


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Figure 5.2-2
Williamson Act Land



Ontario City Boundary
County Boundary
Parcels with Williamson Act Contract

Expires

- Active
- 2022
- 2027
- 2028

2 · 0 · 5 · 0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: City of Ontario, 2020 Date: 4/7/2022

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Zoning Designation

In January 2001, the City adopted the Agricultural Overlay Zoning District, Section 9-1.2700 of the Ontario Municipal Code and incorporated into Section 6.01.035.C.1 of the Development 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) requires that each Specific Plan address the appropriate transition of the area from agricultural uses to urban uses and include provisions for buffering between the proposed uses to protect agricultural and urban uses.

5.2.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

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

5.2.3 Environmental Impacts

5.2.3.1 2010 CERTIFIED EIR

The 2010 Certified EIR analyzed the proposed land uses of the Approved Project compared to the existing conditions in Ontario during the time of report preparation for their impacts to Farmland and Williamson Act contract lands. The 2010 Certified EIR projected that with full buildout of the Approved Project there would be no agricultural land use designations in the City except for the 200 acres of reserves. The 2010 Certified EIR for the Approved Project proposed mitigation measures to reduce impacts to agricultural lands: retention of on-site agricultural uses; replacement of agricultural resources off-site; relocation of prime farmland topsoil; establishment of conservation easement or preserves; and payment in lieu or transfer of development rights. It was determined that the mitigation proposed and considered would not prevent significant impacts from occurring and were rejected. The City Council adopted a Statement of Overriding Considerations for impacts to agricultural uses as a result of the Approved Project's implementation. Therefore, agricultural resource impacts were identified as a significant and unavoidable impact of the Approved Project.

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5.2.3.2 PROPOSED PROJECT

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.2-1: The Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in Ontario to nonagricultural use. [Threshold AG-1]

The 2010 Certified EIR concluded that buildout of the Approved Project would result in significant and unavoidable impacts to Prime Farmland, Unique Farmland, and Farmland of Statewide Importance because it converted all of the then-existing land under these categories to residential, commercial, mixed-use, and industrial land uses.

With implementation of the Approved Project, the City of Ontario no longer has land designated for agricultural use. Existing agricultural uses are still allowed to persist as non-conforming uses (see Policies ER-5.3 and ER-5.4). Additionally, the Approved Project re-designated agricultural land to nonagricultural land uses provided that equivalent Important Farmland is preserved elsewhere, or funds associated with the 1988 Park Bond Act are returned. Consequently, buildout of the Approved Project would ultimately result in the conversion of all existing Important Farmland within the City to nonagricultural uses.

Because the City of Ontario's land use plan no longer designates agricultural land uses in the City, and the current TOP is the baseline for this SEIR, the Proposed Project would not, itself, plan for the conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to nonagricultural uses. Therefore, the Proposed Project would have no impact on land zoned for the purpose of agricultural uses. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: No impact.

Impact 5.2-2: The Proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. [Threshold AG-2]

The 2010 Certified EIR concluded that the Approved Project would have a significant and unavoidable impact on a Williamson Act contract because the Approved Project would result in loss of agricultural use. There are two main categories for agricultural land under the City's zoning code, including Residential-Agriculture and Specific Plan Agriculture Preserve. Rural residential land use and Residential-Agriculture zoning allow low density housing and estates with some minimal agriculture use such as the keeping of chickens or horses; however, this zoning designation was not intended for large-scale farming/agricultural operations. Additionally, areas of Ontario Ranch are zoned as Specific Plan Agriculture Preserve under the Approved Project. The Agricultural Overlay Zone (or the Right to Farm Ordinance) requires that each Specific Plan address the appropriate transition of the area from agricultural uses to urban uses and include provisions for buffering between the proposed uses to protect agricultural and urban uses.

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At the time of approval of the Approved Project, a number of Williamson Act contracts were designated for nonrenewal by the landowners and set to expire between 2009 and 2017. As shown in Figure 5.12-2, some contracts have already expired since the Approved Project was adopted, but a number of contracts are still active for a total of 719 acres of Williamson Act contract land in the City.¹ Any land held in a Williamson Act contract would have to be filed for nonrenewal, and the contract would have to be allowed to expire before any development occurs on it. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of these contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. As such, impacts from the Proposed Project in this respect would be less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.2-3: The Proposed Project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production, or result in the loss of forest land or conversion of forest land to non-forest use. [Thresholds AG-3 and AG-4]

At the time of the 2010 Certified EIR, impacts to forest land or timberland were not included in the CEQA Guidelines Appendix G checklist. Therefore, the 2010 Certified EIR did not identify any significant impacts related to forest or timberlands.

There are no land use designations or zoning for forest land, timberland, or timberland zoned Timberland Production in the City of Ontario. Consequently, the Proposed Project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production.

As described in Section 5.4, *Biological Resources*, native habitats and vegetation communities are virtually absent throughout Ontario. Present plants in the OMC primarily include turf, weeds, nonnative grasses, and nonnative trees and plants for landscaping, which have limited biological resource value. Low and medium residential and industrial uses make up the majority of land uses in Ontario Ranch, and (nonnative) vegetation communities primarily include surface water areas, flood control channel areas, agricultural fields, and developed areas. Therefore, there is no land in Ontario that would be considered forest land. Consequently, implementation of the Proposed Project would not result in loss or conversion of timberland to nonforest uses, and there would be no impact.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: No Impact.

¹ There are 18.78 acres set to expire in 2022, 275.52 acres set to expire in 2027, and 93.40 acres set to expire in 2028.

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Impact 5.2-4: The Proposed Project would not involve other changes that would result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use. [Threshold AG-5]

The Certified EIR determined that conversion of agricultural uses in the City may cause farms and agricultural land uses outside the City to be converted to nonagricultural uses because of the nuisances related to agriculture and because of development pressures. When nonagricultural land uses are placed near agricultural uses, the odors, noises, and other hazards related to agriculture conflict with the activities and the quality of life of the people living and working in the surrounding areas. The 2010 Certified EIR identified that even though future development projects under the Approved Project would require environmental review in accordance with CEQA, including assessment of potential agricultural resources impacts, the development of the land in accordance with the Approved Project would create significant impacts on surrounding agricultural resources by encouraging its conversion.

As discussed under Impacts 5.2-1 and 5.2-2, the 2010 Certified EIR identified significant and unavoidable impacts to agricultural resources because buildout would result in all agricultural areas being converted to nonagricultural uses, and because buildout of the Approved Project would lead to cancellation or expiration of Williamson Act contracts. As discussed above, this could affect areas outside of the City as well. However, because former agriculture areas within Ontario are now already designated for nonagricultural uses and the current TOP is the baseline for this SEIR, the Proposed Project would not conflict with agricultural uses and would not result in conversion of farmland to nonagricultural use. Therefore, as with Impacts 5.2-1 and 5.2-2, the Proposed Project would not result in significant impacts in this regard.

As discussed for Impact 5.2-3, there is no forest land in Ontario, and therefore the Proposed Project would not result in conversion of forest land to nonforest use.

Consequently, the Proposed Project would not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use, and impacts would be less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

5.2.4 Cumulative Impacts

The area considered for cumulative impacts to agriculture and forestry resources is San Bernardino County.

Mapped Important Farmland, Williamson Act Contracts, and Agricultural Zoning

Implementation of the Proposed Project would not result in agricultural resource impacts that would combine with impacts in San Bernardino County to result in significant, cumulative impacts. Impacts would be less than significant.

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Forest Resources

The City of Ontario does not have any forest resources or timberland; therefore, no significant cumulative impact to forest resources would occur, and impacts would not be cumulatively considerable.

5.2.5 Relevant New and Modified TOP Policies

As described above, TOP 2050 includes the following policies relevant to agriculture and forestry resources: ER-5.3 and ER-5.4. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. Modified TOP 2050 policies relevant to agricultural resource impacts are summarized below:

- **ER-5.3: Right to Farm.** We support the right of existing farms to continue their operations within the New Model Colony Ontario Ranch.

5.2.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would have no impact or would be less than significant: 5.12-1, 5.12-2, 5.12-3, and 5.12-4.

5.2.7 Mitigation Measures

5.2.7.1 MITIGATION MEASURES FROM THE 2010 CERTIFIED EIR

The 2010 Certified EIR did not identify any feasible mitigation measures for agricultural resources that would prevent the loss of Important Farmland within the City or prevent or reduce agricultural impacts.

5.2.7.2 NEW MITIGATION MEASURES

Impacts are no impact or less than significant and mitigation measures are not required.

5.2.8 Level of Significance After Mitigation

No mitigation measures are required, and impacts would be less than significant.

5.2.9 References

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5.3 AIR QUALITY

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential air quality impacts of TOP 2050 (Proposed Project) in comparison to the current TOP (Approved Project) in a local and regional context. The analysis in this section is based on land uses associated with the Proposed Project, vehicle miles traveled provided by Fehr & Peers (Appendix J), and natural gas use data provided by the Southern California Gas Company. The air quality model output sheets are included in Appendix C.

Terminology

- **AAQS.** Ambient Air Quality Standards
- **CES.** CalEnviroScreen. CES is a mapping tool that helps identify the California communities most affected by sources of pollution and where people are often especially vulnerable to pollution's effects.
- **Concentrations.** Refers to the amount of pollutant material per volumetric unit of air. Concentrations are measured in parts per million (ppm), parts per billion (ppb), or micrograms per cubic meter ($\mu\text{g}/\text{m}^3$).
- **Criteria Air Pollutants.** Those air pollutants specifically identified for control under the Federal Clean Air Act (currently seven—carbon monoxide, nitrogen oxides, lead, sulfur oxides, ozone, and coarse and fine particulates).
- **DPM.** Diesel particulate matter.
- **Emissions.** Refers to the actual quantity of pollutant, measured in pounds per day or tons per year.
- **ppm.** Parts per million.
- **Sensitive receptor.** Land uses that are considered more sensitive to air pollution than others due to the types of population groups or activities involved. These land uses include residential, retirement facilities, hospitals, and schools.
- **TAC.** Toxic air contaminant.
- **$\mu\text{g}/\text{m}^3$.** Micrograms per cubic meter.
- **VMT.** Vehicle miles traveled.

5.3.1 Environmental Setting

5.3.1.1 REGULATORY BACKGROUND

AAQS have been adopted at the state and federal levels for criteria air pollutants. In addition, both the State and federal government regulate the release of TACs. Ontario is in the South Coast Air Basin (SoCAB) and is subject to the rules and regulations imposed by the South Coast Air Quality Management District (AQMD) as

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well as the California AAQS adopted by California Air Resources Board (CARB) and National AAQS adopted by the United States Environmental Protection Agency (EPA). Federal, State, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to TOP 2050 are summarized in this section.

Federal and State

Ambient Air Quality Standards

The Clean Air Act was passed in 1963 by the US Congress and has been amended several times. The 1970 Clean Air Act amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The Clean Air Act allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act, signed into law in 1988, requires all areas of the state to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS.

The National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect “sensitive receptors” most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both California and the federal government have established health-based AAQS for seven air pollutants, which are shown in Table 5.3-1, *Ambient Air Quality Standards for Criteria Air Pollutants*. These pollutants are ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Pb). In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

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

Pollutant	Averaging Time	California Standard ¹	Federal Primary Standard ²	Major Pollutant Sources
Ozone (O ₃) ³	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.070 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO ₂)	Annual Arithmetic Mean	*	0.030 ppm	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm	
	24 hours	0.04 ppm	0.14 ppm	
Respirable Coarse Particulate Matter (PM ₁₀)	Annual Arithmetic Mean	20 µg/m ³	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 µg/m ³	150 µg/m ³	
Respirable Fine Particulate Matter (PM _{2.5}) ⁴	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m ³	
Lead (Pb)	30-Day Average	1.5 µg/m ³	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	*	1.5 µg/m ³	
	Rolling 3-Month Average	*	0.15 µg/m ³	
Sulfates (SO ₄) ⁵	24 hours	25 µg/m ³	No Federal Standard	Industrial processes.
Visibility Reducing Particles	8 hours	ExCo =0.23/km visibility of 10≥ miles	No Federal Standard	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 and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.

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

Pollutant	Averaging Time	California Standard ¹	Federal Primary Standard ²	Major Pollutant Sources
Hydrogen Sulfide	1 hour	0.03 ppm	No Federal Standard	Hydrogen sulfide (H ₂ S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24 hours	0.01 ppm	No Federal Standard	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.

Source: CARB 2016.

Notes: ppm: parts per million; µg/m³: micrograms per cubic meter

* Standard has not been established for this pollutant/duration by this entity.

¹ California standards for O₃, CO (except 8-hour Lake Tahoe), SO₂ (1 and 24 hour), NO₂, 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 O₃, PM, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O₃ 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.

³ On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

⁴ 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.

⁵ On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. 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.

California has also adopted a host of other regulations that reduce criteria pollutant emissions.

- **AB 1493: Pavley Fuel Efficiency Standards.** Pavley I is a clean-car standard that reduces emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016. In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025.
- **Heavy-Duty (Tractor-Trailer) GHG Regulation.** The tractors and trailers subject to this regulation must either use EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay-verified technologies. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the heavy-duty tractors that pull them on California highways. These owners are responsible for replacing or retrofitting their affected vehicles with compliant aerodynamic technologies and low-rolling-resistance tires. Sleeper-cab tractors model year 2011 and later must be SmartWay certified. All other tractors must use SmartWay-verified low-rolling-resistance tires. This rule has criteria air pollutant co-benefits.

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- **SB 1078 and SB 107: Renewables Portfolio Standards.** A major component of California’s Renewable Energy Program is the renewables portfolio standard established under Senate Bills 1078 (Sher) and 107 (Simitian). Under this standard, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010.
- **California Code of Regulations (CCR) Title 20: Appliance Energy Efficiency Standards.** The 2006 Appliance Efficiency Regulations (20 CCR secs. 1601–1608) were adopted by the California Energy Commission on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non–federally regulated appliances. This code reduces natural gas use from appliances.
- **24 CCR, Part 6: Building and Energy Efficiency Standards.** Energy conservation standards for new residential and nonresidential buildings adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977. This code reduces natural gas use from buildings.
- **24 CCR, Part 11: Green Building Standards Code.** Establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. This code reduces natural gas use from buildings.

Tanner Air Toxics Act and Air Toxics Hot Spot Information and Assessment Act

Public exposure to TACs is a significant environmental health issue in California. In 1983, the California legislature enacted a program to identify the health effects of TACs and reduce exposure to them. The California Health and Safety Code defines a TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health” (17 CCR sec. 93000). A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 US Code sec. 7412[b]) is a toxic air contaminant. Under State law, the California Environmental Protection Agency, acting through CARB, is authorized to identify a substance as a TAC if it is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics “Hot Spot” Information and Assessment Act of 1987). The Tanner Air Toxics Act set up a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an “airborne toxics control measure” for sources that emit that TAC. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate “toxics best available control technology” to minimize emissions. To date, CARB has established formal control measures for 11 TACs that are identified as having no safe threshold.

Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High-priority facilities are required to perform a health

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risk assessment, and if specific thresholds are exceeded, are required to communicate the results to the public through notices and public meetings.

CARB has promulgated the following specific rules to limit TAC emissions:

- **13 CCR Chapter 10 Section 2485.: Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.** Generally restricts on-road diesel-powered commercial motor vehicles with a gross vehicle weight rating of greater than 10,000 pounds from idling more than five minutes.
- **13 CCR Chapter 10 Section 2480: Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools.** Generally restricts a school bus or transit bus from idling for more than five minutes when within 100 feet of a school.
- **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.** Regulations established to control emissions associated with diesel-powered TRUs.

Air Pollutants of Concern

Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are categorized as primary and/or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Pb) are primary air pollutants. Of these, CO, SO₂, NO₂, PM₁₀, and PM_{2.5} are “criteria air pollutants,” which means that AAQS have been established for them. VOC and NO_x are criteria pollutant precursors that form secondary criteria air pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O₃) and nitrogen dioxide (NO₂) are the principal secondary pollutants. Table 5.3-2, *Criteria Air Pollutant Health Effects Summary*, summarizes the potential health effects associated with the criteria air pollutants.

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Table 5.3-2 Criteria Air Pollutant Health Effects Summary

Pollutant	Health Effects	Examples of Sources
Carbon Monoxide (CO)	Chest pain in heart patients Headaches, nausea Reduced mental alertness Death at very high levels	Any source that burns fuel such as cars, trucks, construction and farming equipment, and residential heaters and stoves
Ozone (O ₃)	Cough, chest tightness Difficulty taking a deep breath Worsened asthma symptoms Lung inflammation	Atmospheric reaction of organic gases with nitrogen oxides in sunlight
Nitrogen Dioxide (NO ₂)	Increased response to allergens Aggravation of respiratory illness	Same as carbon monoxide sources
Particulate Matter (PM ₁₀ and PM _{2.5})	Hospitalizations for worsened heart diseases Emergency room visits for asthma Premature death	Cars and trucks (particularly diesels) Fireplaces and woodstoves Windblown dust from overlays, agriculture, and construction
Sulfur Dioxide (SO ₂)	Aggravation of respiratory disease (e.g., asthma and emphysema) Reduced lung function	Combustion of sulfur-containing fossil fuels, smelting of sulfur-bearing metal ores, and industrial processes
Lead (Pb)	Behavioral and learning disabilities in children Nervous system impairment	Contaminated soil

Source: CARB 2022d; South Coast AQMD 2005.

A description of each of the primary and secondary criteria air pollutants and its known health effects is presented below.

- **Carbon Monoxide** is a colorless, odorless gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. The highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (South Coast AQMD 2005; USEPA 2021). The SoCAB is designated in attainment of CO criteria levels under the California and National AAQS (CARB 2022a).
- **Nitrogen Oxides** are a by-product of fuel combustion and contribute to the formation of ground-level O₃, PM₁₀, and PM_{2.5}. The two major forms of NO_x are nitric oxide (NO) and nitrogen dioxide (NO₂). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. The principal form of NO_x produced by combustion is

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NO, but NO reacts quickly with oxygen to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ is an acute irritant and more injurious than NO in equal concentrations. At atmospheric concentrations, however, NO₂ is only potentially irritating. NO₂ absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO₂ exposure concentrations near roadways are of particular concern for susceptible individuals, including asthmatics, children, and the elderly. Current scientific evidence links short-term NO₂ exposures, ranging from 30 minutes to 24 hours, with adverse respiratory effects, including airway inflammation in healthy people and increased respiratory symptoms in people with asthma. Also, studies show a connection between elevated short-term NO₂ concentrations and increased visits to emergency departments and hospital admissions for respiratory issues, especially asthma (South Coast AQMD 2005; USEPA 2021). On February 21, 2019, CARB approved the separation of the area that runs along the State Route 60 corridor through portions of Riverside, San Bernardino, and Los Angeles counties from the remainder of the SoCAB for state nonattainment designation purposes. The board designated this corridor in nonattainment.¹ The remainder of the SoCAB is in attainment for NO₂ (CARB 2022a).

- **Sulfur Dioxide** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and chemical processes at plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO₂. When sulfur dioxide forms sulfates (SO₄) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO_x). Thus, SO₂ is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO₂ may irritate the upper respiratory tract. Current scientific evidence links short-term exposures to SO₂, ranging from 5 minutes to 24 hours, with an array of adverse respiratory effects, including bronchoconstriction and increased asthma symptoms. These effects are particularly adverse for asthmatics at elevated ventilation rates (e.g., while exercising or playing) at lower concentrations and when combined with particulates, SO₂ may do greater harm by injuring lung tissue. Studies also show a connection between short-term exposure and increased visits to emergency facilities and hospital admissions for respiratory illnesses, particularly in at-risk populations such as children, the elderly, and asthmatics (South Coast AQMD 2005; USEPA 2021). The SoCAB is designated attainment under the California and National AAQS (CARB 2022a).
- **Suspended Particulate Matter** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or PM₁₀, include particulate matter with an aerodynamic diameter of 10 microns or less (i.e., ≤10 millionths of a meter or 0.0004 inch). Inhalable fine particles, or PM_{2.5}, have an aerodynamic diameter of 2.5 microns or less (i.e., ≤2.5 millionths of a meter or 0.0001 inch). Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. Both PM₁₀ and PM_{2.5} may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems. The EPA's scientific review concluded that PM_{2.5}, which penetrates deeply into the lungs, is more likely than PM₁₀ to contribute to health effects and at far lower concentrations. These health effects include premature death in people with heart or lung disease, nonfatal

¹ CARB is proposing to redesignate SR-60 near-road portion of San Bernardino, Riverside, and Los Angeles counties in the SoCAB as attainment for NO₂ at the February 24, 2022, Board Hearing (CARB 2022b).

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heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms (e.g., irritation of the airways, coughing, or difficulty breathing) (South Coast AQMD 2005). There has been emerging evidence that ultrafine particulates—which are even smaller particulates with an aerodynamic diameter of <0.1 micron or less—have human health implications because their toxic components may initiate or facilitate biological processes that may lead to adverse effects to the heart, lungs, and other organs (South Coast AQMD 2013). However, the EPA or CARB has yet to adopt AAQS to regulate these particulates. Diesel particulate matter is classified by CARB as a carcinogen (CARB 1998). Particulate matter can also cause environmental effects such as visibility impairment,² environmental damage,³ and aesthetic damage⁴ (South Coast AQMD 2005; USEPA 2021). The SoCAB is a nonattainment area for PM_{2.5} under California and National AAQS and a nonattainment area for PM₁₀ under the California AAQS (CARB 2022a).⁵

- **Ozone**, or O₃, is a key ingredient of “smog” and is a gas that is formed when VOCs and NO_x, both by-products of internal combustion engine exhaust, undergo photochemical reactions in sunlight. O₃ is a secondary criteria air pollutant. O₃ concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for its formation. O₃ poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Breathing O₃ can trigger a variety of health problems, including chest pain, coughing, throat irritation, and congestion. It can worsen bronchitis, emphysema, and asthma; reduce lung function; and inflame the linings of the lungs. Repeated exposure may permanently scar lung tissue. O₃ also affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges, and wilderness areas. In particular, O₃ harms sensitive vegetation during the growing season (South Coast AQMD 2005; USEPA 2021). The SoCAB is designated extreme nonattainment under the California AAQS (1-hour and 8-hour) and National AAQS (8-hour) (CARB 2022a).
- **Volatile Organic Compounds** are composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of VOCs. Other sources include emissions from evaporating paints and solvents, asphalt paving, and household consumer products such as aerosols (South Coast AQMD 2005). There are no AAQS for VOCs. However, because they contribute to the formation of O₃, South Coast AQMD has established a significance threshold.
- **Lead** is a metal found naturally in the environment as well as in manufactured products. Once taken into the body, lead distributes throughout the body in the blood and accumulates in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system,

² PM_{2.5} is the main cause of reduced visibility (haze) in parts of the United States.

³ Particulate matter can be carried over long distances by wind, then settle on ground or water, making lakes and streams acidic; changing the nutrient balance in coastal waters and large river basins; depleting the nutrients in soil; damaging sensitive forests and farm crops; and affecting the diversity of ecosystems.

⁴ Particulate matter can stain and damage stone and other materials, including culturally important objects such as statues and monuments.

⁵ CARB approved the South Coast AQMD’s request to redesignate the SoCAB from serious nonattainment for PM₁₀ to attainment for PM₁₀ under the National AAQS on March 25, 2010, because the SoCAB did not violate federal 24-hour PM₁₀ standards from 2004 to 2007. The EPA approved the State of California’s request to redesignate the South Coast PM₁₀ nonattainment area to attainment of the PM₁₀ National AAQS, effective on July 26, 2013.

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reproductive and developmental systems, and the cardiovascular system. Lead exposure also affects the oxygen-carrying capacity of the blood. The effects of lead most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ (South Coast AQMD 2005; USEPA 2021). The major sources of lead emissions have historically been mobile and industrial sources. As a result of the EPA's regulatory efforts to remove lead from gasoline, emissions of lead from the transportation sector dramatically declined by 95 percent between 1980 and 1999, and levels of lead in the air decreased by 94 percent between 1980 and 1999. Today, the highest levels of lead in air are usually found near lead smelters. The major sources of lead emissions today are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. However, in 2008 the EPA and CARB adopted more strict lead standards, and special monitoring sites immediately downwind of lead sources recorded very localized violations of the new State and federal standards.⁶ As a result of these violations, the Los Angeles County portion of the SoCAB is designated nonattainment under the National AAQS for lead (South Coast AQMD 2012; CARB 2022a). There are no lead-emitting sources associated with TOP 2050, and therefore lead is not a pollutant of concern.

Toxic Air Contaminants

People exposed to TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health problems (USEPA 2020). By the last update to the TAC list in December 1999, CARB had designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. There are no air quality standards for TACs. Instead, TAC impacts are evaluated by calculating the health risks associated with a given exposure. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most relevant to TOP 2050 being particulate matter from diesel-fueled engines.

Diesel Particulate Matter

In 1998, CARB identified DPM as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particles are 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs. Long-term (chronic) inhalation of DPM is likely a lung cancer risk. Short-term (i.e., acute) exposure can cause irritation and inflammatory symptoms and may exacerbate existing allergies and asthma symptoms (USEPA 2002).

⁶ Source-oriented monitors record concentrations of lead at lead-related industrial facilities in the SoCAB, which include Exide Technologies in the City of Commerce; Quemetco, Inc., in the City of Industry; Trojan Battery Company in Santa Fe Springs; and Exide Technologies in Vernon. Monitoring conducted between 2004 through 2007 showed that the Trojan Battery Company and Exide Technologies exceed the federal standards (South Coast AQMD 2012).

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Community Risk

To reduce exposure to TACs, CARB developed and approved the *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) to provide guidance regarding the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities. This guidance document was developed to assess compatibility and associated health risks when siting sensitive receptors near existing pollution sources. CARB's recommendations were based on a compilation of studies that evaluated data on the adverse health effects from proximity to air pollution sources. The key observation in these studies was that proximity substantially increases exposure and the potential for adverse health effects. Three carcinogenic TACs constitute the majority of the known health risks from motor vehicle traffic—DPM from trucks and benzene and 1,3 butadiene from passenger vehicles. CARB recommendations are based on data that show that localized air pollution exposures can be reduced by as much as 80 percent by following CARB minimum distance separations.

In 2017, CARB provided a supplemental technical advisory to the handbook for near-roadway air pollution exposure, "Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways" (CARB 2017a). Strategies include practices and technologies that reduce traffic emissions, increase dispersion of traffic pollution (or the dilution of pollution in the air), or remove pollution from the air.

Regional

The State is divided into air pollution control districts/air quality management districts. These agencies are county or regional governing authorities that have primary responsibility for controlling air pollution from stationary sources. CARB and local air districts are also responsible for developing clean air plans to demonstrate how and when California will attain AAQS established under both the federal and California Clean Air Acts. For the areas in California that have not attained air quality standards, CARB works with air districts to develop and implement state and local attainment plans. In general, attainment plans contain a discussion of ambient air quality data and trends; a baseline emissions inventory; future year projections of emissions, which account for growth projections and already adopted control measures; a comprehensive control strategy of additional measures needed to reach attainment; an attainment demonstration, which generally involves complex modeling; and contingency measures. Plans may also include interim milestones for progress toward attainment. The SoCAB is managed by the South Coast AQMD.

Air Quality Management Planning

South Coast AQMD is the agency responsible for improving air quality in the SoCAB and ensuring that the National and California AAQS are attained and maintained. South Coast AQMD is responsible for preparing the air quality management plan (AQMP) for the SoCAB in coordination with the Southern California Association of Governments (SCAG). Since 1979, a number of AQMPs have been prepared.

2016 AQMP

On March 3, 2017, South Coast AQMD adopted the 2016 AQMP, which addresses strategies and measures to attain the following National AAQS:

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- 2008 National 8-hour ozone standard by 2031
- 2012 National annual PM_{2.5} standard by 2025
- 2006 National 24-hour PM_{2.5} standard by 2019
- 1997 National 8-hour ozone standard by 2023
- 1979 National 1-hour ozone standard by year 2022

It is projected that total NO_x emissions in the SoCAB would need to be reduced to 150 tons per day (tpd) by year 2023 and to 100 tpd in year 2031 to meet the 1997 and 2008 federal 8-hour ozone standards. The strategy would also attain the 1979 federal 1-hour ozone standard by year 2022, which requires reducing NO_x emissions to 250 tpd (South Coast AQMD 2017). The strategies in the 2016 AQMP results in approximately 45 percent additional reductions above existing regulations for the 2023 ozone standard and 55 percent additional reductions to above existing regulations to meet the 2031 ozone standard.

Reducing NO_x emissions would also reduce PM_{2.5} concentrations in the SoCAB. However, because the goal is to meet the 2012 federal annual PM_{2.5} standard no later than year 2025, South Coast AQMD is seeking to reclassify the SoCAB from “moderate” to “serious” nonattainment under this federal standard. A “moderate” nonattainment would require meeting the 2012 federal standard by no later than 2021.

Overall, the 2016 AQMP consisted of stationary and mobile-source emission reductions from regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile-source strategies, and reductions from federal sources such as aircrafts, locomotives, and ocean-going vessels. Strategies in the 2016 AQMP are implemented in collaboration with CARB and the EPA (South Coast AQMD 2017).

2022 AQMP

On October 1, 2015, the EPA strengthened the National AAQS for ground-level ozone, lowering the primary and secondary ozone standard levels to 70 parts per billion (ppb) from 75 ppb. The SoCAB is classified as an “extreme” nonattainment area for the 2015 National AAQS for ozone. South Coast AQMD is updating the AQMP to address the requirements for meeting this standard.

Lead Implementation Plan

In 2008, the EPA designated the Los Angeles County portion of the SoCAB as a nonattainment area under the federal lead (Pb) classification due to the addition of source-specific monitoring under new federal regulations. This designation was based on two source-specific monitors in the City of Vernon and the City of Industry that exceeded the new standard in the 2007-to-2009 period. The remainder of the SoCAB outside the Los Angeles County nonattainment area remains in attainment of the new 2008 lead standard. On May 24, 2012, CARB approved the State Implementation Plan revision for the federal lead standard, which the EPA revised in 2008. Lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011. The State Implementation Plan revision was submitted to the EPA for approval.

South Coast AQMD PM_{2.5} Redesignation Request and Maintenance Plan

In 1997, the EPA adopted the 24-hour PM_{2.5} standard of 65 µg/m³. In 2006, this standard was lowered to a more health-protective level of 35 µg/m³. The SoCAB is designated nonattainment for both the 65 and 35

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$\mu\text{g}/\text{m}^3$ 24-hour $\text{PM}_{2.5}$ standards (24-hour $\text{PM}_{2.5}$ standards). In 2020, monitored data demonstrated that the SoCAB attained both 24-hour $\text{PM}_{2.5}$ standards. The South Coast AQMD developed the “2021 Redesignation Request and Maintenance Plan” for the 1997 and 2006 24-hour $\text{PM}_{2.5}$ Standards, demonstrating that the SoCAB has met the requirements to be redesignated to attainment (South Coast AQMD 2021b).

AB 617, Community Air Protection Program

AB 617 (C. Garcia, Chapter 136, Statutes of 2017) requires local air districts to monitor and implement air pollution control strategies that reduce localized air pollution in communities that bear the greatest burdens. In response to AB 617, CARB has established the Community Air Protection Program.

Air districts are required to host workshops to help identify communities that are disproportionately affected by poor air quality. Once the criteria have been set for identifying the highest priority locations and the communities have been selected, new community monitoring systems will be installed to track and monitor community-specific air pollution goals. In 2018 CARB prepared an air monitoring plan (Community Air Protection Blueprint) that evaluates the availability and effectiveness of air monitoring technologies and existing community air monitoring networks. Under AB 617, the Blueprint is required to be updated every five years.

Under AB 617, CARB is also required to prepare a statewide strategy to reduce TACs and criteria pollutants in impacted communities; provide a statewide clearinghouse for best available retrofit control technology; adopt new rules requiring the latest best available retrofit control technology for all criteria pollutants for which an area has not achieved attainment of California AAQS; and provide uniform, statewide reporting of emissions inventories. Air districts are required to adopt a community emissions reduction program to achieve reductions for the communities impacted by air pollution that CARB identifies.

South Coast AQMD Rules and Regulations

All projects are subject to South Coast AQMD rules and regulations in effect at the time of activity, including:

- **Rule 401, Visible Emissions.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in visible emissions. Specifically, the rule prohibits the discharge of any air contaminant into the atmosphere from any single source of emission for a period or periods aggregating more than three minutes in any one hour that is as dark as or darker than designated No. 1 on the Ringelmann Chart, as published by the US Bureau of Mines.
- **Rule 402, Nuisance.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in a public nuisance. Specifically, this rule prohibits any person from discharging quantities of air contaminants or other material from any source such that it would result in an injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. Additionally, the discharge of air contaminants would also be prohibited where it would endanger the comfort, repose, health, or safety of any number of persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

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- **Rule 403, Fugitive Dust.** This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust, and requires best available control measures to be applied to earth-moving and grading activities.
- **Rule 445, Wood Burning Devices.** This rule is intended to reduce the emission of particulate matter from wood-burning devices and applies to manufacturers and sellers of wood-burning devices, commercial sellers of firewood, and property owners and tenants that operate a wood-burning device. The rule prohibits new developments from the installation of wood-burning devices.
- **Rule 1113, Architectural Coatings.** This rule serves to limit the VOC content of architectural coatings used on projects in the South Coast AQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the South Coast AQMD must comply with the current VOC standards set in this rule.
- **Rule 1403, Asbestos Emissions from Demolition/Renovation Activities.** The purpose of this rule is to specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.
- **Rule 2305, Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program.** Rule 2305 applies to both the operators and owners of warehouses greater than or equal to 100,000 square feet in size, although most requirements apply to warehouse operators. The rule is being phased in over a three-year period based on warehouse. Under Rule 2305, warehouse operations over 100,000 square feet are required to earn a specified number of WAIRE points using any combination of items from the WAIRE menu, implementation of a custom WAIRE plan, or payment of a mitigation fee. The amount of points every warehouse operator must earn annually depends on the number of truck trips to their warehouse during the 12-month compliance period. The WAIRE menu includes acquisition of or visits from near-zero-emissions (NZE) and zero-emissions (ZE) on-road trucks, acquiring or using ZE yard trucks, installing or using ZE charging/fueling infrastructure, installing or using solar panels, or installing particulate filters for nearby sensitive land uses. Alternatively, an operator may choose to apply for a site-specific custom WAIRE plan that incorporates actions that are not on the WAIRE menu.

5.3.1.2 EXISTING CONDITIONS

South Coast Air Basin Meteorology

The City of Ontario are in the SoCAB, which includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties. The SoCAB is in a coastal plain with connecting broad

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valleys and low hills and is bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter. The general region lies in the semipermanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds (South Coast AQMD 2005).

Meteorology

Temperature and Precipitation

The annual average temperature varies little throughout the SoCAB, ranging from the low to middle 60s in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The average low is reported at 39.9°F in January, and the average high is 92.4°F in July (WRCC 2022).

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November to April. Average annual precipitation in Ontario is 20.30 inches (WRCC 2022).

Humidity

Although the SoCAB has a semiarid climate, the air near the earth's surface is typically moist because of a shallow marine layer. This "ocean effect" is dominant except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds. Periods of heavy fog are frequent, especially along the coast. Low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (South Coast AQMD 1993).

Wind

Wind patterns across the southern coastal region are characterized by westerly or southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between periods of wind, periods of air stagnation may occur in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the SoCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east inhibit the eastward transport and diffusion of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions (South Coast AQMD 2005).

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Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the “mixing height.” The combination of winds and inversions are critical determinants in the highly degraded air quality in summer and the generally good air quality in the winter in the project area (South Coast AQMD 2005).

SoCAB Nonattainment Areas

The AQMP provides the framework for air quality basins to achieve attainment of the State and federal ambient air quality standards through the State Implementation Plan. Areas are classified as attainment or nonattainment areas for particular pollutants depending on whether they meet the ambient air quality standards. Severity classifications for ozone nonattainment range from marginal, moderate, and serious to severe and extreme.

- **Unclassified.** A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.
- **Attainment.** A pollutant is in attainment if the AAQS for that pollutant was not violated at any site in the area during a three-year period.
- **Nonattainment.** A pollutant is in nonattainment if there was at least one violation of an AAQS for that pollutant in the area.
- **Nonattainment/Transitional.** A subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the AAQS for that pollutant.

The attainment status for the SoCAB is shown in Table 5.3-3, *Attainment Status of Criteria Pollutants in the South Coast Air Basin*.

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Table 5.3-3 Attainment Status of Criteria Air Pollutants in the South Coast Air Basin

Pollutant	State	Federal
Ozone – 1-hour	Extreme Nonattainment	No Federal Standard
Ozone – 8-hour	Extreme Nonattainment	Extreme Nonattainment
PM ₁₀	Serious Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment ²
CO	Attainment	Attainment
NO ₂	Nonattainment (SR-60 Near Road only) ¹	Attainment/Maintenance
SO ₂	Attainment	Attainment
Lead	Attainment	Nonattainment (Los Angeles County only) ³
All others	Attainment/Unclassified	Attainment/Unclassified

Source: CARB 2022a.

¹ On February 21, 2019, CARB's board approved the separation of the area that runs along State Route 60 corridor through portions of Riverside, San Bernardino, and Los Angeles counties from the remainder of the SoCAB for State nonattainment designation purposes. The board designated this corridor as nonattainment. The remainder of the SoCAB remains in attainment for NO₂ (CARB 2019). CARB is proposing to redesignate SR-60 Near-Road Portion of San Bernardino, Riverside, and Los Angeles Counties in the SoCAB as attainment for NO₂ at the February 24, 2022, board hearing (CARB 2022b).

² The SoCAB is pending a resignation request from nonattainment to attainment for the 24-hour federal PM_{2.5} standards. The *2021 PM_{2.5} Redesignation Request and Maintenance Plan* demonstrates that the South Coast meets the requirements of the CAA to allow the EPA to redesignate the SoCAB to attainment for the 65 µg/m³ and 35 µg/m³ 24-hour PM_{2.5} standards. CARB will submit the 2021 PM_{2.5} Redesignation Request to the US EPA as a revision to the California SIP (CARB 2021).

³ In 2010, the Los Angeles portion of the SoCAB was designated nonattainment for lead under the new 2008 federal AAQS as a result of large industrial emitters. Remaining areas in the SoCAB are unclassified.

Existing Ambient Air Quality

Existing levels of ambient air quality and historical trends and projections in the City are best documented by measurements taken by the South Coast AQMD. The City is in Source Receptor Area (SRA) 33, Southwest San Bernadino Valley.^{7,8} The Upland Monitoring Station and the Ontario SR-60 Near Roadway Monitoring Stations best represent the ambient air quality in the City. Data from these stations are summarized in Table 5.3-4, *Ambient Air Quality Monitoring Summary*. The data show that the area regularly exceeds the State and federal one-hour and eight-hour O₃ standards, with rare violations in state PM₁₀ and federal PM_{2.5} in the last five recorded years.

⁷ Locations of the SRAs and monitoring stations are shown here: <http://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf>.

⁸ South Coast AQMD Rule 701 defines an SRA as: "A source area is that area in which contaminants are discharged and a receptor area is that area in which the contaminants accumulate and are measured. Any of the areas can be a source area, a receptor area, or both a source and receptor area." There are 37 SRAs within the South Coast AQMD's jurisdiction.

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Table 5.3-4 Ambient Air Quality Monitoring Summary

Pollutant/Standard	Number of Days Thresholds Were Exceeded and Maximum Levels				
	2016	2017	2018	2019	2020
Ozone (O₃)					
State 1-Hour ≥ 0.09 ppm (days exceed threshold)	53	66	25	31	82
State & Federal 8-hour ≥ 0.070 ppm (days exceed threshold)	88	87	52	52	116
Max. 1-Hour Conc. (ppm)	0.156	0.150	0.133	0.131	0.158
Max. 8-Hour Conc. (ppm)	0.116	0.127	0.111	0.107	0.123
Nitrogen Dioxide (NO₂)¹					
State 1-Hour ≥ 0.18 ppm (days exceed threshold)	0	0	0	0	0
Federal 1-Hour ≥ 0.100 ppm (days exceed threshold)	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	70.1	64.1	58.7	57.9	55.4
Coarse Particulates (PM₁₀)					
State 24-Hour > 50 µg/m ³ (days exceed threshold)	NA	NA	NA	NA	NA
Federal 24-Hour > 150 µg/m ³ (days exceed threshold)	1	0	1	0	1
Max. 24-Hour Conc. (µg/m ³)	184.0	106.5	156.6	125.9	174.8
Fine Particulates (PM_{2.5})					
Federal 24-Hour > 35 µg/m ³ (days exceed threshold)	7	9	7	6	14
Max. 24-Hour Conc. (µg/m ³)	55.9	67.8	70.6	71.2	65.6

Source: CARB 2022c.
ppm = parts per million; parts per billion, µg/m³ = micrograms per cubic meter
Data for O₃, NO₂, and PM₁₀ obtained from the Upland Monitoring Station. Data for PM_{2.5} obtained from the Ontario SR-60 Near Roadway Monitoring Station.

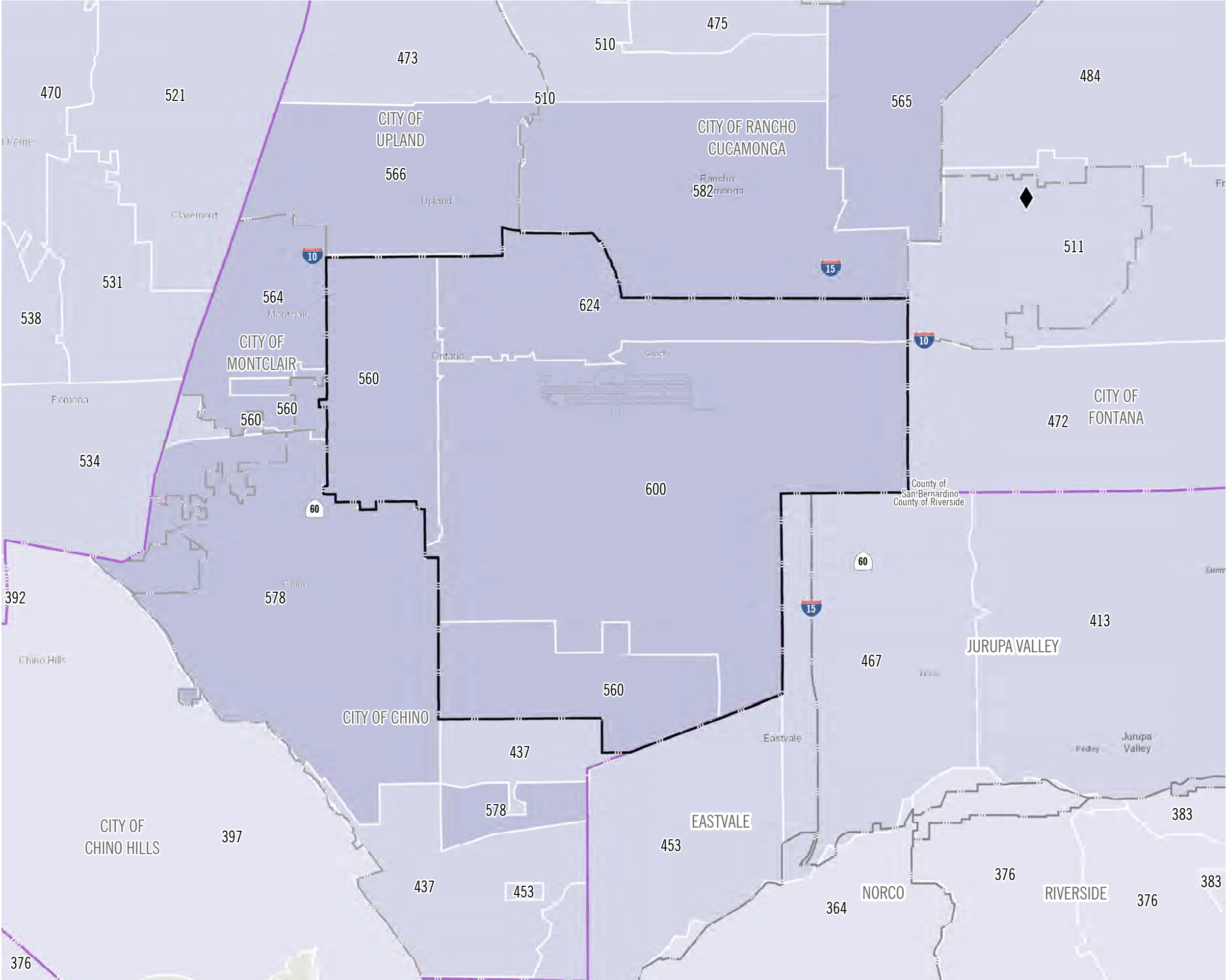
Multiple Air Toxics Exposure Study

The Multiple Air Toxics Exposure Study (MATES) is a monitoring and evaluation study on existing ambient concentrations of TACs and the potential health risks from air toxics in the SoCAB. In April 2021 South Coast AQMD released the latest update to the MATES study, MATES V. The first MATES analysis began in 1986 but was limited due to the technology available at the time. Conducted in 1998, MATES II was the first MATES iteration to include a comprehensive monitoring program, an air toxics emissions inventory, and a modeling component. MATES III was conducted in 2004 to 2006, with MATES IV following in 2012 to 2013.

MATES V uses measurements taken during 2018 and 2019, with a comprehensive modeling analysis and emissions inventory based on 2018 data. The previous MATES studies quantified the cancer risks based on the inhalation pathway only. MATES V includes information on the chronic noncancer risks from inhalation and noninhalation pathways for the first time. Cancer risks and chronic noncancer risks from MATES II through IV measurements have been re-examined using current Office of Environmental Health Hazards Assessment and CalEPA risk assessment methodologies and modern statistical methods to examine the trends over time. Figure 5.3-1, *South Coast AQMD MATES V Cancer Risk*, shows the results of the inhalation cancer risk from the MATES V study. The potential cancer risk is expressed as the incremental number of potential cancer cases that could be developed per million people, assuming that the population is exposed to the substance at a constant annual average concentration over a presumed 70-year lifetime.

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Figure 5.3-1
South Coast AQMD
MATES V Cancer Risk



- Ontario City Boundary
- County Boundary
- MATES Monitoring Sites

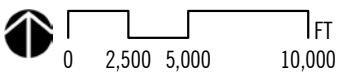
Residential Air Toxics Cancer Risk Calculated from Model Data

Cancer Risk [per million]

- 1601 - 4800
- 1451 - 1600
- 1301 - 1450
- 1151 - 1300
- 1001 - 1150
- 851 - 1000
- 701 - 850
- 551 - 700
- 401 - 550
- 251 - 400
- 101 - 250
- 0 - 100



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Source: South Coast AQMD 2021 Date: 3/10/2022

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The MATES V study showed that cancer risk in the SoCAB decreased to 454 in a million from the MATES IV study risk of 997 in a million. Overall, air toxics cancer risk in the SoCAB decreased by 54 percent since 2012 when MATES IV was conducted. MATES V showed the highest risk locations near the Los Angeles International Airport and Ports of Long Beach and Los Angeles. DPM continues to be the major contributor to air toxics cancer risk. Goods movement and transportation corridors have the highest cancer risk. Transportation sources account for 88 percent of carcinogenic air toxics emissions, and the remainder is from stationary sources, which include large industrial operations such as refineries and power plants and smaller businesses such as gas stations and chrome-plating facilities. (South Coast AQMD 2021a).

Existing Emissions

The City consists of commercial, retail, industrial, and institutional land uses and single- and multifamily residences. These uses currently generate criteria air pollutant emissions from natural gas use for energy, heating, and cooking; vehicle trips associated with each land use; and area sources such as landscaping equipment and consumer cleaning products.⁹ Table 5.3-5, *City of Ontario Criteria Air Pollutant Emissions Inventory*, shows the average daily emissions inventory currently associated with the existing land uses in the City. The inventory also includes emissions from off-road construction equipment.

Table 5.3-5 City of Ontario Criteria Air Pollutant Emissions Inventory

Sector	Existing Criteria Air Pollutant Emissions (pounds per day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Transportation ¹	427	6,649	20,047	83	630	257
Energy ²	122	1,068	642	7	84	84
Area –Off-Road Equipment ³	98	2,021	6,472	3	85	78
Area – Consumer Products ⁴	2,096	–	–	–	–	–
Total	2,742	9,738	27,162	93	799	419

Notes:

¹ EMFAC2021 Version 1.0.1. Based on daily VMT provided by Fehr & Peers (see Appendix J).

² Based on natural gas use provided by SoCalGas.

³ OFFROAD2021.

⁴ Based on CalEEMod, Version 2020.4.0 User's Guide methodology to calculate VOC emissions from use of household consumer cleaning products.

Permitted Sources of Emissions

South Coast AQMD regulates stationary sources of emissions through source-specific rules that have been adopted to reduce criteria air pollutant emissions and TACs. South Coast AQMD maintains the Facility Information Detail (FIND) database of permitted facilities in its region. Permitted sources include smaller sources such as gas stations and chrome-plating facilities as well as large sources such as refineries and power stations. Figure 5.3-2, *South Coast AQMD Permitted Facilities*, identifies permitted sources of emissions in Ontario that are regulated directly by South Coast AQMD. Permitted sources of emissions are generally clustered in industrial areas of the City.

⁹ Emissions from permitted sources are excluded from the existing emissions inventory because the reductions associated with the Industrial sector are regulated separately by South Coast AQMD and are not under the jurisdiction of the City of Ontario.

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Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases.

Residential areas are considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Other sensitive receptors are retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, because the majority of the workers tend to stay indoors most of the time. In addition, the workforce is generally the healthiest segment of the population.

Environmental Justice Communities

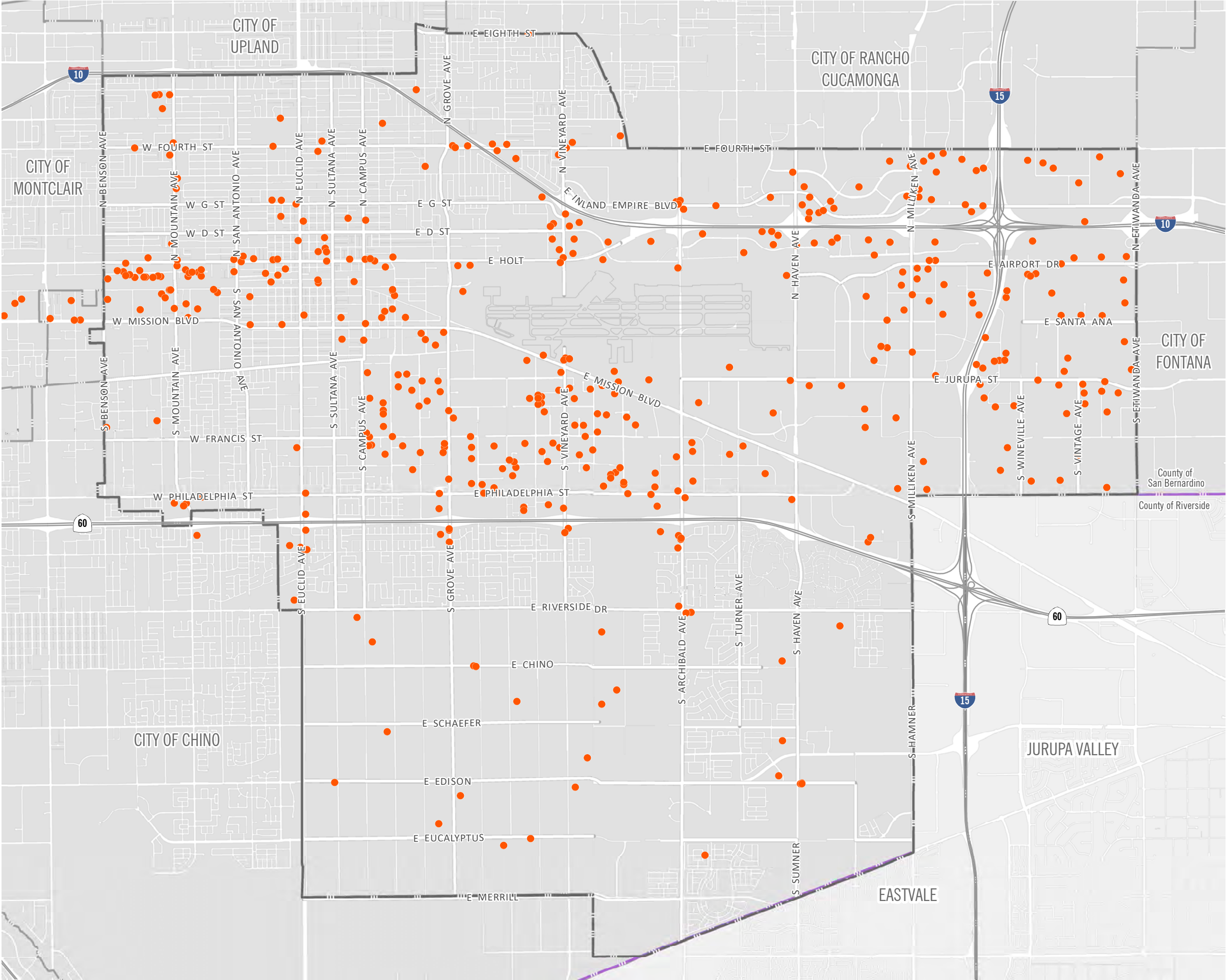
Figure 5.3-3, *Environmental Justice Communities*, shows the census tracts and associated neighborhoods in Ontario that have been identified as environmental justice (EJ) communities through the SB 1000 process.

CalEnviroScreen Air Quality Indicators

CalEnviroScreen (CES) is a mapping tool that helps identify the California communities most affected by sources of pollution, and where people are especially vulnerable to pollution's effects. People in environmental justice areas identified by CES4 may be disproportionately affected by and vulnerable to poor air quality. CES's "pollution burden" map identifies communities that are exposed to pollution from human activities, such as air pollution (ozone, PM_{2.5}, DPM), water pollution (drinking water contaminants), hazardous materials (pesticide use, children's lead exposure, toxic releases), and traffic density. Figure 5.3-4, *CES4 Indicator – Pollution Burden*, shows the pollution burden for Ontario relative to California. In CalEnviroScreen, the pollution burden scope considers the disproportionate effect of pollution on environmental justice communities, because the score weighs socioeconomic factors (e.g., educational attainment, poverty) and sensitivity of the population (e.g., asthma rates, cardiovascular disease).

And though the causes of asthma are poorly understood, it is well established that exposure to traffic and outdoor air pollutants can trigger asthma attacks. Children, the elderly, and low-income Californians suffer disproportionately from asthma (CalEPA 2017). Most census tracts in Ontario rank in the 60 to 80th percentiles for asthma, meaning the asthma rate is higher than 60 percent of the census tracts in California (see Figure 5.3-5, *CES4 Indicator – Asthma Percentile*).

Figure 5.3-2
South Coast AQMD
Permitted Facilities



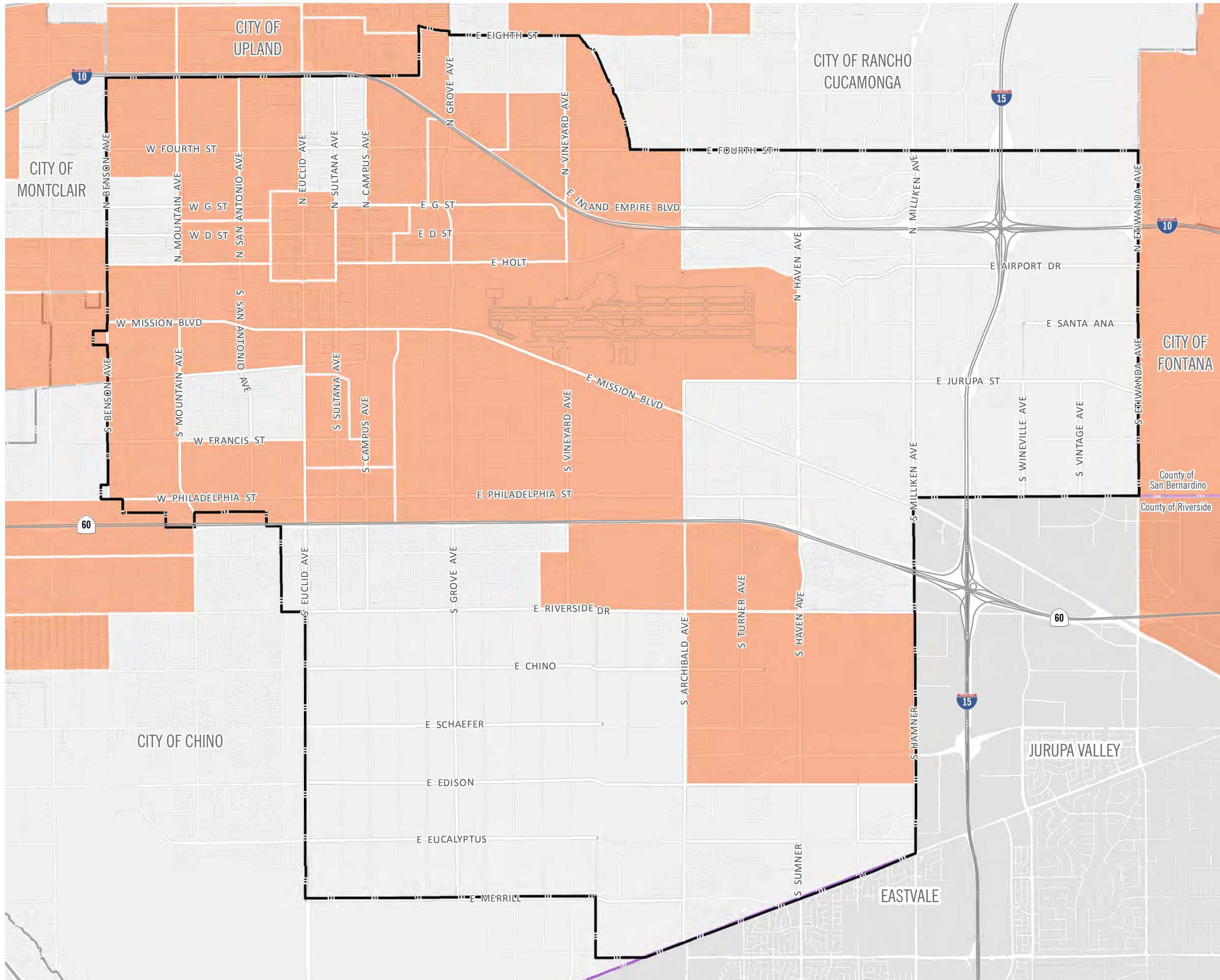
- Permitted Facilities
- Ontario City Boundary
- County Boundary



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Figure 5.3-3
Environmental Justice
Communities

- Environmental Justice Community
- Ontario City Boundary
- County Boundary

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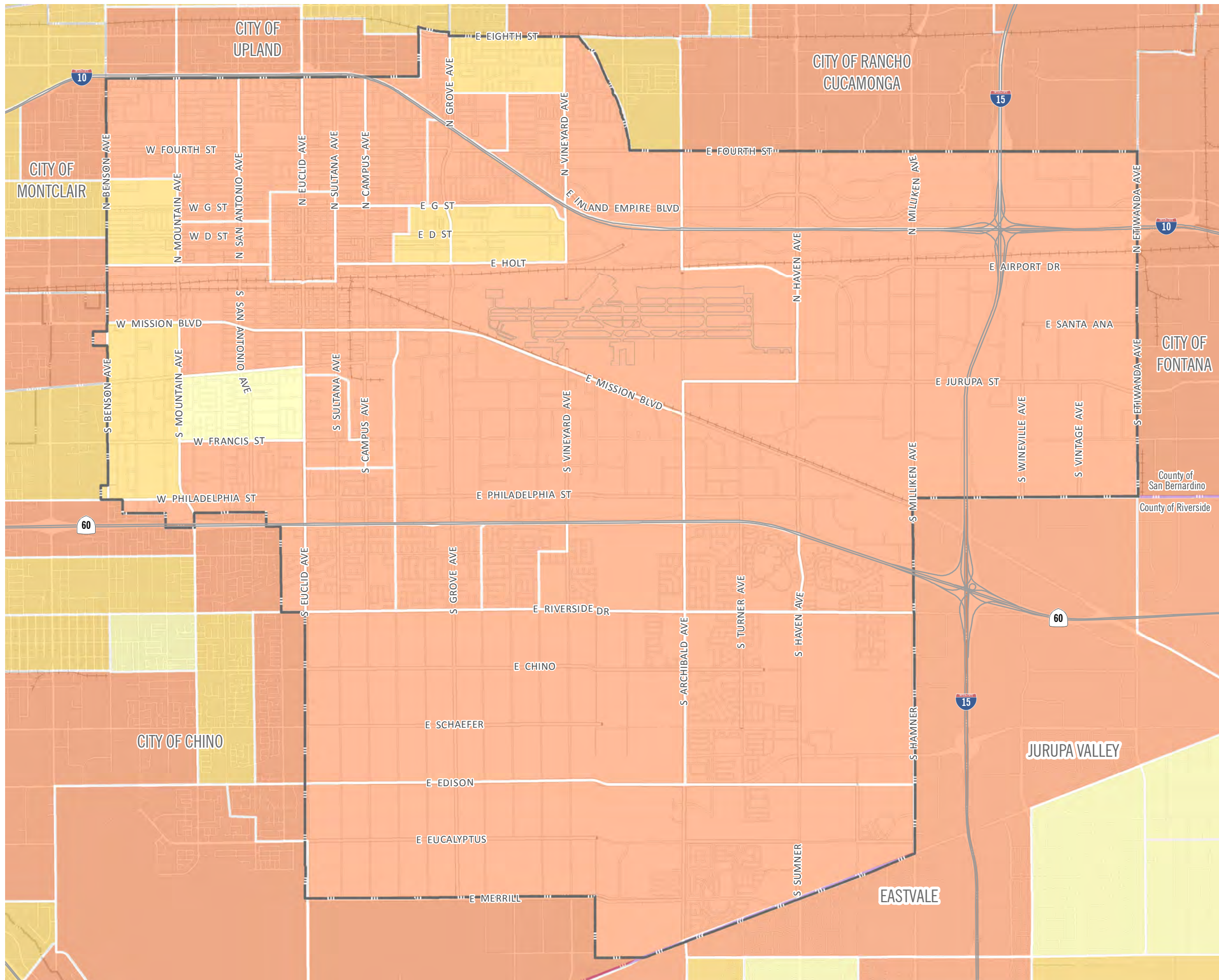
0 2,500 5,000 10,000 FT

Source: CES4 2021 Date: 3/4/2022

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Figure 5.3-4
CES4 Indicator - Pollution Burden

- Ontario City Boundary
- County Boundary
- Rail Network
- Pollution Burden Percent**
- 0.0 - 25.0%
- 25.1 - 50.0%
- 50.1 - 75.0%
- 75.1 - 100.0%

2 • 0 • 5 • 0



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SUPPLEMENTAL EIR



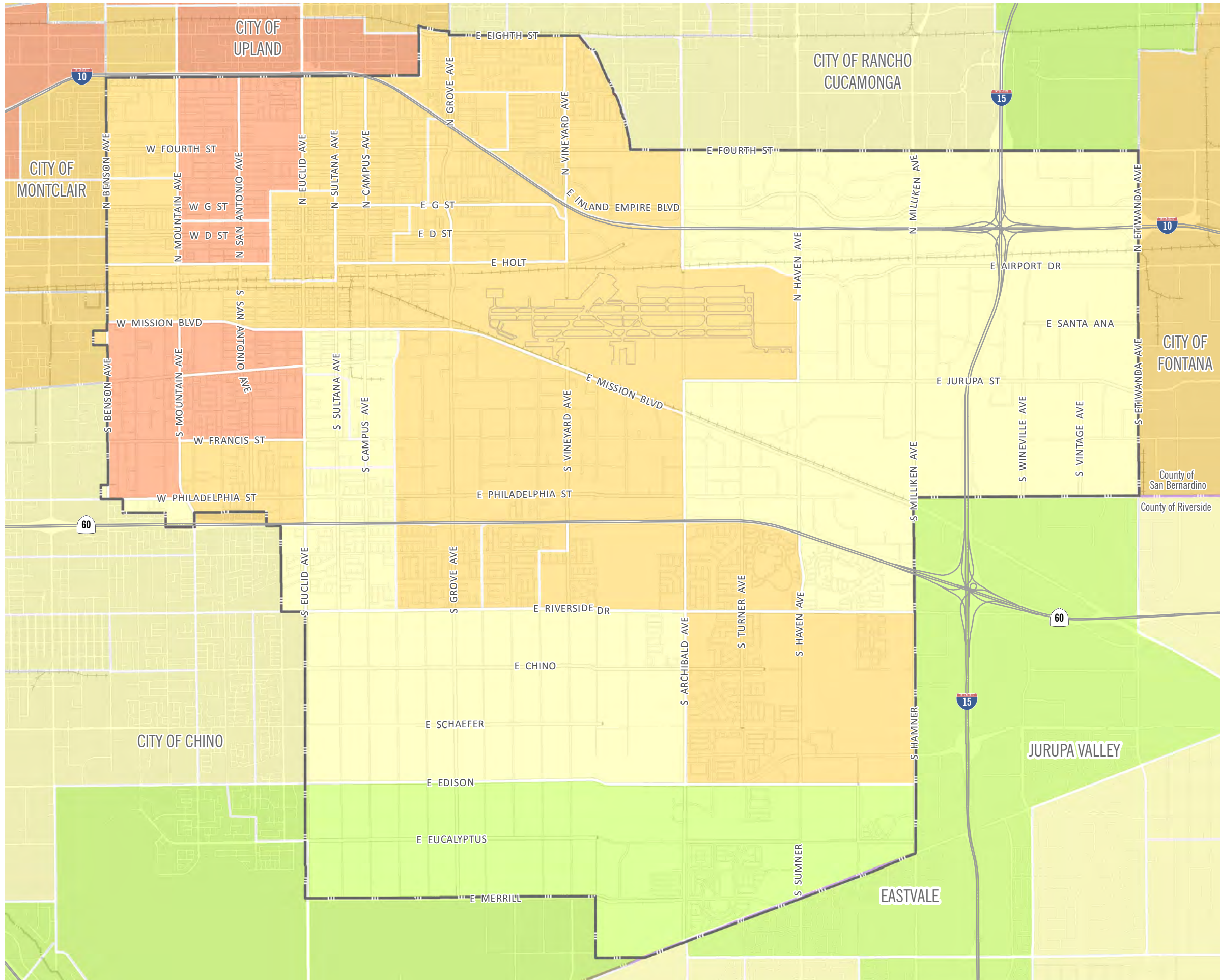
Source: OEHHA 2021

Date: 3/4/2022

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



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Figure 5.3-5
CES4 Indicator -
Asthma Percentile

 Ontario City Boundary
 County Boundary
 Rail Network
Asthma Percentile
 0.0 - 25.0%
 25.1 - 50.0%
 50.1 - 75.0%
 75.1 - 100.0%

2 • 0 • 5 • 0



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Source: OEHHA 2021

Date: 3/4/2022

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5.3.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- AQ-1 Conflict with or obstruct implementation of the applicable air quality plan.
- AQ-2 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.
- AQ-3 Expose sensitive receptors to substantial pollutant concentrations.
- AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

5.3.2.1 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT THRESHOLDS

The analysis of the project's air quality impacts follows the guidance and methodologies recommended in South Coast AQMD's *CEQA Air Quality Handbook* (Handbook) and the significance thresholds on South Coast AQMD's website (South Coast AQMD 1993, 2019). CEQA allows the significance criteria established by the applicable air quality management or air pollution control district to be used to assess impacts of a project on air quality. South Coast AQMD has established regional thresholds of significance. In addition to the regional thresholds, projects are subject to the AAQS.

Regional Significance Thresholds

South Coast AQMD has adopted regional construction and operational emissions thresholds to determine a project's cumulative impact on air quality in the SoCAB, shown in Table 5.3-6, *South Coast AQMD Significance Thresholds*. The table lists thresholds that are applicable for all projects uniformly, regardless of size or scope. There is growing evidence that although ultrafine particulate matter contributes a very small portion of the overall atmospheric mass concentration, it represents a greater proportion of the health risk from PM. However, the EPA and CARB have not adopted AAQS to regulate ultrafine particulate matter; therefore, South Coast AQMD has not developed thresholds for them.

Table 5.3-6 South Coast AQMD Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
Reactive Organic Gases (ROG)	75 lbs/day	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Nitrogen Oxides (NO _x)	100 lbs/day	55 lbs/day
Sulfur Oxides (SO _x)	150 lbs/day	150 lbs/day
Particulates (PM ₁₀)	150 lbs/day	150 lbs/day

Source: South Coast AQMD 2019.

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In addition to these daily thresholds, projects are also subject to the ambient air quality standards. These are addressed through an analysis of localized CO impacts. The California 1 hour and 8 hour CO standards are:

- 1 hour = 20 parts per million
- 8 hour = 9 parts per million

The significance of localized project impacts depends on whether ambient CO levels in the vicinity of the project are above or below state and federal CO standards. If ambient levels are below the standards, a project is considered to have significant impacts if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, project emissions are considered significant if they increase ambient concentrations by a measurable amount. The South Coast AQMD defines a measurable amount as 1.0 ppm or more for the 1-hour CO concentration or 0.45 ppm or more for the 8-hour CO concentration.

Projects that exceed the regional significance threshold contribute to the nonattainment designation of the SoCAB. The attainment designations are based on the AAQS, which are set at levels of exposure that are determined to not result in adverse health effects. Exposure to fine particulate pollution and ozone causes myriad health impacts, particularly to the respiratory and cardiovascular systems.

- Increases cancer risk (PM_{2.5}, TACs)
- Aggravates respiratory disease (O₃, PM_{2.5})
- Increases bronchitis (O₃, PM_{2.5})
- Causes chest discomfort, throat irritation, and increased effort to take a deep breath (O₃)
- Reduces resistance to infections and increases fatigue (O₃)
- Reduces lung growth in children (PM_{2.5})
- Contributes to heart disease and heart attacks (PM_{2.5})
- Contributes to premature death (O₃, PM_{2.5})
- Contributes to lower birth weight in newborns (PM_{2.5}) (South Coast AQMD 2015a)

Exposure to fine particulates and ozone aggravates asthma attacks and can amplify other lung ailments such as emphysema and chronic obstructive pulmonary disease. Exposure to current levels of PM_{2.5} is responsible for an estimated 4,300 cardiopulmonary-related deaths per year in the SoCAB. In addition, University of Southern California scientists, in a landmark children's health study, found that lung growth improved as air pollution declined for children aged 11 to 15 in five communities in the SoCAB (South Coast AQMD 2015b).

South Coast AQMD is the primary agency responsible for ensuring the health and welfare of sensitive individuals exposed to elevated concentrations of air pollutants in the SoCAB and has established thresholds that would be protective of these individuals. To achieve the health-based standards established by the EPA, South Coast AQMD prepares an AQMP that details regional programs to attain the AAQS.

Mass emissions in Table 5.3-6 are not correlated with concentrations of air pollutants but contribute to the cumulative air quality impacts in the SoCAB. The thresholds are based on the trigger levels for the federal New Source Review Program, which was created to ensure projects are consistent with attainment of health-based

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federal AAQS. Regional emissions from a single project do not single-handedly trigger a regional health impact, and it is speculative to identify how many more individuals in the air basin would be affected by the health effects listed above. Projects that do not exceed the South Coast AQMD regional significance thresholds in Table 5.3-6 would not violate any air quality standards or contribute substantially to an existing or projected air quality violation.

If projects exceed the emissions in Table 5.3-6, emissions would cumulatively contribute to the nonattainment status and would contribute to elevating the associated health effects. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Reducing emissions would further contribute to reducing possible health effects related to criteria air pollutants. However, for projects that exceed the emissions in Table 5.3-6, it is speculative to determine how this would affect the number of days the region is in nonattainment—since mass emissions are not correlated with concentrations of emissions—or how many additional individuals in the air basin would be affected.

South Coast AQMD has not provided methodology to assess the specific correlation between mass emissions generated and the effect on health that is needed to address the issue raised in *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, Case No. S21978 (known as “Friant Ranch”). Ozone concentrations depend on a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground-level ozone concentrations in relation to the National AAQS and California AAQS, it is not possible to link health risks to the magnitude of emissions exceeding the significance thresholds. However, if a project in the SoCAB exceeds the regional significance thresholds, the project could contribute to an increase in health effects in the basin until the attainment standard is met in the SoCAB.

Localized Significance Thresholds

South Coast AQMD identifies localized significance thresholds (LST), shown in Table 5.3-7, *South Coast AQMD Localized Significance Thresholds*. Emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at a project site could expose sensitive receptors to substantial concentrations of criteria air pollutants. Off-site mobile-source emissions are not included in the LST analysis. A project would generate a significant impact if it generates emissions that would violate the AAQS when added to the local background concentrations.

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Table 5.3-7 South Coast AQMD Localized Significance Thresholds

Air Pollutant (Relevant AAQS)	Concentration
1-Hour CO Standard (CAAQS)	20 ppm
8-Hour CO Standard (CAAQS)	9.0 ppm
1-Hour NO ₂ Standard (CAAQS)	0.18 ppm
Annual NO ₂ Standard (CAAQS)	0.03 ppm
24-Hour PM ₁₀ Standard – Construction (South Coast AQMD) ¹	10.4 µg/m ³
24-Hour PM _{2.5} Standard – Construction (South Coast AQMD) ¹	10.4 µg/m ³
24-Hour PM ₁₀ Standard – Operation (South Coast AQMD) ¹	2.5 µg/m ³
24-Hour PM _{2.5} Standard – Operation (South Coast AQMD) ¹	2.5 µg/m ³
Annual Average PM ₁₀ Standard (South Coast AQMD) ¹	1.0 µg/m ³

Source: South Coast AQMD 2019.

ppm: parts per million; µg/m³: micrograms per cubic meter

¹ Threshold is based on South Coast AQMD Rule 403. Since the SoCAB is in nonattainment for PM₁₀ and PM_{2.5}, the threshold is established as an allowable change in concentration. Therefore, background concentration is irrelevant.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the State one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles and introduction of cleaner fuels as well as implementation of control technology at industrial facilities, CO concentrations in the SoCAB and the state have steadily declined.

In 2007, the SoCAB was designated in attainment for CO under both the California AAQS and National AAQS. The CO hotspot analysis conducted for the attainment by South Coast AQMD did not predict a violation of CO standards at the busiest intersections in Los Angeles during the peak morning and afternoon periods.¹⁰ As identified in South Coast AQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide, peak carbon monoxide concentrations in the SoCAB in the years before redesignation were a result of unusual meteorological and topographical conditions and not of congestion at a particular intersection. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (BAAQMD 2017).¹¹

¹⁰ The four intersections were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning peak hour and LOS F in the evening peak hour.

¹¹ The CO hotspot analysis refers to the modeling conducted by the Bay Area Air Quality Management District for its CEQA Guidelines because it is based on newer data and considers the improvement in mobile-source CO emissions. Although meteorological conditions in the Bay Area differ from those in the Southern California region, the modeling conducted by

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Health Risk Thresholds

Whenever a project would require use of chemical compounds that have been identified in South Coast AQMD Rule 1401, placed on CARB's air toxics list pursuant to AB 1807, or placed on the EPA's National Emissions Standards for Hazardous Air Pollutants, a health risk assessment is required by the South Coast AQMD. Table 5.2-8, *South Coast AQMD Incremental Risk Thresholds for TACs*, lists the TAC incremental risk thresholds for operation of a project. The purpose of this environmental evaluation is to identify the significant effects of TOP 2050 on the environment, not the significant effects of the environment on the Proposed Project. See *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (Case No. S213478). CEQA does not require an analysis of the environmental effects of attracting development and people to an area. However, the environmental document must analyze the impacts of environmental hazards on future users when a proposed project exacerbates an existing environmental hazard or condition. Residential, commercial, and office uses do not use substantial quantities of TACs and typically do not exacerbate existing hazards, so these thresholds are typically applied to new industrial projects.

Table 5.3-8 South Coast AQMD Incremental Risk Thresholds for TACs

Maximum Incremental Cancer Risk	≥ 10 in 1 million
Hazard Index (project increment)	≥ 1.0
Cancer Burden in areas ≥ 1 in 1 million	> 0.5 excess cancer cases

Source: South Coast AQMD 2019.

5.3.3 Environmental Impacts

5.3.3.1 2010 CERTIFIED EIR

The 2010 Certified EIR identified the following conclusions regarding the air quality emissions:

- **AQMP Consistency.** The 2010 Certified EIR concluded that air pollutant emissions associated with the buildout of the City of Ontario would cumulatively contribute to the nonattainment designations in the SoCAB. Furthermore, buildout of the Approved Project would exceed current estimates of population, employment, and VMT for Ontario, and therefore these emissions are not included in the current regional emissions inventory for the SoCAB.
- **Construction-Related Regional Air Quality Impact.** The 2010 Certified EIR concluded that, even after mitigation, construction air emissions could exceed South Coast AQMD's significance thresholds as a result of the amount of development activity that is anticipated in the City.

BAAQMD demonstrates that the net increase in peak hour traffic volumes at an intersection in a single hour would need to be substantial. This finding is consistent with the CO hotspot analysis South Coast AQMD prepared as part of its 2003 AQMP to provide support in seeking CO attainment for the SoCAB. Based on the analysis prepared by South Coast AQMD, no CO hotspots were predicted for the SoCAB. As noted in the preceding footnote, the analysis included some of Los Angeles' busiest intersections, with daily traffic volumes of 100,000 or more peak hour vehicle trips operating at LOS E and F.

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- **Operational Phase Regional Air Quality Impact.** The 2010 Certified EIR concluded that the long-term operational emissions would exceed the daily South Coast AQMD thresholds for all criteria pollutants. The emissions of VOC and NO_x that exceed the South Coast AQMD regional significance thresholds would contribute to the O₃ nonattainment designation of the SoCAB, and emissions of NO_x, PM₁₀, and PM_{2.5} that exceed the South Coast AQMD regional significance thresholds would contribute to the particulate matter (PM₁₀ and PM_{2.5}) nonattainment designation of the SoCAB under the National and California AAQS.
- **Localized Air Quality Impact.** The 2010 Certified EIR demonstrated that there would be no CO exceedances caused by vehicular emissions idling at intersections, and therefore localized CO hotspot impacts would be less than significant. Consequently, sensitive receptors in the area would not be significantly adversely affected by CO emissions generated at buildout of the City.
- **Odors.** The 2010 Certified EIR identified that odors generated within the City would not affect a substantial number of people, and impacts would be less than significant. Individual projects, including commercial, industrial, and residential projects, associated with the Approved Project were required to comply with South Coast AQMD Rule 402 to prevent occurrence and avoid creation of a public nuisance.
- **New Sensitive Receptors Near Air Pollution Sources.** The 2010 Certified EIR demonstrated that roadway volumes on the surrounding major freeways had the potential to expose sensitive receptors to substantial concentrations of air pollutant emissions if constructed within 500 feet of these freeways. However, this is no longer considered a CEQA impact.

5.3.3.2 PROPOSED PROJECT

Methodology

The air quality evaluation was prepared in accordance with the requirements of CEQA to determine if significant air quality impacts are likely to occur in conjunction with future development that would be accommodated by TOP 2050. The published South Coast AQMD's *CEQA Air Quality Handbook* and its updates on the South Coast AQMD website are intended to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts. It provides standards, methodologies, and procedures for conducting air quality analyses in EIRs that were used in this analysis. South Coast AQMD has published additional guidance for LSTs—*Localized Significance Threshold Methodology for CEQA Evaluations* (South Coast AQMD 2008a)—that is intended to provide guidance in evaluating localized effects from emissions generated by a project. Following is a summary by sector of the assumptions used for the City's criteria air pollutant emissions inventory and forecast included in Appendix C.

- **Transportation.** Transportation emissions forecasts were modeled using CARB's EMFAC2021, version 1.0.1, web database. Model runs were based on Origin Destination (OD) Method VMT data provided by Fehr & Peers (see Section 5.17, *Transportation*) and calendar year 2021 (existing) and 2050 emission rates. Modeling of VMT is based on the San Bernardino County Transit Authority's San Bernardino Transportation Analysis Model. VMT from passenger vehicles and trucks that have an origin or destination in the City use a transportation origin-destination methodology. Accounting of VMT is based on the

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recommendations of CARB's Regional Targets Advisory Committee (RTAC) created under SB 375. For accounting purposes, there are three types of trips:

- **Internal-Internal.** Vehicle trips that originated and terminated within the City (Internal-Internal, I-I). Using the accounting rules established by RTAC, 100 percent of the length of these trips and their emissions are attributed to the City.
 - **Internal-External/External-Internal.** Vehicle trips that either originated or terminated (but not both) in the City (Internal-External or External-Internal, I-X and X-I). Using the accounting rules established by RTAC, 50 percent of the trip length for these trips is attributed to the City.
 - **External-External.** Vehicle trips that neither originated nor terminated in the City. These trips are commonly called pass-through trips (External-External, X-X). Using the accounting rules established by RTAC, these trips are not counted toward the City's VMT or emissions.
- **Energy.** Emissions associated with natural gas use for residential and nonresidential land uses in the City were modeled based on data provided by SoCalGas for year 2020. Forecasts are adjusted for increases in population and employment in the City based on the without state actions energy forecast conducted for the Community Climate Action Plan (CCAP) (see Appendix F).
 - **Off-Road Equipment.** Emission rates from CARB's OFFROAD2021, version 1.0.1, web database were used to estimate criteria air pollutant emissions from agricultural, light commercial, and construction in the City. OFFROAD is a database of equipment use and associated emissions for each county compiled by CARB. Annual emissions were compiled using OFFROAD for the County of San Bernardino for year 2020. In order to determine the percentage of emissions attributable to the City, light commercial equipment is estimated based on employment for Ontario as a percentage of San Bernardino County. Agricultural equipment emissions are based on agricultural jobs for the City as a percentage of San Bernardino County. Construction equipment use is estimated based on building permit data for Ontario and San Bernardino County from data compiled by the US Census. The light commercial equipment emissions forecast is adjusted for changes in employment in the City, and the agricultural equipment forecast assumes no remaining farmland in the City. It is assumed that construction emissions for the forecast year would be similar to historical levels.
 - **Area Sources.** Area sources are based on CalEEMod defaults for emissions generated from use of consumer products and cleaning supplies.

Impacts of the Environment on a Project

In 2016, the California Legislature passed Senate Bill 1000 (SB 1000), Planning for Healthy Communities Act, to incorporate Environmental Justice (EJ) into the local land use planning process. SB 1000 requires local governments to address pollution and other hazards that disproportionately impact low-income communities and communities of color in their jurisdictions. SB 1000 mandates that general plans address environmental justice but does not require CEQA analyses to address EJ issues. TOP 2050 addresses air quality and health risk impacts of implementing TOP 2050 to sensitive land uses.

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Buildout of the proposed land use plan under TOP 2050 could result in siting sensitive uses (e.g., residential) near sources of emissions (e.g., freeways, industrial uses, etc.). Developing new sensitive land uses near sources of emissions could expose persons that inhabit these sensitive land uses to potential air quality-related impacts. However, the purpose of this environmental evaluation is to identify the significant effects of the proposed project on the environment, not the significant effects of the environment on the proposed project. *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (Case No. S213478). Thus, CEQA does not require analysis of the potential environmental effects from siting sensitive receptors near existing sources, and this type of analysis is not provided in Section 5.3.3. However, TOP 2050 includes policies that would require design features to minimize air quality impacts and to achieve appropriate health standards. The following policies are applicable:

- **LU-2.9: Methane Gas Sites.** We require sensitive land uses and new uses on former dairy farms or other methane-producing sites to be designed to minimize health risks.
- **LU-2.10: Sensitive Uses.** We monitor and share information with the community about stationary and non-stationary emission sources. We encourage siting and design of facilities to minimize health and safety risks on existing and proposed sensitive uses, especially in environmental justice areas.
- **ER-4.2: Sensitive Land Uses.** We prohibit the future siting of sensitive land uses within the distances defined by the California Air Resources Board for specific source categories, without sufficient mitigation.
- **ER-4.4: Indoor Air Quality.** We will comply with State Green Building Codes relative to indoor air quality. We seek funding to improve indoor air quality for households with poor indoor air quality, with priority for lower income households in environmental justice areas.

Impact Analysis

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.3-1: The additional population growth forecast for TOP 2050 and the associated emissions would exceed the assumptions of the South Coast AQMD's AQMP. [Threshold AQ-1]

The 2010 Certified EIR identified that TOP had the potential to conflict with the South Coast AQMD AQMP. The following describes potential air quality impacts of consistency with the AQMP from implementation of TOP 2050 (Proposed Project) compared to TOP (Approved Project).

The South Coast AQMD is directly responsible for reducing emissions from area, stationary, and mobile sources in the SoCAB to achieve the National and California AAQS and has responded to this requirement by preparing an AQMP. Since the 2010 EIR was certified, the South Coast AQMD Governing Board adopted the 2016 AQMP, which is a regional and multiagency effort (South Coast AQMD, CARB, SCAG, and EPA). In addition, South Coast AQMD will release the 2022 AQMP this year.

A consistency determination with the AQMP plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of

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the environmental efforts of the project under consideration early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to the clean air goals in the AQMP.

The two principal criteria for conformance with an AQMP are:

1. Whether the project would exceed the assumptions in the AQMP.
2. Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timeline attainment of air quality standards.

SCAG is South Coast AQMD's partner in the preparation of the AQMP, providing the latest economic and demographic forecasts and developing transportation measures. Regional population, housing, and employment projects developed by SCAG are based, in part, on general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP.

Criterion 1

Table 5.3-9, *Comparison of Population and Employment Forecast*, compares the population and employment growth forecast under TOP 2050 to the Approved Project. The table shows that TOP 2050 would result in more VMT as a result of an increase in population; however, VMT per service population would decrease from the Approved Project. As a result, TOP 2050 provides a more efficient land use plan that reduces VMT per resident and employee. Therefore, the Proposed Project would be consistent with the AQMP under the first criterion.

Table 5.3-9 Comparison of Population and Employment Forecast

Scenario	Approved TOP	TOP 2050	Change from Approved TOP	Percent Change
Population	357,957	410,492	230,895	129%
Employment	313,067	296,002	164,003	124%
Service Population (SP) ¹	671,024	706,494	394,898	127%
Daily VMT ²	19,968,991	20,197,558	7,797,419	63%
VMT/SP	29.76	28.59	-11.21	-28%

¹ Service population (SP) consists of the aggregate of total employees and population within the study area.

² Source: Appendix J (Fehr and Peers 2022) See Section 5.17, *Transportation*.

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Criterion 2

The SoCAB is designated nonattainment for O₃ and PM_{2.5} under the California and National AAQS,¹² nonattainment for NO₂ along State Route 60 under the California AAQS,¹³ nonattainment for PM₁₀ under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2022a). Because TOP 2050 involves long-term growth associated with buildout of the City, cumulative emissions generated from operation of individual development projects would exceed the South Coast AQMD regional and localized thresholds (see Impact 5.3-2 and Impact 5.3-3). Consequently, emissions generated by development projects in addition to existing sources in the City are considered to cumulatively contribute to the nonattainment designations of the SoCAB. Buildout of the proposed land use plan associated with TOP 2050 could contribute to an increase in frequency or severity of air quality violations and delay attainment of the AAQS or interim emission reductions in the AQMP, and emissions generated from buildout would result in a significant air quality impact. Therefore, like the Approved Project, the Proposed Project would be inconsistent with the AQMP. As identified in Impact 5.3-3, the Proposed Project would result in a substantial increase in VOC compared to the Approved Project. Therefore, TOP 2050 would result in a substantial increase in magnitude of impacts compared to the Proposed Project.

Summary

Buildout of TOP 2050 would be consistent with the AQMP under the first criteria. However, air pollutant emissions associated with buildout of TOP 2050 would cumulatively contribute to the nonattainment designations in the SoCAB. Therefore, like the Approved Project, TOP 2050 would be inconsistent with the AQMP. Additionally, because of the substantial increase in population and associated VOC emission, the Proposed Project would result in a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.3-2: Construction activities associated with future development that would be accommodated under TOP 2050 could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria. [Threshold AQ-2 and AQ-3]

The 2010 Certified EIR identified that, due to the scale of development activity associated under the Approved Project, the short-term emissions would likely exceed the South Coast AQMD regional significance thresholds.

¹² The SoCAB is pending a resignation request from nonattainment to attainment for the 24-hour federal PM_{2.5} standards. The 2021 PM_{2.5} Redesignation Request and Maintenance Plan demonstrates that the South Coast meets the requirements of the CAA to allow the EPA to redesignate the SoCAB to attainment for the 65 µg/m³ and 35 µg/m³ 24-hour PM_{2.5} standards. CARB will submit the 2021 PM_{2.5} Redesignation Request to the EPA as a revision to the California SIP (CARB 2021).

¹³ On February 21, 2019, CARB's board approved the separation of the area that runs along State Route 60 corridor through portions of Riverside, San Bernardino, and Los Angeles counties from the remainder of the SoCAB for State nonattainment designation purposes. The board designated this corridor as nonattainment. The remainder of the SoCAB remains in attainment for NO₂ (CARB 2019a). CARB is proposing to redesignate SR-60 Near-Road Portion of San Bernardino, Riverside, and Los Angeles Counties in the SoCAB as attainment for NO₂ at the February 24, 2022, board hearing (CARB 2022b).

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Construction activities under TOP 2050 would also temporarily increase PM₁₀, PM_{2.5}, VOC, NO_x, SO_x, and CO regional emissions in the SoCAB. The primary source of NO_x, CO, and SO_x emissions is the operation of construction equipment. The primary sources of particulate matter (PM₁₀ and PM_{2.5}) emissions are activities that disturb the soil, such as grading and excavation, road construction, and building demolition and construction. The primary sources of VOC emissions are the application of architectural coating and off-gas emissions associated with asphalt paving. A discussion of health impacts associated with air pollutant emissions generated by construction activities is included under “Air Pollutants of Concern” in Section 5.3.1.1, *Regulatory Framework*.

Construction activities associated with TOP 2050 would occur over the buildout horizon of the plan, causing short-term emissions of criteria air pollutants. However, information regarding specific development projects, soil types, and the locations of receptors would be needed in order to quantify the level of impact associated with construction activity. Due to the scale of development activity associated with buildout of TOP 2050, emissions would likely exceed the South Coast AQMD regional significance thresholds. In accordance with the South Coast AQMD methodology, emissions that exceed the regional significance thresholds would cumulatively contribute to the nonattainment designations of the SoCAB.

Air quality emissions related to construction must be addressed on a project-by-project basis. For TOP 2050, which is a broad-based policy plan, it is not possible to determine whether the scale and phasing of individual projects would exceed the South Coast AQMD’s short-term regional or localized construction emissions thresholds. In addition to regulatory measures—e.g., South Coast AQMD Rule 403 for fugitive dust control, Rule 1113 for architectural coatings, and CARB’s Airborne Toxic Control Measures—mitigation imposed at the project level may include extension of construction schedules and/or use of special equipment.

Furthermore, TOP 2050 includes Land Use Element Policy LU-2.1, Land Use Decisions, which requires new development to minimize impacts on adjacent properties and would reduce construction emissions associated with development projects. Safety Element Policy S-5.1, Dust Control Measures, requires the implementation of best management practices for dust control at all excavation and grading projects, and Policy S-5.2, Grading in High Winds, prohibits excavation and grading during strong wind conditions.

While individual projects accommodated under TOP 2050 may not exceed the South Coast AQMD regional significance thresholds, the likely scale and extent of construction activities associated with TOP 2050 would likely continue to exceed the relevant South Coast AQMD thresholds for some projects. Compared to the Approved Project, TOP 2050 would have similar impacts because the Proposed Project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City which would require substantial landform modification. Therefore, like the Approved Project, construction-related regional air quality impacts of developments that would be accommodated by TOP 2050 would be potentially significant.

Level of Significance Before Mitigation: Potentially significant.

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Impact 5.3-3: Implementation of TOP 2050 would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations. [Threshold AQ-2]

The 2010 Certified EIR identified that the Approved Project would generate long-term emissions that would exceed the daily South Coast AQMD thresholds for all criteria pollutants and cumulatively contribute to the nonattainment designations in the SoCAB for O₃ and particulate matter (PM₁₀ and PM_{2.5}) under the National and California AAQS.

TOP 2050 guides growth and development in the City by designating allowed land uses by parcel and through implementation of its goals and policies. New development would increase air pollutant emissions in the City and contribute to the overall emissions in the SoCAB. A discussion of health impacts associated with air pollutant emissions generated by operational activities is included under “Air Pollutants of Concern” in Section 5.3.1.1, *Regulatory Framework*. TOP 2050 sets up the framework for growth and development and does not directly result in development. Before development can occur, it must be analyzed for conformance with the general plan, zoning requirements, and other applicable local and State requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

TOP 2050 Criteria Air Pollutant Emissions Forecast

The emissions inventory for the City under TOP 2050 and Approved TOP is shown in Table 5.3-10, *City of Ontario Regional Criteria Air Pollutant Emissions Forecast*. As shown in the table, buildout of TOP 2050 would generate an increase in long-term emissions that exceed the daily South Coast AQMD thresholds for VOC. Emissions of NO_x, CO, PM₁₀, and PM_{2.5} would slightly decrease compared to the Approved Project. Emissions of VOC are a precursor to O₃. The increase in VOC emissions compared to the Approved Project is a result of the increase in residential uses, which result in a greater increase in consumer product use in the City. Emissions of VOC that exceed the South Coast AQMD regional significance thresholds would contribute to the O₃ nonattainment designation of the SoCAB.

Table 5.3-10 City of Ontario Regional Criteria Air Pollutant Emissions Forecast

Sector	Criteria Air Pollutant Emissions – Year 2050 (pounds per day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Approved TOP						
Transportation ¹	121	2,019	10,419	66	599	215
Energy ²	307	2,720	1,828	17	212	212
Area –Offroad Equipment ³	216	2,446	12,857	4	94	86
Area – Consumer Products ⁴	4,991	—	—	—	—	—
Approved TOP Total	5,634	7,185	25,103	87	905	512

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Table 5.3-10 City of Ontario Regional Criteria Air Pollutant Emissions Forecast

Sector	Criteria Air Pollutant Emissions – Year 2050 (pounds per day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
TOP 2050						
Transportation ¹	122	1,981	10,568	67	597	213
Energy ²	296	2,634	1,830	16	205	205
Area –Offroad Equipment ³	221	2,407	12,425	4	94	85
Area – Consumer Products ⁴	6,123	—	—	—	—	—
TOP 2050 Total	6,762	7,022	24,822	86	895	503
Change (TOP 2050 – Approved TOP)	1,128	-163	-281	0	-10	-9
South Coast AQMD Regional Significance Threshold	55	55	550	150	150	55
Significant?	Yes	No	No	No	No	No

Note:

¹ EMFAC2021 Version 1.0.1. Based on daily VMT provided by Fehr & Peers (see Appendix J).

² Based on natural gas use provided by SoCalGas and forecast based on the increase in population and employees.

³ OFFROAD2021

⁴ Based on CalEEMod, Version 2020.4.0 User's Guide methodology utilized to calculate VOC emissions from use of household consumer cleaning products.

Furthermore, TOP 2050 includes policies that would reduce operational emissions associated with development projects. Land Use Element policies LU-2.1 through LU-2.5 would regulate new development impacts on nearby sensitive land uses. Environmental Resources Element policies ER-3.1 through ER-3.6 would ensure that new development is energy efficient. Community Design Element policy CD-2.7 would ensure that sustainability is considered in the design of new projects. Environmental Resources policies ER-4.1 through ER-4.9 would reduce air pollution from new development. Mobility Element policies M-1.4 (complete streets), M-1.6 (VMT), M-2.1 through M-2.4 (bicycle and pedestrian), and M-3.1 through M-3.11 (transit) would reduce VMT.

The 2010 Certified EIR identified significant impacts associated with VOC, NO_x, CO, SO₂, PM₁₀, and PM_{2.5}. Despite the additional policies in TOP 2050, because VOC emissions would be substantially greater, TOP 2050 is considered to result in an increase in magnitude of impacts for VOC compared to the Approved Project.

Level of Significance Before Mitigation: Potentially significant.

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Impact 5.3-4: Operation of industrial and warehousing land uses accommodated under TOP 2050 could expose sensitive receptors to substantial toxic air contaminant concentrations. [Threshold AQ-3]

The 2010 Certified EIR identified that various industrial and commercial development would occur under the Approved Project, but that individual projects would be required to comply with South Coast AQMD Rule 402 to prevent occurrence of and avoid creation of a public nuisance.

Development and operation of new land uses accommodated under TOP 2050 proposed land use plan could generate new sources of localized criteria air pollutant and TACs in the City from area/stationary sources and mobile sources.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. In 2007, the SoCAB was designated in attainment for CO under both the California AAQS and National AAQS. The CO hotspot analysis conducted for the attainment by South Coast AQMD did not predict a violation of CO standards at the busiest intersections in Los Angeles during the peak morning and afternoon periods.¹⁴ As identified in South Coast AQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SoCAB in previous years, prior to redesignation, were a result of unusual meteorological and topographical conditions and not of congestion at a particular intersection (South Coast AQMD 1992; South Coast AQMD 2003).

Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (BAAQMD 2017). Implementation of TOP 2050 under horizon year conditions would not result in hourly traffic increases of this magnitude. This net increase would be below the screening criteria. Thus, implementation of TOP 2050 would not produce the volume of traffic required to generate a CO hotspot, and CO hotspots impacts would be less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to that of the Approved Project.

Permitted Stationary Sources

Various industrial and commercial processes (e.g., manufacturing, dry cleaning) allowed under the proposed land use plan would be expected to release TACs. Industrial land uses, such as chemical processing facilities, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities, have the potential to be substantial stationary sources that would require a permit from South Coast AQMD. Emissions of TACs would be controlled by South Coast AQMD through permitting and would be subject to further study and health risk assessment prior to the issuance of any necessary air quality permits under South Coast AQMD Rule 1401,

¹⁴ The four intersections were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning peak hour and LOS F in the evening peak hour.

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which would ensure less than significant impacts. Additionally, though implementation of TOP 2050 may result in projects that emit TACs throughout the City, the incremental impact of the Proposed Project is the same as the Approved Project. As a result, the Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Warehouse/Industrial Land Uses

New warehousing operations could generate substantial DPM emissions from off-road equipment use and truck idling. Some warehousing and industrial facilities may also use transport refrigeration units for cold storage. New land uses in the City under TOP 2050 that use trucks, including trucks with TRUs, could generate an increase in DPM that would contribute to cancer and noncancer health risk in the SoCAB. These types of facilities could also generate particulate matter (PM₁₀ and PM_{2.5}) that could cause an exceedance or contribute to the continuing exceedance of the federal and state AAQS. These new land uses could be near existing sensitive receptors. In addition, trucks would travel on regional transportation routes through the SoCAB, contributing to near-roadway diesel particulate matter concentrations.

Implementation of the following TOP 2050 policies would reduce project-level localized impacts from industrial development:

- **ER-4.9: New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet ~~of homes, childcare facilities, schools, and hospitals~~ from sensitive land use (California Health and Safety Code Section 42505.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.

Though individual projects would be required to have less than significant impacts, cumulative development in the City would result in an increase in DPM concentrations and could increase the environmental burden on sensitive populations, including environmental justice communities, in the SoCAB.

Regional emissions are divided into two major source categories: stationary and mobile sources. TOP 2050 provides a land use plan that designates land uses for employment-generating uses, including Business Park and Industrial. The Business Park and Industrial land use categories cover a wide variety of potential uses. As a long-range planning document, TOP 2050 lacks sufficient detail on specific development projects that would potentially be developed in the future; therefore, it is not possible to determine what types of TACs would be generated on an individual site. Because the exact nature of the future industrial uses is not known, the quantity of TACs generated by the Proposed Project is also unknown. Furthermore, for warehouse development projects, cancer risk is predominately associated with diesel-powered cargo handling equipment rather than onsite truck idling. There is insufficient information available at this level of analysis to conduct a reasonable

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or scientifically valid analysis of DPM associated with onsite diesel-powered cargo handling equipment and trucks, or other sources of TACs. Thus, for programmatic, general-plan-level assessments, it is not feasible to conduct regional dispersion modeling to determine the incremental contribution of risks associated with land use changes.

Specific development projects in the City that have the potential to generate potentially significant risks associated with the release of TACs are required to undergo an analysis of their potential health risks associated with TACs based upon the specific details of each individual project (see Policy ER-4.9). Overall, because there are no specific development projects identified or approved under the Proposed Project and the location and exact nature of future development projects are unknown, determining health risk at this time is considered speculative pursuant to Section 15145 of the CEQA Guidelines. Health risk impacts from development of industrial and commercial land uses are considered a potentially significant cumulative impact. With the increase in industrial land uses under TOP 2050, the Proposed Project could potentially result in a substantial increase in magnitude of impacts compared to that of the Approved Project.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.3-5 The Proposed Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. [Threshold AQ-4]

The Certified EIR did not identify any significant odor impacts associated with the Approved Project. Growth within the City under TOP 2050 could generate new sources of odors. Nuisance odors from land uses in the SoCAB are regulated under South Coast AQMD Rule 402, Nuisance, which states:

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

Industrial Land Uses

Buildout permitted under the Approved Project and the Proposed Project could include new sources of odors, such as compost facilities, landfills, solid-waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), asphalt batch manufacturing plants, chemical manufacturing, and food manufacturing facilities. Similar to the Approved Project, areas where these types of uses could be developed under TOP 2050 would be generally limited to the areas designated Industrial (see Figure 3-5, *Proposed Land Use Plan*). Future environmental review would be required for these types of industrial projects, which would ensure that sensitive land uses are not exposed to objectionable odors. Industrial land uses associated with TOP 2050 also would be required to comply with South Coast AQMD Rule 402. Therefore, impacts from potential odors generated from industrial land uses associated with TOP 2050 are considered less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

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Residential and Other Land Uses

Like the Approved Project, residential and other nonresidential, nonindustrial land uses that would be accommodated by TOP 2050 could result in the generation of odors such as exhaust from landscaping equipment and from cooking. Unlike industrial land uses, these are not considered potential generators of odor that could affect a substantial number of people. Nuisance odors are regulated under South Coast AQMD Rule 402, which requires abatement of any nuisance generating a verified odor complaint. Therefore, impacts from potential odors generated from residential and other nonresidential land uses associated with TOP 2050 are considered less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Construction

Like the Approved Project, during construction activities of development projects that would be accommodated by TOP 2050, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. Noxious odors would be confined to the immediate vicinity of the construction equipment in use. By the time such emissions reached any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Short-term construction-related odors are expected to cease upon the drying or hardening of odor-producing materials. Therefore, impacts associated with construction-generated odors are considered less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

5.3.4 Cumulative Impacts

The cumulative setting for air quality is the SoCAB. In accordance with the South Coast AQMD methodology, any project that produces a significant project-level regional air quality impact in an area that is in nonattainment contributes to the cumulative impact. Cumulative projects include new development and general growth within the SoCAB. The SoCAB is nonattainment for ozone, PM₁₀, and PM_{2.5}. Due to the extent of the area potentially impacted from cumulative project emissions, South Coast AQMD consider a project cumulatively significant when project-related emissions exceed the regional emissions thresholds. As identified in Impact 5.3-2 (operation) and Impact 5.3-3 (construction), implementation of the Proposed Project would cumulatively contribute to the nonattainment designations of the air basins, and cumulative impacts are significant.

Construction

The SoCAB are designated nonattainment for O₃, PM_{2.5}, PM₁₀, and lead (SoCAB: Los Angeles County only) under the California and/or National AAQS. Construction of cumulative projects would further degrade the regional and local air quality. Air quality would be temporarily impacted during construction activities. Implementation of mitigation measures for related projects would reduce cumulative impacts. However, project-related construction emissions could still potentially exceed the South Coast AQMD significance

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thresholds on a project and cumulative basis. Consequently, the Proposed Project's contribution to cumulative air quality impacts would be cumulatively considerable and would therefore be significant.

Operation

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values is not considered by South Coast AQMD to be a substantial source of air pollution and does not add significantly to a cumulative impact. Operation of the Proposed Project would result in emissions in excess of the South Coast AQMD regional emissions thresholds for long-term operation. Additionally, development under TOP 2050 would generate TACs that could contribute to elevated levels of risk. Therefore, the Proposed Project's air pollutant emissions would be cumulatively considerable and therefore significant.

5.3.5 Relevant New and Modified TOP Policies

As described above, TOP 2050 includes the following policies relevant to air quality: LU-2.1, LU-2.4, LU-2.5, ER-3.1, ER-3.3, ER-3.4, ER-4.1, ER-4.5, ER-4.6, S-5.2, M-3.6 through M-3.9, M-3.11, and CD-2.7. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. Relevant TOP 2050 policies that reduce potential air quality impacts of the Proposed Project are:

- **LU-2.2: Buffers.** We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is required when new uses could negatively impact environmental justice areas.
- **LU-2.3: 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.
- **LU-2.10: Sensitive Uses.** We monitor and share information with the community about stationary and non-stationary emission sources. We encourage siting and design of facilities to minimize health and safety risks on existing and proposed sensitive uses, especially in environmental justice areas.
- **ER-3.2: Green Development– Communities.** We ~~require~~ encourage the use of ~~best practices identified in green community~~ the LEED Neighborhood Development rating systems, or similar mechanism, to guide the planning and development of all new communities.
- **ER-3.5: Fuel–Efficient and Alternative Energy Vehicles and Equipment.** We ~~should require~~ purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.
- **ER-3.6: Generation- Renewable Sources.** We promote the use of renewable energy sources ~~to serve~~ (e.g., solar, wind, biomass) in public and private sector development.
- **ER-4.2: Sensitive Land Uses.** We prohibit the future siting of sensitive land uses; within the distances defined by the California Air Resources Board for specific source categories, without sufficient mitigation.

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- **ER-4.3: Greenhouse Gases (GHG) Emissions Reductions.** We will reduce GHG emissions in accordance with regional, state, and federal regulations.
- **ER-4.4: Indoor Air Quality.** We will comply with State Green Building Codes relative to indoor air quality. We seek funding to improve indoor air quality for households with poor indoor air quality, with priority for lower income households in environmental justice areas.
- **ER-4.7: Other Agency Collaboration.** We collaborate with other agencies within the South Coast Air Basin to improve regional air quality at the emission source, with a particular focus on sources that affect environmental justice areas in Ontario.
- **ER-4.8: Tree Planting.** We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the “heat island” effect.
- **ER-4.9: New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet of homes, childcare facilities, schools, and hospitals from sensitive land uses (California Health and Safety Code Section 42705.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.
- **S-9.1: Solar Energy.** We support and may incentivize the installation of residential and commercial solar panels and battery storage systems that can provide electricity during power outages.
- **S-9.2: Renewable Energy.** Renovate existing city-owned facilities and plan future facilities to include renewable energy generation capacity and battery storage as part of an effort to make public facilities and services greener and more resilient to power outages.
- **S-9.3: Energy Efficiency Retrofits.** We support and may incentivize retrofits to residential and commercial buildings that improve energy efficiency and insulation from extreme temperatures, giving priority towards low-income applicants.
- **M-1.54: Complete Streets.** We work to provide a complete, balanced, context-aware-sensitive, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods,

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and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.

- **M-1.6: Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.
- **M-2.1: ~~Bikeway Plan~~ Active Transportation.** We maintain our ~~Multipurpose Trails & Bikeway Corridor~~ Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways ~~that and pedestrian facilities that are safe, comfortable, and accessible and~~ connect residential areas, businesses, schools, parks, and other key destination points.
- **M-2.2: Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our ~~primary preferred~~ paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.
- **M-2.3: Pedestrian Walkways.** We require ~~walkways that~~ streets to include sidewalks and visible crosswalks at major intersections where necessary to promote safe and convenient travel ~~comfortable mobility~~ between residential areas, businesses, schools, parks, recreation areas, and other key destination points.
- **M-2.4: Network Opportunities.** We ~~explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of~~ use public rights-of-way and easements such as, utility easements, levees, drainage corridors, road rights-of-ways, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed-use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity.
- **M-3.1: Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas.
- **M-3.2: ~~Transit Facilities at New Development~~ Alternative Transit Facilities at New Development.** We require new development ~~to provide adjacent to an existing or planned transit stop to contribute to the creation of~~ transit facilities, such as bus shelters, transit bays and turnouts, as necessary and bicycle facilities, such as secure storage areas.
- **M-3.3: Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.
- **M-3.4: Bus Rapid Transit (BRT) Corridors.** We work with regional transit agencies to implement BRT service and ~~to reduce vehicle miles traveled by targeting~~ destinations and along corridors, as shown in the Transit Plan with the highest number of potential riders.

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- **M-3.5: Light Rail.** We support extension of the Metro Rail Gold Line to Ontario, and will work to secure station locations ~~adjacent to the Meredith site and~~ at the proposed multimodal transit center.
- **M-3.10: Multimodal ~~Transit~~ Transportation Center.** We intend to ensure the development of a multimodal ~~transit~~ transportation center near LAONT airport to serve as a transit hub with amenities for transit riders, pedestrians, and bicyclists transitioning to local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center ~~e~~Circulator, and other future transit modes. We support locations for the multimodal transportation center that are north of ONT airport, between Vineyard Avenue and Interstate 15.
- **M-4.4: Environmental Considerations** We support both local and regional efforts to reduce/eliminate the negative environmental impacts of goods movement through the planning and implementation of truck routing and the development of a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking.

5.3.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: Impact 5.3-5.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.3-1** The additional population growth forecast for TOP 2050 and the associated emissions would not be consistent with the assumptions of the South Coast AQMD's AQMP.
- **Impact 5.3-2** Construction activities associated with future development that would be accommodated under TOP 2050 could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria.
- **Impact 5.3-3** Implementation of TOP 2050 would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations.
- **Impact 5.3-4** Operation of industrial and warehousing land uses accommodated under TOP 2050 could expose sensitive receptors to substantial toxic air contaminant concentrations.

5.3.7 Mitigation Measures

5.3.7.1 MITIGATION MEASURES FROM THE 2010 CERTIFIED EIR

The following mitigation measures were taken directly from the 2010 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in ~~strike through~~ for deleted text and underline for new, inserted text. Mitigation Measure 3-1 was modified to reflect changes in technology since the 2010 Certified

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EIR. Mitigation Measure 3-3 is deleted because it pertains to impacts of the environment on a project, which are not subject to CEQA.

Impact 5.3-2

3-1 Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD-adopted thresholds of significance, The City of Ontario Building Department shall require that all new construction projects incorporate feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:

- Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:
 - Requiring use of nontoxic soil stabilizers to reduce wind erosion.
 - Applying water every four hours to active soil disturbing activities.
 - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Using construction equipment rated by the United States Environmental Protection Agency as having ~~Tier 3~~ Tier 4 interim or higher exhaust emission limits.
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limiting nonessential idling of construction equipment to no more than five consecutive minutes.
- Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.

These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Department.

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Impact 5.3-3

3-2 The City of Ontario shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g. sidewalks).

~~3-3 The City of Ontario shall evaluate new development proposals within the City for potential incompatibilities with regard to the California Air Resources Board's Air Quality and Land Use Handbook: A Community Health Perspective (April 2005). New development that is inconsistent with the recommended buffer distances shall only be approved if feasible mitigation measures, such as high efficiency Minimum Efficiency Reporting Value (MERV) filters have incorporated into the project design to protect future sensitive receptors from harmful concentrations of air pollutants as a result of proximity to existing air pollution sources.~~

5.3.7.2 NEW MITIGATION MEASURES

Impact 5.3-1

Mitigation measures applied to a development project's construction (Mitigation Measure 3-1) and operational phase (Mitigation Measures 3-2 and new Mitigation Measure AQ-1) would reduce impacts associated with consistency with the South Coast AQMD.

Impact 5.3-1

No new mitigation measures are warranted for construction-related impacts under Impact 5.3-1.

Impact 5.3-3

AQ 1 Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD-adopted thresholds of significance, the City of Ontario Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following:

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at

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loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.

- Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 sec. 2485).
- Provide changing/shower facilities as specified in Section A5.106.4.3 of CALGreen (Nonresidential Voluntary Measures).
- Provide bicycle parking facilities per Section A4.106.9 of CALGreen (Residential Voluntary Measures).
- Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of CALGreen (Nonresidential Voluntary Measures).
- Provide facilities to support electric charging stations per Section A5.106.5.3 and Section A5.106.8.2 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures).
- Applicant-provided appliances shall be Energy Star–certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star–certified or equivalent appliances shall be verified by the City during plan check.

Impact 5.3-4

Policy ER-4.9, New Localized Air Pollution Sources Near Existing Sensitive Receptors, would require an operational health risk assessment for projects that have the potential to generate a substantial number of diesel truck trips. No additional measures are available.

5.3.8 Level of Significance After Mitigation

Impact 5.3-1

TOP 2050 would be inconsistent with the South Coast AQMD AQMP because buildout under the plan would cumulatively contribute to the nonattainment designations of the SoCAB. Incorporation of Mitigation Measures 3-2 and AQ-1 into future development projects for the operation phase would reduce criteria air pollutant emissions associated with buildout of TOP 2050. Additionally, goals and policies in TOP 2050 would promote increased capacity for alternative transportation modes. However, due to the magnitude of residential units that would be developed under TOP 2050 to accommodate the RHNA, compared to the Approved

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Project, no additional mitigation measures are available that would reduce impacts below South Coast AQMD thresholds. Impact 5.3-1 would remain *significant and unavoidable*.

Impact 5.3-2

Buildout in accordance with TOP 2050 would generate short-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measure 3-1 and the goals and policies of TOP 2050 would reduce construction-related air pollutant emissions to the extent feasible. Construction emissions associated with the Proposed Project would be similar to the Approved Project, because the Proposed Project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification. However, individual projects accommodated under TOP 2050 may exceed the South Coast AQMD regional significance thresholds. Therefore, like the Approved Project, construction-related regional air quality impacts of developments that would be accommodated by TOP 2050 under Impact 5.3-2 would remain *significant and unavoidable*.

Impact 5.3-3

Buildout in accordance with TOP 2050 would generate long-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measure 3-2 and AQ-1, in addition to the goals and policies of TOP 2050, would reduce air pollutant emissions to the extent feasible. The measures and policies covering topics such as expansion of the pedestrian and bicycle networks, promotion of public and active transit, and support to increase building energy efficiency and energy conservation would also reduce criteria air pollutants within the City. However, Impact 5.3-3 would remain *significant and unavoidable* due to the increase in VOCs from residential development associated with TOP 2050 compared to that of the Approved Project.

Contributing to the nonattainment status would also contribute to elevating health effects associated to these criteria air pollutants. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Reducing emissions would further contribute to reducing possible health effects related to criteria air pollutants.

It is speculative for this broad-based policy plan to determine how exceeding the regional thresholds would affect the number of days the region is in nonattainment since mass emissions are not correlated with concentrations of emissions, or how many additional individuals in the air basin would be affected by the health effects cited above.

This SEIR quantifies the increase in criteria air pollutants emissions in the City. However, at a programmatic level analysis, it is not feasible to quantify the increase in TACs from stationary sources associated with the Proposed Project or meaningfully correlate how regional criteria air pollutant emissions above the South Coast AQMD significance thresholds correlate with basinwide health impacts.

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To determine cancer and noncancer health risk, the location, velocity of emissions, meteorology and topography of the area, and locations of receptors are equally important as model parameters as the quantity of TAC emissions. The white paper in Appendix C “We Can Model Regional Emissions, But Are the Results Meaningful for CEQA” describe several of the challenges of quantifying local effects—particularly health risks—for large-scale, regional projects, and these are applicable to both criteria air pollutants and TACs. Similarly, the two amicus briefs filed by the air districts on the Friant Ranch case (see Appendix C) describe two positions regarding CEQA requirements, modeling feasibility, variables, and reliability of results for determining specific health risks associated with criteria air pollutants. The discussions also include the distinction between criteria air pollutant emissions and TACs with respect to health risks. Additionally, the South Coast AQMD’s Significance Thresholds and Monitoring demonstrate the infeasibility based on the current guidance/methodologies. The following summarizes major points about the infeasibility of assessing health risks of criteria air pollutant emissions and TACs associated with implementation of a general plan.

To achieve and maintain air quality standards, the South Coast AQMD has established numerical emission indicators of significance for regional and localized air quality impacts for both construction and operational phases of a local plan or project. The South Coast AQMD has established the thresholds based on “scientific and factual data that is contained in the federal and state Clean Air Acts” and recommends “that these thresholds be used by lead agencies in making a determination of significance.” The numerical emission indicators are based on the recognition that the air basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health. The thresholds represent the maximum emissions from a plan or project that are expected not to cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard. By analyzing the plan’s emissions against the thresholds, an EIR assesses whether these emissions directly contribute to any regional or local exceedances of the applicable ambient air quality standards and exposure levels.

South Coast AQMD currently does not have methodologies that would provide the City with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project’s mass emissions.¹⁵ For criteria air pollutants, exceedance of the regional significance thresholds cannot be used to correlate a project to quantifiable health impacts unless emissions are sufficiently high to use a regional model. South Coast AQMD has not provided methodology to assess the specific correlation between mass emissions generated and their effect on health (see Appendix C: San Joaquin Valley Air Pollution Control District’s amicus brief, and South Coast AQMD’s amicus brief).

Ozone concentrations depend on a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind

¹⁵ In April 2019, the Sacramento Metropolitan Air Quality Management District (SMAQMD) published an Interim Recommendation on implementing *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502 (“Friant Ranch”) in the review and analysis of proposed projects under CEQA in Sacramento County. Consistent with the expert opinions submitted to the court in *Friant Ranch* by the San Joaquin Valley Air Pollution Control District (SJVAPCD) and South Coast AQMD, the SMAQMD guidance confirms the absence of an acceptable or reliable quantitative methodology that would correlate the expected criteria air pollutant emissions of projects to likely health consequences for people from project-generated criteria air pollutant emissions. The SMAQMD guidance explains that while it is in the process of developing a methodology to assess these impacts, lead agencies should follow the *Friant Ranch* Court’s advice to explain in meaningful detail why this analysis is not yet feasible. Since this interim memorandum SMAQMD has provided methodology to address health impacts. However, a similar analysis is not available for projects within the South Coast AQMD region.

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patterns. Secondary formation of particulate matter (PM) and ozone can occur far from sources as a result of regional transport due to wind and topography (e.g., low-level jet stream). Photochemical modeling depends on all emission sources in the entire domain (i.e., modeling grid). Low resolution and spatial averaging produce “noise” and modeling errors that usually exceed individual source contributions. Because of the complexities of predicting ground-level ozone concentrations in relation to the National Ambient Air Quality Standards (AAQS) and California AAQS, it is not possible to link health risks to the magnitude of emissions exceeding the significance thresholds.

Current models used in CEQA air quality analyses are designed to estimate potential project construction and operation emissions for defined projects. The estimated emissions are compared to significance thresholds, which are keyed to reducing emissions to levels that will not interfere with the region’s ability to attain the health-based standards. This serves to protect public health in the overall region, but there is currently no CEQA methodology to determine the impact of emissions (e.g., pounds per day) on future concentration levels (e.g., parts per million or micrograms per cubic meter) in specific geographic areas. CEQA thresholds, therefore, are not specifically tied to potential health outcomes in the region.

The SEIR must provide an analysis that is understandable for decision making and public disclosure. Regional-scale modeling may provide a technical method for this type of analysis, but it does not necessarily provide a meaningful way to connect the magnitude of a project’s criteria pollutant emissions to health effects without speculation. Additionally, this type of analysis is not feasible at a general plan level because the location of emissions sources and quantity of emissions are not known. However, because cumulative development within the City would exceed the regional significance thresholds, the Proposed Project could contribute to an increase in health effects in the basin until the attainment standards are met in the SoCAB.

Impact 5.3-4

Buildout of TOP 2050 and the Approved Project could expose sensitive receptors to substantial concentrations of TACs. Buildout could result in new sources of criteria air pollutant emissions and/or TACs near existing or planned sensitive receptors. Review of development projects by South Coast AQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure that health risks are minimized. Policy ER-4.9, New Localized Air Pollution Sources Near Existing Sensitive Receptors, would ensure mobile sources of TACs not covered under South Coast AQMD permits are considered during subsequent project-level environmental review by the City of Ontario. Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD, and TACs would be less than significant. However, implementation of TOP 2050 would generate TACs that could contribute to elevated levels in the air basin. This effect is more substantial with the Proposed Project compared to the Approved Project because of the increase in industrial land use allowed under the Proposed Project. While individual projects would achieve the project-level risk threshold of 10 per million, they would nonetheless contribute to the higher levels of cancer risk in the SoCAB; and therefore, result in a cumulatively considerable impact. Therefore, the Proposed Project’s cumulative contribution to health risk is ***significant and unavoidable***.

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5.4 BIOLOGICAL RESOURCES

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential biological resources impacts associated with implementation of TOP 2050 (Proposed Project) in comparison to the current TOP (Approved Project). Cumulative impacts related to biological resources are within the city boundaries but consider regional habitat loss in the southern California region based on the range of the protected species.

5.4.1 Environmental Setting

5.4.1.1 REGULATORY BACKGROUND

Federal and State

Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973, as amended, protects and conserves any species of plant or animal that is endangered or threatened with extinction, as well as the habitats where these species are found. “Take” of endangered species is prohibited under Section 9 of the FESA. “Take” means to “harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct.” Section 7 of the FESA requires federal agencies to consult with the U.S. Fish and Wildlife Service (USFWS) on proposed federal actions that may affect any endangered, threatened, or proposed (for listing) species or critical habitat that may support the species. Section 4(a) of the FESA requires that critical habitat be designated by the USFWS “to the maximum extent prudent and determinable, at the time a species is determined to be endangered or threatened.” This provides guidance for planners/managers and biologists by indicating locations of suitable habitat and where preservation of a particular species has high priority. Section 10 of the FESA provides the regulatory mechanism for incidental take of a listed species by private interests and nonfederal government agencies during lawful activities. Habitat conservation plans (HCP) for the impacted species must be developed in support of incidental take permits to minimize impacts to the species and formulate viable mitigation measures.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 (MBTA) affirms and implements the United States’ commitment to four international conventions—with Canada, Japan, Mexico, and Russia—to protect shared migratory bird resources. The MBTA governs the take, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these items, except under a valid permit or as permitted in the implementing regulations. USFWS administers permits to take migratory birds in accordance with the MBTA.

Clean Water Act, Section 401 and 402

Section 401(a)(1) of the Clean Water Act (CWA) specifies that any applicant for a federal license or permit to conduct any activity that may result in any discharge into navigable waters shall provide the federal permitting agency with a certification, issued by the state in which the discharge originates, that any such discharge will

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comply with the applicable provisions of the CWA. In California, the applicable Regional Water Quality Control Board (RWQCB) must certify that the project will comply with water quality standards. Permits requiring Section 401 certification include Section 404 permits and National Pollutant Discharge Elimination System (NPDES) permits issued by the Environmental Protection Agency (EPA) under Section 402 of the CWA. NPDES permits are issued by the applicable RWQCB. The City of Ontario is in the jurisdiction of the Santa Ana RWQCB (Region 8).

Clean Water Act, Section 404

The United States Army Corps of Engineers (USACE) regulates discharge of dredged or fill material into “waters of the United States.”¹ Any filling or dredging within waters of the United States requires a permit, which entails assessment of potential adverse impacts to USACE wetlands and jurisdictional waters and any mitigation measures that the USACE requires. Section 7 consultation with USFWS may be required for impacts to a federally listed species. If cultural resources may be present, Section 106 review may also be required. When a Section 404 permit is required, a Section 401 Water Quality Certification is also required from the RWQCB.

California Endangered Species Act

The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA and is administered by the California Department of Fish and Wildlife (CDFW). Its intent is to prohibit take and protect state-listed endangered and threatened species of fish, wildlife, and plants. Unlike its federal counterpart, CESA also applies the take prohibitions to species petitioned for listing (state candidates). 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. Unlike the FESA, CESA does not include listing provisions for invertebrate species. Under certain conditions, CESA has provisions for take through a 2081 permit or memorandum of understanding. In addition, some sensitive mammals and birds are protected by the state as “fully protected species.” California “species of special concern” are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. This list is primarily a working document for the CDFW’s California Natural Diversity Database (CNDDB), which maintains a record of known and recorded occurrences of sensitive species. Informally listed taxa are not protected per se, but warrant consideration in the preparation of biological resources assessments.

¹ “Waters of the United States,” as applied to the jurisdictional limits of the USACE under the Clean Water Act, includes all waters that are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters that are subject to the tide; all interstate waters, including interstate wetlands; and all other waters, such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds whose use, degradation, or destruction could affect interstate or foreign commerce; water impoundments; tributaries of waters; territorial seas; and wetlands adjacent to waters. The terminology used by Section 404 of the Clean Water Act includes “navigable waters,” which is defined at Section 502(7) of the act as “waters of the United States, including the territorial seas.”

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California Fish and Game Code, Section 1600

Section 1600 of the California Fish and Game Code requires a project proponent to notify CDFW of any proposed alteration of streambeds, rivers, and lakes. The intent is to protect habitats that are important to fish and wildlife. CDFW may review and place conditions on the project, as part of a Streambed Alteration Agreement, that address potentially significant adverse impacts within CDFW's jurisdictional limits.

Local

City of Ontario Development Code: Tree Preservation Policy and Protection Measures

Section 6.05.020, Tree Preservation Policy and Protection Measures, of the Ontario Development Code establishes policies and measures that will further the preservation, protection, and maintenance of established and healthy heritage trees within the City. A Heritage Tree is one that is designated for preservation as a tree of historic or cultural significance, or a tree of importance to the community due to any one of the following factors:

- It is one of the largest or oldest trees of species located within the City and has a trunk diameter of 18 inches or greater when measured at 54 inches above grade;
- It has a historical significance due to association with a historic building, site, street, person, or event;
- It is a defining landmark or significant outstanding feature of a neighborhood or district, typical of early Ontario Landscapes. This includes Camphor Tree (*Cinnamomum camphora*), Deodar Cedar (*Cedrus deodara*), London Planetree (*Platanus acerifolia*), Cork Oak (*Quercus suber*), Holly Oak (*Quercus ilex*), and California Pepper (*Schinus molle*);
- It is a Native Tree. This means that it is one of the following California native tree species with a trunk diameter of more than 8 inches, measured at 54 inches above natural grade: California Sycamore (*Platanus racemose*), Torrey Pine (*Pinus torreyana*), Coast Live Oak (*Quercus agrifolia*), Engelmann Oak (*Quercus engelmannii*), Valley Oak (*Quercus lobata*), or California Bay (*Umbellularia californica*).

Healthy Heritage Trees that are approved for removal shall be replaced with new trees with a total trunk diameter equal to the tree(s) removed, or as deemed appropriate by the Approve Authority based on lot size and available planting space. Replacement trees are to be in addition to the quantity of trees required for landscaping. The Approving Authority is responsible for reviewing the landscape plan and approving appropriate species for tree replacement.

City of Ontario Municipal Code: Parkway Tree Regulations

Title 10, Parks and Recreation, Chapter 2, Parkway Trees, of the City's Municipal Code provides provisions on the preservation, regulation on the maintenance and removal of parkway trees, and establishes types and the locations for planting parkway trees. Parkway is defined as "...that portion of any public street right-of-way between the right-of-way boundary line and the curb line, and also the area enclosed within the curb lines of a medial divider."

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The property owner abutting a public right-of-way is responsible for watering any tree in the parkway and for trimming that can be done from the ground to preserve the neat appearance and non-obstructed use of the parkway; the City is responsible for all major pruning. Removal or relocation of any parkway tree requires prior authorization from the City Public Works Agency through a permit process, and planting a replacement tree, whenever feasible, is a condition on any permit issued by the City for the removal of a parkway tree. Alternatively, an in-lieu deposit may be accepted as an alternate to the actual planting of any required parkway tree based on a fair value established by the Public Facilities Manager.

Sphere of Influence General Plan Amendment, Final EIR, and Settlement Agreement

In January 1998, the Ontario City Council approved a general plan amendment (GPA) and associated Final EIR for the sphere of influence (SOI), which is now known as the Ontario Ranch (previously the New Model Colony (NMC)). The GPA designated Ontario Ranch for a range of urban and suburban uses, including residential, commercial, business park, industrial, and open space. Most of Ontario Ranch was then in agricultural use. The Final EIR for the GPA assessed the impacts on biological resources of the conversion of Ontario Ranch from agricultural uses to developed urban and suburban uses. Before mitigation, significant impacts were identified for waterfowl and waterfowl habitat, raptors and raptor habitat, and the Delhi Sands Flower-Loving Fly (DSFLF) Ontario Recovery Unit. The EIR included three mitigation measures for impacts to biological resources:

- **Mitigation Measure BR-1** modified the general plan to require the creation of new waterfowl habitat and specified a mitigation ratio of 2:1 for each acre of such habitat lost. This is off-site mitigation in the Prado Basin.
- **Mitigation Measure BR-2** stipulated that the City shall create a Waterfowl and Raptor Conservation Area (WRCA), and included requirements and definitions for it; mitigation is off-site in the Prado Basin.
- **Mitigation Measure BR-3** required the City to cooperate with the USFWS in taking specified actions to mitigate impacts to the Delhi Sands Flower-Loving Fly Recovery Unit.

Subsequent to the 1998 adoption of the SOI GPA and EIR, a lawsuit was filed against the City of Ontario by the Endangered Habitats League and the Sierra Club, challenging the City's CEQA compliance and approval of the SOI GPA. A Settlement Agreement was reached and agreed to by all parties that set forth revised mitigation measures for potential impacts in the New Model Colony (referred to as Annexation Area 163 in the agreement) to the burrowing owl, the DSFLF, raptor foraging and wildlife habitat, loss of open space, actual and potential habitat and agricultural land, and sensitive (listed and non-listed) species. These measures will be in effect until all the developable acres in the Ontario Ranch reach full buildout, as determined by the City.

- Prior to issuance of grading permits, Ontario shall impose a \$4,320 per net acre mitigation fee on proposed developments in Annexation Area 163 that require discretionary approval or permitting from the City.
- Ontario, in consultation with CDFW, will identify, through CEQA review, lands occupied by burrowing owl and suitable as long-term habitat. The City will require avoidance of those lands to maintain a viable territory and require long-term maintenance through dedication in fee or grant of easement to the Land

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Trust. If the site is not viable long-term habitat, the developer shall pay the mitigation fee and make provisions for relocation of the owls.

- Since habitat that benefits DSFLF can be expected to benefit burrowing owl, up to 25 percent of the mitigation fee maybe used by the City for DSFLF recovery.
- All mitigation fees collected shall be used for the above-described purposes and may be used to purchase property, conservation easements, or other land with long-term conservation value for the environmental impacts; enhance/restore lands with such values; maintain and operates these lands; and pay for related administrative costs (not to exceed 10 percent of the total fees).
- Land/easements dedicated, conveyed, or purchased to benefit wildlife, waterfowl, raptors, and/or burrowing owl must have long-term conservation value for those species and must be managed by the land trust. The parcels must be in the habitat area designated as part of the settlement agreement. Unacceptable properties are those that would otherwise be purchased by another entity or group as open space mitigation for environmental impacts.

City of Ontario Biological Resources Habitat Mitigation Fee

Since the Settlement Agreement, the City has established a habitat mitigation fee to cover potential environmental impacts to the Burrowing Owl, DSFLF, raptor foraging, loss of open space, and agricultural lands. Development impact fees for new development in Ontario Ranch were adopted on June 23, 2003, by the City Council. The Ontario Ranch development impact fees include a habitat mitigation fee of \$4,320 per net acre for proposed residential, commercial, hotel and restaurant, office, and industrial development. Mitigation fees have been collected by the City and have been deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value. Up to \$500 of the fees may be used for DSFLF. In addition, current City procedure is to require a habitat assessment to determine existing habitat and biological resources on proposed development sites. If the assessment determines that there is potential habitat for sensitive species, focused protocol surveys are required. If potential DSFLF habitat is present, two-year (consecutive) protocol surveys per the USFWS Interim General Survey Guidelines for DSFLF are required.

The land use plan for Ontario Ranch originally provided for establishment of the WRCA, a wetlands and habitat area near the confluence of the Cucamonga Creek and the Lower Deer Creek Channels. Creation of the WRCA as part of Ontario Ranch was intended to provide a concentrated area for wetlands that would receive storm drainage from the west. Funding for the environmental restoration of the existing 85-acre Lower Cucamonga flood control basin under the WRCA would have been provided through the USACE with matching funds from the City of Ontario. This conservation area plus acquisition of 145 acres of off-site mitigation land were intended to provide mitigation for impacts resulting from development of Ontario Ranch. However, under the conditions of the settlement agreement, the WRCA is no longer proposed.

In 2010, the Ontario City Council approved the selection of the Riverside Land Conservancy (today known as River and Land Conservancy) as the administrator of the habitat mitigation fees and to create a habitat program pursuant to the requirements of the Settlement Agreement between the City of Ontario, the Endangered

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Habitats League, and the Sierra Club. However, due to the economic downturn shortly after 2010, the contract between the City and the Riverside Land Conservancy was never ratified. It was anticipated that once development in Ontario Ranch began to commence, the City would ratify the contract.

In 2022, the City will be going out with a Request for Proposals (RFP) to select a non-profit land trust and/or organization specializing in habitat conservation. The selected non-profit and/or organization will be responsible for the administration of the habitat mitigation fees and creation of a habitat program pursuant to the requirements of the Settlement Agreement between the City of Ontario, the Endangered Habitats League, and the Sierra Club. In partnership with the CDFW, the City will work with the selected non-profit and/or organization to maintain an interactive mapping and current inventory of the burrowing owl occurrences and in the selection of adequate lands for passive relocation.

5.4.1.2 EXISTING CONDITIONS

Habitat and Vegetation

Native habitats and vegetation communities are mostly gone throughout Ontario. The Original Model Colony (OMC) area, the part of the City north of Riverside Drive, consists primarily of structures and paved surfaces and supports very little vegetation. At one time, the developed OMC was a major agricultural area. Native alluvial sage scrub was removed from the region in the late 1800s and early 1900s for vineyards and other forms of cultivation, including citrus groves and field crops. However, agricultural uses in the OMC have been replaced by urban land uses. The present plants have limited biological resource value—turf, weeds, nonnative grasses, and nonnative trees and plants used for landscaping. Recent biological assessments for development projects in the OMC, including the Pacific Gateway Cargo Center, Tessier Work/Live Project, and Ontario Downtown Civic Center Project, found no sensitive natural communities, riparian habitat, or sensitive plant or animal species on the developed and/or highly disturbed project sites.

Historically, Ontario Ranch, the portion of the City south of Riverside Drive, was dominated by Riversidean sage scrub, a form of coastal sage scrub found on alluvial fans and drainages along the base of the Transverse and Peninsular ranges. Due to the long-standing agricultural use, Ontario Ranch supports little native vegetation. Cucamonga and Deer Creeks once supported riparian vegetation; however, these drainages are now completely channelized where they traverse the City (Ontario 2010).

Currently, low- and medium-density residential and industrial uses make up the majority of the land uses in Ontario Ranch. Mixed use, open space, and commercial uses are also scattered throughout the area. Although Ontario Ranch was extensively altered from natural conditions and agricultural use to residential and industrial uses, the land still provides foraging and breeding habitat for a variety of common and sensitive wildlife species. In particular, windrows and surface water areas, such as agricultural ponds, water impoundments, and drainage channels, provide habitat for migratory birds, including raptors. Though native terrestrial vegetation communities are not present in the City, there are four nonnative vegetation communities, known as vegetation associations, concentrated in Ontario Ranch:

- Surface water areas
- Flood control channel areas

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- Agricultural fields
- Developed areas

Surface Water Areas

Open water bodies in the OMC include detention basins, man-made lakes associated with Guasti-Cucamonga Park and golf courses, and concrete-lined drainages that frequently hold surface water. Water bodies in Ontario Ranch include ponds associated with dairy and poultry operations (state-mandated dairy manure water retention basins that serve as runoff collection/water treatment ponds), livestock-water ponds, and freshwater irrigation ponds. Most fallow fields accumulate surface waters in ponds or ditches. The portions of Cucamonga and Deer Creek channels that traverse Ontario Ranch also frequently contain surface water and are concrete-lined drainages. Perennially wet ponds can support native shrubs and trees typical of riparian habitats, including mulefat (*Baccharis salicifolia*) and willow (*Salix* spp.).

Flood Control Channels

Flood control channels occur throughout the City. Vegetation, if present in these areas, is limited to aquatic species, including pondweed (*Potamogeton* spp.), common water nymph (*Najas guadelupensis*), and hornwort (*Ceratophyllum demersum*). Hydrophytes (plants that are able to live either in water or in very moist soils), including cattail (*Typha* spp.), sedge (*Cyperus* spp.) and rush (*Juncus* spp.), occasionally emerge in areas along flood control channels where sediment accumulates and ponding occurs.

Agricultural Fields

Four types of agricultural fields are present in City.

- **Agricultural Industry** includes feedlots, cattle holding pens, dairy and poultry operations, and equestrian activities. These areas are typically devoid of vegetation due to the continuous presence of domesticated animals such as cattle, horses, and chickens, and due to intensive disturbance from farming or other human activities.
- **Cultivated Fields** include irrigated row crops of alfalfa, barley, and strawberries. These fields are typically grazed after harvest then left fallow.
- **Fallow Fields** develop characteristic ruderal vegetation,² including nonnative grasses and forbs (herbaceous plants other than grasses and sedges) such as black mustard (*Brassica nigra*), lambs quarters (*Chenopodium album*), Russian thistle (*Salsola tragus*), puncture vine (*Tribulus terrestris*), cheeseweed (*Malva parviflora*), stinging nettle (*Urtica dioica*), common sunflower (*Helianthus annuus*), prickly lettuce (*Lactuca serriola*), wild radish (*Raphanus sativus*), London rocket (*Sisymbrium irio*), tumbleweeds (*Amaranthus* spp.), sow-thistle (*Sonchus oleraceus*), dock (*Rumex* spp.), and other introduced grasses such as bromes (*Bromus* spp.), wild oats (*Avena* spp.), barleys (*Hordeum* spp.), and Bermuda grass (*Cynodon dactylon*). Native species can also

² Pioneering herbaceous plants that readily colonize disturbed ground.

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be present in ruderal areas, including sandbur (*Ambrosia acanthicarpa*), horseweed (*Conyza canadensis*), jimsonweed (*Datura wrightii*), and spurge (*Camaesyce* sp.).

- **Vineyards** were formerly extensive, but are currently limited to two parcels in the southeast of Ontario Ranch, at 11248 S Turner Avenue (Hofer Ranch) and 2802 S Milliken Avenue (San Antonio Winery).

Windrows of trees are the tallest vegetation in the agricultural fields and are prevalent along internal roadways in areas designated as agricultural industry and cultivated fields. The most common windrow tree is blue gum (*Eucalyptus globulus*), although other species are used, including olive (*Olea europaea*), pine (*Pinus* spp.), salt cedar (*Tamarix aphylla*), and cypress (*Cupressus* spp.). These species and other trees, including ash (*Fraxinus* spp.), mulberry (*Morus* spp.), and various landscape and fruit trees, are found in residential yards and dairy frontages.

Developed

Developed areas contain structures, asphalt/concrete paved areas, residences, commercial and industrial buildings, schools, roadways and infrastructure (including SCE transmission corridors), the power substation, barren ground, and ornamental vegetation. These areas support very limited amounts of vegetation. Vegetation that is present typically consists of nonnative ornamental species planted for their aesthetic and utilitarian values.

Wildlife

Ontario has undergone extensive alteration from natural conditions by urbanization of the northern portion and extensive agriculture and dairy production in the southern portion. Native habitat is mostly gone throughout the OMC. Common wildlife species, particularly birds and mammals, use trees throughout the City and may be found in the scattered, undeveloped, vacant parcels. Common species in urban areas, such as the domestic dog (*Canis familiaris*) and cat (*Felis catus*), Norway rat (*Rattus norvegicus*), and house mouse (*Mus musculus*) are also found throughout Ontario. Raptors forage in the City and roost and nest in city trees. Migratory birds may also use detention basins and flood control channels with open water. Species previously found in the OMC area included hawks, quail, roadrunners, owls, hummingbirds, thrashers, sparrows, finches, wrens, warblers, woodpeckers, opossums, weasels, coyotes, rabbits, mice, gophers, squirrels, skunks, toads, frogs, salamanders, king snakes, lizards, whipsnakes, rattlesnakes, and gopher snakes.

Ontario Ranch supports a diversity of wildlife that persists in agricultural areas despite the lack of native habitat. The absence of dense urbanization provides open spaces that may still support native wildlife species, especially birds. These agricultural habitats may be open water, agricultural fields, windrows, or dairy operations/residences. Virtually all the land is subject to changing patterns of grazing, agricultural, and related operations. While these habitats would not be classified as native or natural, they still provide value for wildlife in a region characterized by rapid urban growth.

The mostly flat topography of the agricultural areas contributes to the accumulation of standing water throughout Ontario Ranch in dairy runoff retention ponds and low spots that collect surface runoff, stormwater, and floodwaters. Other water bodies—flood control channels, detention basins, and creeks— attract numerous birds. Migratory and resident bird species use the open water and shorelines for food,

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protection from predators, and shelter. Large impounds at the confluence of Cucamonga and Deer Creeks support large concentrations of wintering bird species. Windrows provide important perching and nesting sites for raptors. The agricultural fields include areas of open fields that may be covered with crops, grazed by cattle, left fallow, or disked.

Wildlife that has been observed and/or is expected in Ontario Ranch is discussed in the following paragraphs. Sensitive wildlife species are also listed in Table 5.4-2, *Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario*, and are discussed separately.

Amphibians

Amphibians require moisture for at least a portion of their life cycle and many require standing or flowing water for breeding. Amphibians are expected to be uncommon in open fields, but more likely to be in the numerous wet areas and standing waters in Ontario Ranch. However, few species are expected due to the lack of vegetation around most open water, frequent disturbance, and the often poor quality of surface water resulting from agricultural practices.

Reptiles

Reptile diversity and abundance typically varies with vegetation association type and character. Many species will forage in a variety of habitat types. Due to the history of land use in Ontario Ranch, the number of reptile species is expected to be low.

Birds

The open water areas of dairy runoff retention ponds, reservoirs, drainages, and low areas subject to flooding are the preferred locations for migratory birds in Ontario Ranch. Areas of open water that accumulate in the agricultural fields also attract wading birds, which forage on small animals that concentrate in the wet areas. Notable open water areas include the holding ponds adjacent to the confluence of Cucamonga and Deer Creeks and the larger stock and flood control ponds scattered throughout Ontario Ranch.

The 1996 Envicom surveys found 49 species in Ontario Ranch. Nearly half (21 species) were found in open water and wet areas. Numerous raptor species are attracted to windrows, including red-tailed hawk (*Buteo jamaicensis*), American kestrel (*Falco sparverius*), and white-tailed kite (*Elanus leucurus*) (EIP 1999). Raptors use agricultural fields as foraging habitat, because small rodents or birds are most likely to be visible. The raptors may perch on trees in windrows and on utilities poles and transmission lines overlooking open fields or may soar over the fields to forage. In open fields, ferruginous hawks (*Buteo regalis*) may roost on the ground where vegetation is low.

Several other bird species observed in open and wet fields include cattle egret (*Bubulcus ibis*), white-faced ibis (*Plegadis chibi*), American crow (*Corvus brachyrhynchos*), western meadowlark (*Sturnella neglecta*), redwinged blackbird (*Aegilais phoeniceus*), brown-headed cowbird (*Molothrus ater*), and savannah sparrow (*Passerculus sandwichensis*). Nonnative and common species observed around areas with structures, human activity, and livestock include house sparrow (*Passer domesticus*), rock dove (*Colombia livia*), European starling (*Sturnus vulgaris*),

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and domestic chicken (*Gallus domesticus*). Less common species include house finch (*Carpodacus mexicanus*) and Brewer's blackbird (*Euphagus cyanocephalus*).

Mammals

Agricultural fields also provide habitat for various small mammals such as mice (several species) and California ground squirrels (*Spermophilus beecheyi beecheyi*). Mammals observed during biological monitoring for the Ontario Ranch include Virginia opossum (*Didelphis virginiana*), California ground squirrel, raccoon (*Procyon lotor*), and striped skunk (*Mephitis mephitis*). Some of these mammals, particularly raccoon and opossum, may use the trees in the windrows. Common bat species have not been observed in surveys, but are also expected to use the trees. Nonnative mammal species expected in the area include domestic dog and cat, cattle/domestic cow (*Bos taurus*), horse (*Equus caballus*), and other livestock. Norway rat and house mouse feed on grains, produce, and garbage and are common near agricultural facilities and urban uses.

Sensitive Biological Resources

Sensitive biological resources include vegetation types and habitats that are either unique, of relatively limited distribution in a region, or of particularly high value to wildlife. These resources include a variety of plant and animal species that are specialized and endemic to a particular habitat type. Due to loss of habitat, some of these species have been designated by federal and state government resource agencies as threatened or endangered. Species listed as threatened are those whose numbers have dropped to such low levels and/or whose populations are so isolated that the continuation of the species could be jeopardized. Endangered species are those with such limited numbers or subject to such extreme circumstances that they are considered in imminent danger of extinction.

Other government agencies and resource organizations also identify sensitive species, those that are naturally rare and that have been locally depleted and put at risk by human activities. While not in imminent danger of jeopardy or extinction, sensitive species are considered vulnerable and can become candidates for future listing as threatened or endangered. These include plants identified as sensitive by the California Native Plant Society (CNPS), wildlife considered as species of special concern, special animals, or fully protected species in California.

Sensitive Natural Communities

Ontario is part of four CNDDDB quadrangles: Ontario, Guasti, Corona North, and Prado Dam. The CNDDDB lists six sensitive natural communities for these four quadrangles—California walnut woodland, Riversidian alluvial fan sage scrub, Southern California arroyo chub/Santa Ana sucker stream, southern cottonwood willow riparian forest, southern sycamore alder riparian forest, and southern willow scrub (Ontario 2010). Surface water areas can support native trees and shrubs such as mulefat and willow. Willow species have been reported in southern cottonwood willow riparian forest, southern sycamore alder riparian forest, and southern willow scrub. Mulefat has been reported in southern cottonwood willow riparian forest and southern sycamore alder riparian forest (Ontario 2010). Surface water areas are considered sensitive natural communities. Such areas in the City include detention basins and other man-made lakes, including those in golf courses, dairy manure water retention ponds, livestock watering ponds, and irrigation ponds.

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Sensitive Plants

No sensitive plant species have been observed in Ontario since 1992. The CNDDB and CNPS reports for the Ontario and Guasti quadrangles identified known occurrences of several sensitive plant species, which are listed in Table 5.4-1, *Sensitive Plant Species Known or With Potential to Exist in the City of Ontario*. Of these recorded occurrences, mesa horkelia (*Horkelia cuneata* ssp. *puberula*), prostrate navarretia (*Navarretia prostrata*) and Robinson's pepper grass (*Lepidium virginicum* var. *robinsonii*) were observed just within or immediately adjacent to the City, as seen in Figure 5.4-1, *Areas of Potential Occurrence of Sensitive Species*. However, these recorded occurrences were all prior to 1992, and the majority of sightings or collections were prior to 1937. These species have most likely been eliminated due to substantial development in the area subsequent to the sightings. No federal- or state-listed plant species are known or expected to occur. The potential for sensitive plant species in the City is low because of the absence of suitable habitat, the high levels of development, and the history of land alteration and disturbance by agricultural activities.

Table 5.4-1 Sensitive Plant Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	CNPS Designation	Potential to Exist
<i>Berberis nevinii</i>	Nevin's barberry	Alluvial scrub, coastal sage scrub, oak woodland, riparian scrub or woodland, and chamise chaparral of inland canyons and foothills. Widely in gardens and parks.	FE/SE	1B.1	Low. No suitable habitat.
<i>Calochortus plummerae</i>	Plummer's mariposa lily	Coastal scrub, chaparral, valley and foothill grassland, woodland, lower montane coniferous forest. Occurs on rocky and sandy sites, usually of granitic or alluvial material.	None/None	1B	Low. No suitable habitat.
<i>Calystegia felix</i>	Lucky morning-glory	Alkali meadow, seeps, springs, wet meadow, and well-watered landscaping on recent development.	None/None	1B.1	Low. No suitable habitat.
<i>Chorizanthe parryi</i> var. <i>parryi</i>	Parry's spineflower	Coastal sage scrub, chaparral, and sandy or rocky openings. Annual.	None/None	1B.1	Low. No suitable habitat.
<i>Dodecahema leptoceras</i>	Slender-horned spineflower	Coastal sage scrub, chaparral, alluvial scrub, scale broom scrub, and drought prone areas.	FE/SE	1B.1	Low. No suitable habitat.
<i>Horkelia cuneata</i> ssp. <i>puberula</i>	mesa horkelia	Chaparral, woodland, coastal scrub. Occurs on sand or gravelly sites.	None/None	1B.1	Low. No suitable habitat.
<i>Lepidium virginicum</i> var. <i>robinsonii</i>	Robinson's pepper-grass	Chaparral, coastal scrub. Occurs in dry soils, shrubland.	None/None	4.3	Low. No suitable habitat.
<i>Navarretia prostrata</i>	Prostrate navarretia	Coastal scrub, valley and foothill grassland, vernal pools. Occurs on alkaline soils in grassland, or in vernal pools.	None/None	2B.2	Low. No suitable habitat.
<i>Phacelia stellaris</i>	Brand's star phacelia	Coastal strand, dunes, coastal, and coastal sage scrub.	None/None	1B.1	Low. No suitable habitat.
<i>Pseudognaphalium leucocephalum</i>	White rabbit-tobacco	Coastal sage scrub and chaparral	None/None	2B.2	Low. No suitable habitat.
<i>Sidalcea neomexicana</i>	salt spring checkerbloom	Alkali playas, brackish marshes, chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub.	None/None	2B.2	Low. No suitable habitat.

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Table 5.4-1 Sensitive Plant Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	CNPS Designation	Potential to Exist
<i>Symphotrichum defoliatum</i>	San Bernardino aster	Meadows and seeps, marshes and swamps, coastal scrub, woodland, lower montane coniferous forest, grassland. Occurs in moderately moist grassland, or near ditches streams, springs, and disturbed areas.	None/None	1B.2	Low. No suitable habitat.
<i>Thysanocarpus rigidus</i>	Rigid fringepod	Oak and pine woodland, rocky slopes.	None/None	1B.2	Low. No suitable habitat.

Source: CDFW 2021 and CNPS 2022.

1B - Plants considered by CNPS to be rare or endangered in California and elsewhere.

2B - Plants considered by CNPS to be rare, threatened, or endangered in California, but that are more common elsewhere.

4 - Plants are of limited distribution or infrequent throughout a broader area in California.

Sensitive Wildlife

Several sensitive wildlife species have been recorded or are expected to appear in the City, mostly Ontario Ranch. Several species have also been observed in biological surveys for other proposed projects. The sensitive wildlife species (50 species) listed in Table 5.4-2 were identified in the CNDDDB reports for the Ontario and Guasti quadrangles (CDFW 2021) or in other previous biological reports. Several migrant raptor species that may fly over, forage, or roost in the planning area are also included. Species with designated critical habitat (discussed below) within the city boundaries are included. Five species are federally listed as endangered or threatened (one insect, two birds, and two mammals). Seven species are state-listed as threatened or endangered (one insect, five birds, and one mammal). The remaining species are listed as state species of special concern, listed by other agencies or organizations as sensitive, or were included in the CNDDDB because they are considered rare or sensitive and their conservation status may be of concern.

Table 5.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
Insects					
<i>Bombus crotchii</i>	Crotch bumble bee	Inhabits grasslands and shrublands and requires a hotter and drier environment than other bumblebee species.	None/SC	None	Moderate. CNDDDB reports an occurrence in 2019 and 2020 on the east side of Ontario Airport.
<i>Rhaphiomidas terminates abdominalis</i>	Delhi Sands flower-loving fly	Wholly or partially consolidated dunes (Delhi soils series), open sand. Fine, sandy soils with sparse vegetation cover of California buckwheat, croton, deerweed, and evening primrose.	FE/None	None	Low. Limited potential for occurrence. Delhi Sands built on and/or highly disturbed.

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Table 5.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
Amphibians					
<i>Spea (Scaphiopus) hammondi</i>	western spadefoot toad	Seasonal pools in coastal sage scrub, chaparral, and grasslands.	None/None	CSC/BLM	Low. No suitable habitat. Expected only rarely.
Reptiles					
<i>Anniella stebbinsi</i>	Southern California legless lizard	Broadleaved upland forest, chaparral, coastal dunes, and coastal scrub. Occurs in sandy or loose loamy soils under sparse vegetation. Generally in moist, loose soil.	None/None	CSC/FS	Low. Limited to no suitable habitat. Expected only rarely. ¹
<i>Arizona elegans occidentalis</i>	California glossy snake	Generalist reported from a range of scrub and grassland habitats, often with loose or sandy soils.	None/None	CSC	Low. Limited to no suitable habitat. Expected only rarely.
<i>Aspidoscelis tigris stejnegeri (Cnemidophorus tigris multiscutatus)</i>	coastal (western) whiptail	Open, often rocky areas with little vegetation or sunny microhabitats within shrub or grassland associations.	None/None	CSC	Low. Limited to no suitable habitat. Expected only rarely.
<i>Didophus punctatus modestus</i>	San Bernardino ringneck snake	Chaparral, coastal sage scrub, grassland, riparian, and woodlands	None/None	None/FS	Low. Limited suitable habitat. Expected only rarely.
<i>Emys (Clemmys) marmorata pallida</i>	southwestern (western) pond turtle	Slow-moving permanent or intermittent streams, small ponds and lakes, reservoirs, gravel pits, permanent and ephemeral shallow wetlands, stock ponds and treatment lagoons. Abundant basking sites and cover necessary.	None/None	CSC/FS/ BLM	Low. Limited to no suitable habitat. Expected only rarely. ¹
<i>Phrynosoma coronatum (blainvillii population)</i>	coast (San Diego) horned lizard	Open areas of sandy soil with coastal sage scrub, chaparral, grassland, riparian, and washes and watercourses.	None/None	CSC/FS	Low. Limited suitable habitat. Expected only rarely. ²
<i>Salvadora hexalepis virgulata</i>	coast (western) patch-nosed snake	Desert scrub, coastal chaparral, washes, sandy flats, and rocky areas. Broad generalist in its habitat requirements.	None/None	CSC	Low. Limited suitable habitat. Expected only rarely.
<i>Thamnophis hammondi</i>	Two-striped gartersnake	Marsh and swamp, riparian scrub, riparian woodland, and wetland. Highly aquatic, found in or near permanent fresh water. Often along streams with rocky beds and riparian growth.	None/None	CSC/BLM	Low. Limited suitable habitat. Expected only rarely.

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Table 5.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
Birds					
<i>Accipiter cooperi</i> (nesting) ³	Cooper's hawk	Oak and riparian woodlands, windrows, open fields. Known to use urban areas, occupying trees among residential and commercial uses.	None/None	CSC	Moderate. Suitable foraging, limited suitable nesting habitat. Expected occasionally. Observed.
<i>Accipiter striatus</i> (nesting)	sharpshinned hawk	Variety of residential, chaparral, grassland, sage scrub, crop land, riparian, and oak woodland, windrows, open fields.	None/None	CSC	High. Suitable foraging habitat. Uncommon winter visitor. Observed
<i>Agelaius tricolor</i>	Tricolored blackbird	Marshes and grasslands. Breeding colonies require nearby water, nesting substrate, and open range foraging habitat of natural grassland, woodland, or agricultural cropland.	None/ST	CSC/BCC/BLM	High for foraging. Suitable foraging habitat. Low for nesting. Limited suitable nesting habitat. Observed.
<i>Aquila chrysaetos</i>	golden eagle ⁴	Grasslands, brushlands, deserts, oak savannas, open coniferous forests and montane valleys. Nests rock outcrops and ledges.	None/None	CSC/SFP/BCC/BLM/ FS	Low. Potential for foraging. None for nesting.
<i>Ardea alba</i> (<i>Casmerodius albus</i>) (rookery)	great egret	Wet areas, fields, margins of open water.	None/None	SA/FS	Moderate to High. Fairly common resident. Observed.
<i>Ardea herodias</i> (rookery)	great blue heron	Wet areas, fields, margins of open water.	None/None	SA/FS	Moderate to High. Fairly common resident. Observed.
<i>Athene cunicularia</i>	Burrowing owl	Shortgrass prairies, grasslands, lowland scrub, agricultural lands, coastal dunes, desert floors, and some artificial open areas. Uses abandoned ground squirrel burrows and artificial structures such as berms, culverts, and underpasses.	None/None	CSC/BCC/BLM/FS	Low to Moderate. Suitable foraging and nesting habitat. Observed in 2011 and 2016.
<i>Buteo regalis</i> (wintering)	ferruginous hawk	Grasslands and other open terrain of the plains and foothills. Wintering species. Primarily open fields with low vegetation.	None/None	CSC/BCC/ BLM	Moderate. Suitable foraging, limited nesting habitat. Expected occasionally. Observed.
<i>Buteo swainsoni</i> (nesting)	Swainson's hawk	Grasslands and other open terrain.	None/ST	FS/BCC	Low. Potential for foraging. None for nesting. Expected only rarely.

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Table 5.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
<i>Charadrius montanus</i>	mountain plover	Dry upland prairies and plains, semidesert, bare dirt fields.	None/None	CSC/BCC	Low. Limited suitable foraging habitat. Expected only rarely. Observed.
<i>Circus cyaneus (nesting)</i>	northern harrier	Grasslands and other open terrain. Soars over open fields, low perches.	None/None	CSC	Low. Suitable foraging, limited nesting habitat. Expected only rarely. Observed.
<i>Coccyzus americanus occidentalis</i>	western yellow-billed cuckoo	Riparian. Uncommon to rare summer resident of valley foothill and desert riparian habitats	FC/SE	None/BCC/FS	Low. No suitable habitat. Not expected.
<i>Egretta thula (rookery)</i>	snowy egret	Wet areas, fields, margins of open water.	None/None	SA	Moderate to high. Fairly common resident. Observed.
<i>Elanus leucurus (nesting)</i>	white-tailed kite	Open woodlands and grasslands, windrows. Hovers over open fields.	None/None	None/SFP	Moderate. Suitable foraging, limited nesting habitat. Expected occasionally. Observed.
<i>Eremophila alpestris actia</i>	California horned lark	Variety of open habitats, usually where trees and large shrubs are absent.	None/None	CSC	Low. Uncommon resident.
<i>Falco columbarius (wintering)</i>	merlin	Grasslands, coastal sage scrub and estuaries, windrows, open fields.	None/None	CSC	Low. Suitable foraging habitat, no nesting habitat. Expected only rarely. Winter visitor. Observed.
<i>Falco mexicanus (nesting)</i>	prairie falcon	Grasslands, coastal sage scrub, and estuaries.	None/None	CSC/BCC	Low. Potential habitat for foraging, none for nesting. Expected only rarely. Winter visitor. Observed
<i>Falco peregrinus anatum (nesting)</i>	peregrine falcon	Estuaries, wetlands, and coastal bluffs. Breeding habitat in high cliffs along the coast.	Delisted/SE	None/BCC/SFP	Low. Suitable foraging, no nesting habitat. Observed.
<i>Lanius ludovicianus</i>	loggerhead shrike	Grasslands and open scrub. Forages in open country, using low perches (fences etc.) for scanning, nests in dense scrub and brush.	None/None	CSC/BCC	Moderate. Suitable foraging and nesting habitat. Expected occasionally. Observed.

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Table 5.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
<i>Larus californicus</i> (nesting colony)	California gull	Nearly all types of fresh and salt water, cropland, landfills, refuse areas, open lawns.	None/None	CSC	High. Common in winter. Occasional in summer. Expected. Observed.
<i>Laterallus jamaicensis coturniculus</i>	California black rail	Brackish marsh, freshwater marsh, marsh and swamp, salt marsh, wetland. Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering large bays.	None/ST	CSCBBC/BLM	Low. Limited suitable habitat. Expected only rarely.
<i>Numenius americanus</i>	long-billed curlew	Coastal estuaries, upland herbaceous areas, ⁵ croplands, wet areas, open fields, shores of open water.	None/None	CSC	Moderate. Expected occasionally. Observed.
<i>Phalacrocorax auritus</i>	double-crested cormorant	Lakes, fresh, salt, and estuarine waters.	None/None	CSC	Moderate to high. Suitable foraging, no suitable nesting habitat. Fairly common in winter. Occasional in summer. Observed.
<i>Plegadis chihi</i> (rookery site)	white-faced ibis	Freshwater marshes and brackish areas.	None/None	CSC	Low. Limited suitable habitat. Expected only rarely. Observed.
<i>Polioptila californica californica</i>	coastal California gnatcatcher	Low elevation coastal sage scrub and coastal bluff scrub.	FT/None	CSC	No suitable habitat. Not expected.
Mammals					
<i>Antrozous pallidus</i>	pallid bat	Chaparral, coastal scrub, desert wash, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, riparian woodland, Sonoran desert scrub, upper montane coniferous forest, and valley and foothill grassland. Oak and grassland ecotones. ⁶ Prefers foraging in the open. Roosts in attics or rock cracks; in the open, near foliage at night.	None/None	CSC/FS/BLM	Potential for occurrence.
<i>Chaetodipus (Perognathus) fallax fallax</i>	northwestern San Diego pocket mouse	Coastal sage scrub, sage scrub/grassland ecotones, and chaparral communities. Moderately gravelly and rocky substrates, disturbed grassland and open sage scrub vegetation with sandy-loam to loam soils	None/None	CSC	Low. Uncommon.
<i>Corynorhinus townsendii</i>	Townsend's big-eared bat	A wide variety of habitats including woodlands and arid grasslands. Roosts in mines and caves.	None/None	CSC/FS/BLM	Potential for occurrence.

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Table 5.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
<i>Dipodomys merriammi parvus</i>	San Bernardino kangaroo rat	Riversidean alluvial fan sage scrub and sandy loam soils, alluvial fans and flood plains, and along washes with nearby sage scrub. Prefers sandy loam substrates. Santa Ana River, Cajon Creek Wash, Lytle Creek Wash, City Creek, and upper Etiwanda Wash in San Bernardino County, and sites in western Riverside County	FE/None	CSC	Low. Limited to no suitable habitat. Not expected.
<i>Dipodomys stephensi</i>	Stephens' kangaroo rat	Primarily annual and perennial grasslands, but also occurs in coastal scrub and sagebrush with sparse canopy cover.	FE/ST	None	Low. Uncommon.
<i>Eumops perotis californicus</i>	Western mastiff bat	Open areas with high cliffs.	None/None	CSC/BLM	Possible roosting opportunities.
<i>Lasiurus xanthinus</i>	western yellow bat	Desert regions of the southwestern US, southern California. Capture sites are often associated with water features; open grassy areas and scrub, canyons and riparian areas, orchards. Particular association with palms in oases and ornamental palms in landscaping.	None/None	SA	Possible roosting opportunities.
<i>Lepus californicus bennettii</i>	San Diego black-tailed jackrabbit	Coastal sage scrub and on the margins between shrub and herbaceous areas. Also know to occur in agricultural and ruderal areas.	None/None	CSC	Low. Expected only rarely. ⁷
<i>Myotis ciliolabrum</i>	small-footed myotis	Feeds among trees or over brush. Roosts in caves, mines, and in cliff or rock openings.	None/None	CSC/BLM	Possible roosting opportunities.
<i>Myotis yumanensis</i>	Yuma myotis	Water and wooded canyon bottoms. Roosts in caves and abandoned buildings.	None/None	CSC/BLM	Possible roosting opportunities.
<i>Neotoma lepida intermedia</i>	San Diego desert woodrat	Riversidean and coastal sage scrub, chaparral and nonnative grasslands. Shrub and desert habitats, primarily associated with rock outcroppings, boulders, cacti, or areas of dense undergrowth.	None/None	CSC	Low to moderate. Expected occasionally.
<i>Nyctinomops femorosaccus</i>	pocketed free-tailed bat	Desert habitats. Roosts in rock crevices in cliffs.	None/None	CSC	Possible roosting opportunities.
<i>Nyctinomops macrotis</i>	big free-tailed bat	Desert habitats. Roosts in rock crevices in cliffs.	None/None	CSC	Possible roosting opportunities.
<i>Perognathus longimembris brevinasus</i>	Los Angeles pocket mouse	Inhabits open ground of fine sandy composition. Probably prefers sparsely vegetated habitats.	None/None	CSC/FS	Low. Expected only rarely.

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Table 5.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
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Source: CDFW 2021.

Federal Designations:

FE–Federally listed as Endangered; FT–Federally listed as Threatened; FC–Federal Candidate; BLM–US Department of the Interior, Bureau of Land Management sensitive species; FS–US Forest Service sensitive species; BCC–USFWS Birds of Conservation Concern; Delisted–Delisted species are monitored for 5 years

State Designations:

SE–State listed as Endangered; CSC–California Species of Special Concern; SFP–State Fully Protected Species; SA–Special Animal. Taxa of concern to the California Natural Diversity Data Base regardless of their current legal or protected status; None – not listed or designated as sensitive; Observed – recorded observation during previous surveys.

¹ Previous sightings noted in vicinity of Cucamonga Creek south of the Ontario Airport, Ontario in 1993.

² Evidence, but no direct observation, of the species in 1992 by Harmsworth Associates at the UPS Cargo Hub in east Ontario. The site has since been developed.

³ "Nesting" or "rookery" indicates sensitivity due to loss of suitable nesting locations. "Wintering" indicates species that breed to the north, but whole habitat for winter is declining.

⁴ The golden eagle is also protected under the federal Bald Eagle Protection Act, June 8, 1949, as amended 1959.

⁵ Characterized by plants without woody stems.

⁶ Transition zone between two habitats.

⁷ Observed on Chino Airport site (Ontario 2010).

San Bernardino Kangaroo Rat

The San Bernardino kangaroo rat is federally listed endangered and a California species of special concern. It is one of 19 recognized subspecies of Merriam's kangaroo rat (*Dipodomys merriami*). In coastal southern California, it is the only species of kangaroo rat with four toes on each of its hind feet. The species are typically found on alluvial fans, in floodplains, along washes, in adjacent upland areas, and in areas with historically braided channels, which are areas where one main channel is subdivided into several smaller interconnecting channels. Currently they occupy approximately 3,240 acres of suitable habitat divided among seven widely separated locations in San Bernardino and Riverside counties. An additional 13,193 acres are distributed within the Santa Ana River Wash, Lytle and Cajon creeks, and San Jacinto River. The San Bernardino kangaroo rat may potentially be present in the City. There is low to moderate potential for occurrence in the remnant alluvial wash north of I-10 and west of Etiwanda Avenue, and in flood control channels in the same area. Focused surveys would be needed to determine presence or absence if projects are proposed in these areas.

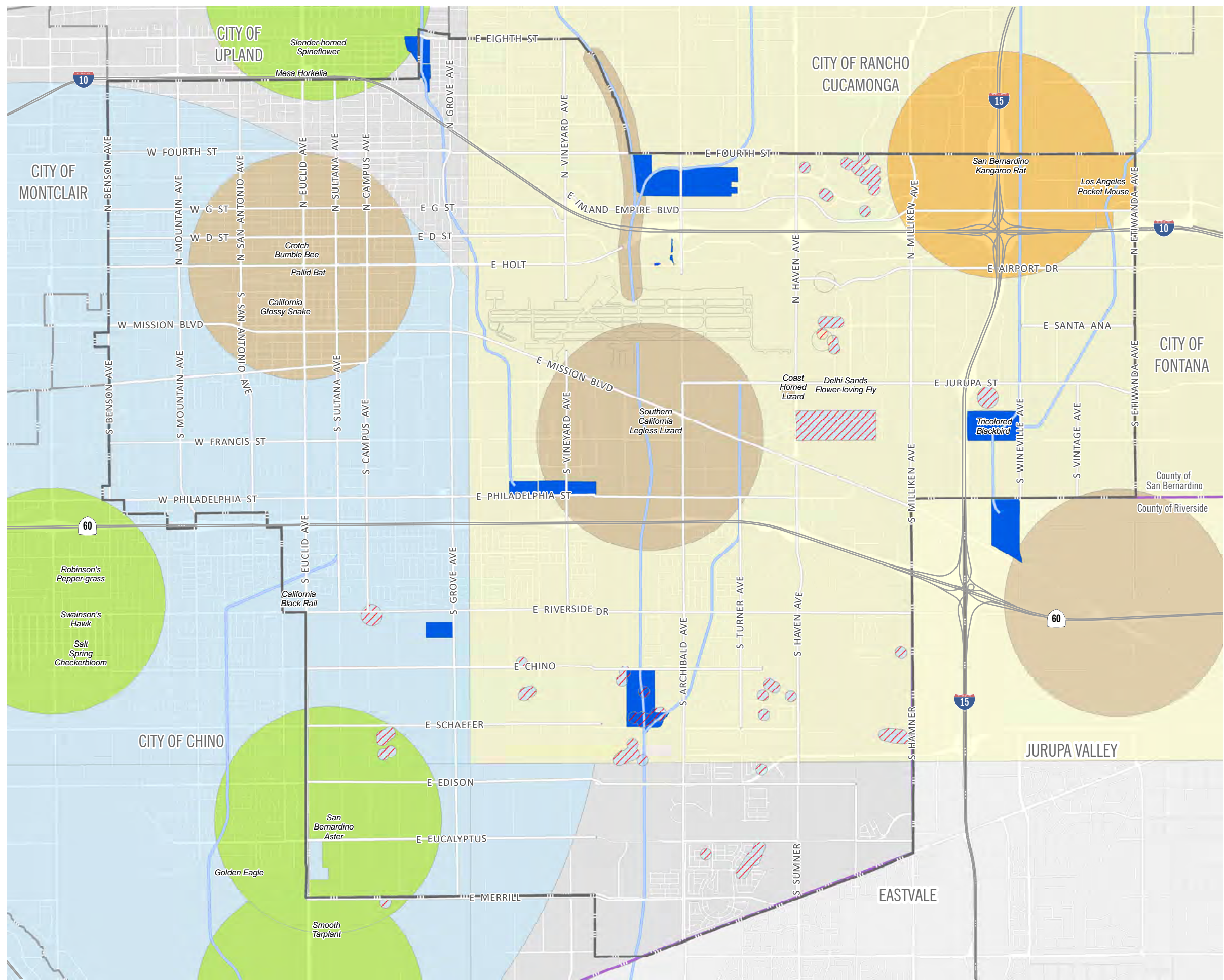
Swainson's Hawk

Swainson's hawk (*Buteo swainsoni*) is state listed as threatened. Typical habitat of the Swainson's hawk is open desert, sparse shrublands, grassland or row grain, and hay cropland containing scattered large trees or small groves. It roosts in large trees, especially along stream courses or in open woodlands, but will roost on the ground if no trees are available.

The species is in decline because of habitat destruction, a reduction in its main prey species, and pesticide use. There are probably no key population areas in the City, but migratory stopovers and flights in the region have been observed along the Santa Ana River, where they may roost due to the access to trees. They may occur within the City during migration wherever there are foraging and roosting opportunities. There are potential foraging and roosting areas for this species in Ontario Ranch, but none for nesting. This species is expected to occur only rarely.

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Figure 5.4-1
Areas of Potential Occurrence
of Sensitive Species



- Ontario City Boundary
- County Boundary
- Burrowing Owl
- Channels
- Detention Basins
- Known Sensitive Species Location**
- Birds
- Dicots
- Insects
- Mammals
- Reptiles

2 · 0 · 5 · 0

THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: California Natural Diversity Database, Date: 3/10/2022
2020

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Peregrine Falcon

The peregrine falcon (*Falco peregrinus anatum*) was formerly federally and state listed as endangered and is a state fully protected animal. Throughout the species' range, peregrines are found in a large variety of open habitats, including tundra, marshes, seacoasts, savannahs, and high mountains. The species breeds mostly in woodland, forest, and coastal habitats. Riparian areas and coastal and inland wetlands are important habitats year-round, especially in nonbreeding seasons. During migration, the peregrine falcon may be found near marshes, lakes, and ponds that have high concentrations of waterfowl, shorebirds, and other birds, and they often travel along mountain ridges on both eastern and western coastlines. In southern California, peregrine falcons are primarily found at coastal estuaries and inland oases. The species breeds and winters throughout the state, except in desert areas. There is suitable foraging habitat within the City. The species has been observed foraging over Ontario Ranch, but it is a very uncommon breeding resident and is uncommon as a migrant.

Western Yellow-Billed Cuckoo

The western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) is a federal candidate, state-listed threatened species. Its range historically extended from southern British Columbia to northern Mexico. Currently the only known populations of breeding western yellow-billed cuckoos are in California, Arizona, and western New Mexico. In California, the species requires dense, wide riparian woodlands with well-developed understories for breeding. It occurs in densely foliated, deciduous trees and shrubs—especially willows—which are required for roost sites. It is an uncommon summer resident of valley, foothill, and desert riparian habitats in scattered locations in California. Up to five western yellow-billed cuckoo populations have been documented in the Prado Basin and adjacent reach of the Santa Ana River, southwest of Ontario. However, this species is not expected in Ontario due to the lack of suitable dense riparian habitat.

Coast (San Diego) Horned Lizard

The coast (San Diego) horned lizard (*Phrynosoma coronatum blainvillii*) is a California species of special concern and considered a US Forest Service sensitive species. This species is found in a wide variety of vegetation types, including coastal sage scrub, annual grassland, chaparral, oak woodland, riparian woodland, and coniferous forest. In inland areas, this species is restricted to areas with pockets of open microhabitat created by disturbance (e.g., floods, fire, roads, grazed areas, fire breaks). It prefers open areas of loose, crumbly, sandy soil in coastal sage scrub, chaparral, grassland, and riparian habitats and washes and watercourses. In California, coast (San Diego) horned lizard ranges from the Transverse Ranges south to the Mexican border west of the deserts, although the species occurs on scattered sites along the extreme western desert slope of the Peninsular Ranges. No occurrences of the species have been documented in the City. However, evidence but no direct observation of coast (San Diego) horned lizard was noted during biologic surveys of the United Parcel Service

Cargo Hub area in 1987. This species is rarely expected to be present because there is limited suitable habitat in the City.

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Burrowing Owl

Burrowing owl (*Athene cunicularia*) is a state species of special concern. They are found in open, dry grasslands, agricultural and range lands, and desert habitats often associated with burrowing animals, particularly prairie dogs, ground squirrels, and badgers. They can also inhabit grass, forb,³ and shrub stages of pinyon and ponderosa pine habitats. This semicolonial species requires large open expanses of sparsely vegetated areas on gently rolling or level terrain with an abundance of active small mammal burrows, which they use for roosting and nesting cover. They occur in all states west of the Mississippi Valley and breed south through the western and Midwestern states and across grassland regions in Canada. It is a resident in the open areas of the lowlands over much of the southern California region. Burrowing owl has been observed in the central and northwestern portion of Ontario Ranch. There is a CNDDB recorded occurrence in the vicinity of Ontario Mills and several other sightings in 2010, 2011, and 2016 in various locations throughout the City. A Burrowing Owl was also observed in the Chino Airport area.

Parts of the closed Milliken Waste Disposal Site in the OMC are considered suitable for preservation or enhancement as burrowing owl habitat.

Coastal California Gnatcatcher

The coastal California gnatcatcher (*Poliioptila californica californica*), a subspecies of the California gnatcatcher, is a federally listed threatened, California species of special concern. The species is a resident of arid coastal-sage-scrub-dominated plant communities from southern Ventura County through Los Angeles, Orange, Riverside, San Bernardino, and San Diego counties into Baja California, Mexico.

Even in the early 1900s, the coastal California gnatcatcher population was described as being scarce and irregularly distributed, but by the 1940s habitat was noticeably reduced. In the United States, loss of coastal sage scrub habitat has been estimated to be as much as 70 to 90 percent, with approximately 33 percent lost since 1993 when the species was federally listed as threatened. Brood parasitism by brown-headed cowbirds and loss of habitat to urban development have been cited as causes of the coastal California gnatcatcher population decline. In Ontario, though coastal sage scrub was historically the dominant vegetation in alluvial

³ Plants without woody stems, other than grasses and sedges.

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fans and drainages, it has long since been removed by development and agricultural production. Coastal California gnatcatcher is not expected to be present in the Ontario planning area due to lack of suitable habitat.

Southwestern Pond Turtle

Southwestern pond turtle (*Emys [Clemmys] marmorata pallida*) is a California species of special concern. The turtle is an aquatic animal that moves to upland areas for egg laying. It winters in underground burrows in upland habitats. In the warmer months it will bask on rocks and logs near slow-moving streams. Its habitat includes permanent or intermittent streams, small ponds, small lakes, reservoirs, abandoned gravel pits, permanent and ephemeral shallow wetlands, stock ponds, and sewage treatment lagoons. Pools are the preferred habitat in streams, with abundant logs, rocks, submerged vegetation, mud, undercut banks, and ledges as necessary habitat components for cover, basking, and nesting sites. Currently, it ranges south of San Francisco Bay to northern Baja California, Mexico, and integrates with northwestern pond turtle (*[Clemmys] marmorata marmorata*) over a large area in central California. Previous sightings of southwestern pond turtle were noted in a drainage in the Chino Airport area, immediately outside of the southwestern corner of the City; however, the species was not observed in 2004 surveys of the Chino Airport site. There is limited suitable habitat for southwestern pond turtle in Ontario.

Existing Conservation Plans and Areas

Delhi Sands Flower-Loving Fly

The most prominent sensitive wildlife species noted in the region is the Delhi sands flower-loving fly (*Rhaphiomidas terminatus*), a federally listed endangered species. The DSFLF is restricted (endemic) to the Colton Dunes (consisting of Delhi soil series). Delhi soils are fine sandy soils, often wholly or partly sand dunes stabilized by sparse native vegetation. These soils cover approximately 40 square miles in Riverside and San Bernardino counties, underlying portions of Ontario and other neighboring cities. By 1997, studies indicated that over 97 percent of the area containing this soil type had been converted to agriculture, developed for urban or commercial uses, or otherwise altered. There is a CNDDDB-recorded occurrence of DSFLF in northeastern Ontario.

The DSFLF was emergency listed on September 23, 1993, because extinction within the foreseeable future was likely—the distribution of the DSFLF at that time encompassed less than 2 percent of its former range. Critical habitat has not been designated for this species. All existing populations of the DSFLF occur within eight miles of each other. The distribution straddles I-10 in the vicinity of Colton, Rialto, and Riverside and San Bernardino counties on county, public utility, and private lands. In 1998, only six sites, totaling less than 45 acres, were known to be occupied and only one is permanently protected. The Recovery Plan for the DSFLF was prepared in 1997 and amended in 2019. The former range of the species was divided into three recovery units: Jurupa, Colton, and Ontario. Approximately 60 percent of the Ontario unit is within the City, comprising approximately 21.7 square miles of the City, as shown on Figure 5.4-1. According to the Recovery Plan, there is restorable habitat for the DSFLF along the SCE right-of-way, along a shallow wash in southwestern Ontario (West Cucamonga Channel), and at a few other locations in the Ontario recovery unit. The planned recovery of the DSFLF is partially dependent on the restoration, management, and preservation of such areas.

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There is one approved HCP in the City. The Oakmont Industrial Group HCP was established for the protection of the DSFLF on approximately 19 acres adjacent to the intersection of Greystone Drive and Stanford Avenue near the eastern city boundary (Ontario 2010).

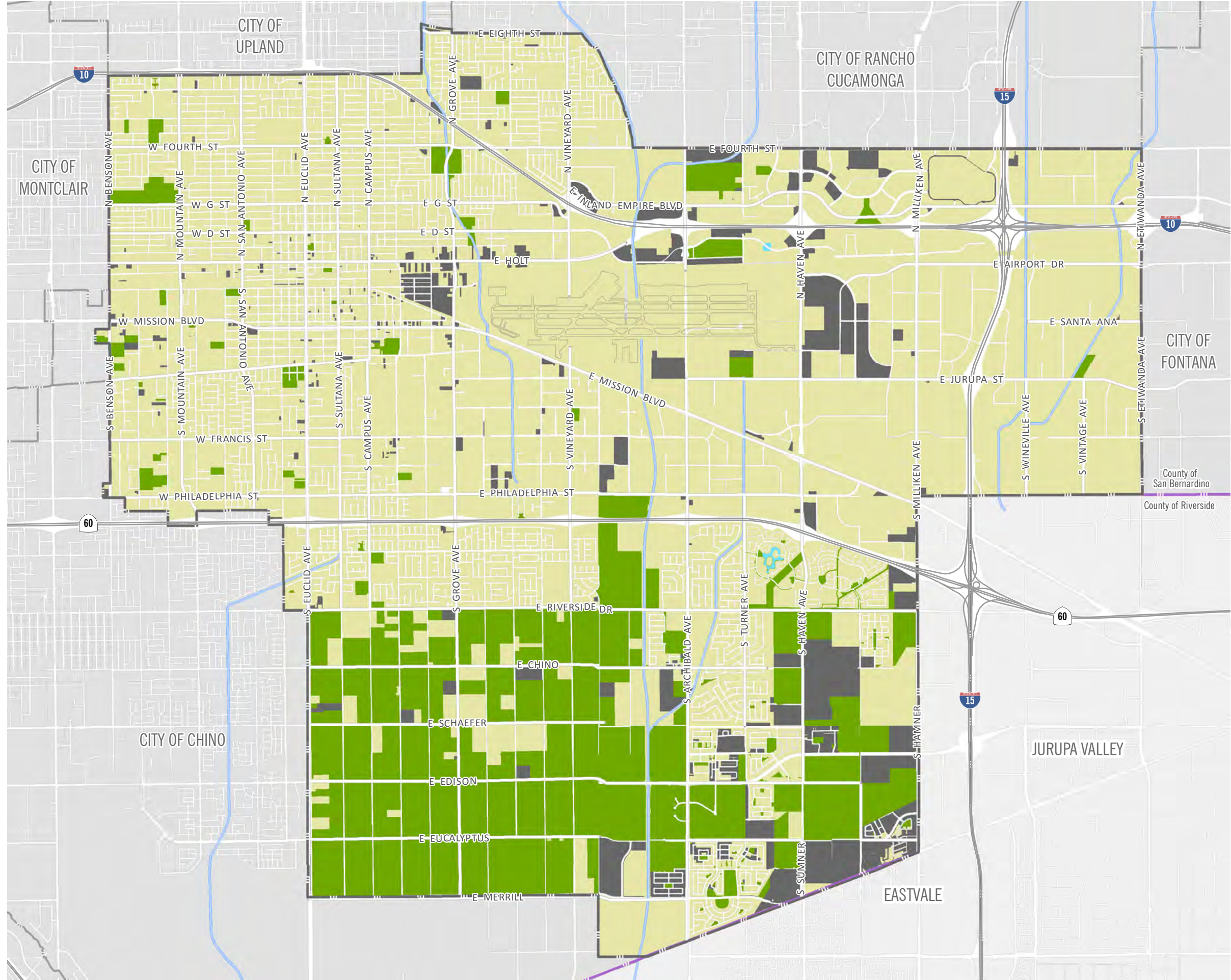
Wildlife Movement Corridors

Wildlife corridors link areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. Corridors are links between different populations of a species and mitigate the effects of habitat fragmentation by 1) allowing animals to move between remaining habitats (which allows replenishment of depleted populations and promotes genetic diversity); 2) providing escape routes from fire, predators, and human disturbances that put populations or local species at risk; and 3) serving as travel routes for individuals moving within their home ranges for food, water, mates, and shelter. Wildlife movement activities usually fall into one of three movement categories: dispersal, seasonal migration, or movements related to home range activities. Large open spaces will generally support a diverse wildlife community engaging in all types of movement. Wildlife movement may range from nonmigratory movement of amphibians, reptiles, and some birds on a local level to the many-square-mile home ranges of large mammals moving at a regional level.

Ontario is almost completely developed with urban and agricultural uses. There are no large open spaces with native habitat in the City. Available open space consists of agricultural fields, parks and golf courses, and scattered vacant lots. Further, the City is generally surrounded by highly developed areas. The north-south watercourses that flow through the City provide open water areas used by resident and migratory birds. These drainages can also be wildlife corridors, but because they are concrete channels, they provide limited habitat cover and do not directly link natural open spaces within and in the immediate vicinity of the City. In the region, Cucamonga and Deer Creeks flow from the San Gabriel Mountains to the Prado Dam Flood Control Basin, which contains over 2,100 acres of riparian habitat upstream of the dam. These creeks are concrete-lined channels where they travel through Ontario. Regional movement of larger mammal species with expansive home ranges, such as mountain lion (*Felis concolor*) or mule deer (*Odocoileus hemionus*) is not likely in the channels. Insects, amphibians, reptiles, bird species, and small- and medium-sized mammals—including urban-adapted species such as raccoon, Virginia opossum, striped skunk, and coyote—are likely to use the channels as local wildlife movement corridors within the City. In addition to flood control channels, there are two SCE utility corridors in the City, both of which generally extend northeast-southwest in the eastern part of the City and are shown on Figure 5.4-2, *Vegetation Associations and Land Cover*. These corridors are likely also used for local movement by insects, reptiles, and small- and medium-sized mammals.

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Figure 5.4-2
Vegetation & Land Cover



- Ontario City Boundary
- County Boundary
- Channels
- Urban Land
- Agriculture/Open Space
- Surface Water
- ROW/Vacant



0 2,500 5,000 10,000 FT
Source: County of San Bernardino 2020 Date: 3/4/2022

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Jurisdictional Waters and Wetlands

The USACE and CDFW have jurisdiction over streams, watercourses, and wetlands. Wetlands that fall under USACE jurisdiction must exhibit specific characteristics related to hydrology, soils, and hydrophytic plants, which are plants that grow in soils that are permanently or periodically saturated. In the absence of wetlands, USACE jurisdiction in nontidal waters such as rivers, lakes, and intermittent streams extends to the ordinary high-water mark. Pursuant to Sections 1600 to 1603 of the California Fish and Game Code, CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. There are differences between USACE and CDFW jurisdictions. The CDFW uses less defined and more ecologically based criteria in its jurisdiction determinations. For a watercourse to be considered under CDFW jurisdiction, it must have a terminus, banks, and channel through which water can flow, at least periodically, and needs to exhibit evidence of an ordinary high water mark. CDFW jurisdiction may only exhibit one of the three USACE indicators. Generally, CDFW jurisdiction may extend to the wider limit of riparian vegetation associated with the watercourse, encompassing the entire limits of USACE jurisdiction.

The major watercourses that traverse the City potentially fall under USACE or CDFW jurisdiction. West Cucamonga Channel and Cucamonga, Deer, Day, and Etiwanda Creeks enter the City from the north and flow generally to the south. Cucamonga Creek and its tributary, the Lower Deer Creek Channel, once supported riparian vegetation; however, all drainages that traverse Ontario, (except for an approximately 1,000-foot section of the Etiwanda Creek Channel between I-10 and 4th Street) have been channelized throughout the City. In these channels there may be areas where sediment has accumulated and riparian vegetation has developed. These channels also discharge to numerous detention basins throughout the City. Riparian vegetation may also be present in the detention basins, particularly where flowing or standing water persists. These riparian resources, including any wetlands that may occur along drainages, potentially fall under the jurisdiction of the USACE and CDFW.

Other open water bodies include dairy manure water retention basins, irrigation ponds, livestock watering, and man-made lakes. In addition, fields under cultivation or left fallow accumulate surface waters in ponds or ditches. These waters would likely be considered isolated wetlands and would not fall under USACE jurisdiction after the 2001 Solid Waste Agency of Northern Cook County decision, which limited the scope of the USACE CWA Section 404 permitting as applied to isolated waters of the United States (those that are not adjacent to or connected to a navigable water body, such as a river, lake, or ocean); however, CDFW may still take jurisdiction over these surface waters.

5.4.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- B-1 Have a substantial effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

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

5.4.3 Environmental Impacts

5.4.3.1 2010 CERTIFIED EIR

The 2010 Certified EIR concluded that the Approved Project could result in in habitat modification and removal, which could result in the introduction of nonnative species of weeds, insects, and domestic animals that could adversely impact sensitive species. Furthermore, buildout of the Approved Project could develop vacant land, which may affect sensitive species. However, regulatory requirements and standard conditions of approval would be required upon implementation of subsequent projects, which would reduce potential impacts of the Approved Project on biological resources to less than significant.

5.4.3.2 PROPOSED PROJECT

The following impact analysis addresses thresholds of significance. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.4-1: Compliance with existing regulations would ensure that implementation of TOP 2050 would not adversely affect sensitive species. [Threshold B-1]

The 2010 Certified EIR found that development in accordance with the Approved Project could result in the loss of sensitive species. However, the Approved Project did not have substantial adverse impacts on sensitive animal species after compliance with the requirements of the CESA and FESA, including USFWS requirements regarding critical habitat; mitigation fees paid by projects in Ontario Ranch; and acquisition and management of habitat using those fees.

Implementation of TOP 2050 would not directly result in removal of vegetation or wildlife in the City because the General Plan does not confer entitlements for development. Development in accordance with TOP 2050

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could result in habitat modification and removal. Such development could also result in the introduction of nonnative species of weeds, insects, and domestic animals that could adversely impact sensitive species. Development projects considered for approval under TOP 2050 would be required to undergo independent CEQA review. Such projects would be required to comply with the federal and California Endangered Species Acts.

The following sensitive species have been observed in Ontario, and suitable habitat for each of these species is present in the City: great egret (*Ardea alba*), great blue heron (*Ardea Herodias*), snowy egret (*Egretta thula*), sharp-shinned hawk (*Accipiter striatus*), tricolored blackbird (*Agelaius tricolor*), double-crested cormorant (*Phalacrocorax auritus*), Cooper's hawk (*Accipiter cooperi*), burrowing owl, loggerhead shrike (*Lanius ludovicianus*), and long-billed curlew (*Numenius americanus*). Several additional species have been observed for which the City has suitable foraging habitat but limited or no suitable nesting habitat: ferruginous hawk, mountain plover (*Charadrius montanus*), northern harrier (*Circus cyaneus*), white-tailed kite (*Elanus leucurus*), merlin (*Falco columbarius*), prairie falcon (*Falco mexicanus*), peregrine falcon, and white-faced ibis. Several sensitive bat species are considered to have possible roosting opportunities in the City and are listed in Table 5.4-2.

No sensitive plant species have been observed in Ontario, and the only such species that are considered potentially present in the City have a low potential due to lack of suitable habitat. Therefore, implementation of TOP 2050 would not have substantial adverse impacts on sensitive plant species.

Nearly the entire City is developed with urban and agricultural uses, and there is very little native habitat remaining. Vacant land in the City may have low habitat value, however, because much of it is barren ground and does not support vegetation, and because many areas of vacant land are small, surrounded by developed urban uses, and isolated from other vacant land. There is nonetheless a chance that some sensitive species occur in remnant or disturbed habitats, and focused surveys may be warranted for individual sites that are the subject of development proposals. The assessment of the need for focused surveys would be carried out on a project-by-project basis in accordance with existing federal, state, and local regulations. This would apply equally to the OMC and Ontario Ranch.

Most potential biological resources in the City are in Ontario Ranch because the rest of the City is almost entirely built out. Some of the parts of Ontario Ranch that were previously used as dairies have undergone surveys for DSFLF, and the USFWS has determined that the likelihood of occupancy by DSFLF in these areas is low enough that further surveys would not be required; however, project applicants would need to consult with the USFWS on a case-by-case basis to determine survey requirements (Ontario 2010).

Parts of the closed Milliken Waste Disposal Site in the OMC are considered suitable for preservation or enhancement as burrowing owl habitat.

The settlement agreement for the City of Ontario Sphere of Influence General Plan Amendment governs mitigation for biological resources impacts in Ontario Ranch associated with potential impacts to the burrowing owl, the DSFLF, raptor foraging and wildlife habitat, loss of open space, actual and potential habitat and agricultural land, and sensitive species (listed and nonlisted). The terms of the settlement agreement were discussed in the "Local Regulations" section under "City of Ontario Sphere of Influence General Plan Amendment, Final EIR, and Settlement Agreement." ~~Per the conditions of the settlement agreement, the City~~

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~~will be soliciting RFPs to select a non-profit land trust and/or organization specializing in habitat conservation. The selected non-profit and/or organization will be responsible for the administration of the habitat mitigation fees and creation of a habitat program pursuant to the requirements of the Settlement Agreement between the City of Ontario, the Endangered Habitats League, and the Sierra Club. In partnership with the CDFW, the City will work with the selected non-profit and/or organization to maintain an interactive mapping and current inventory of the burrowing owl occurrences and in the selection of adequate lands for passive relocation.~~

TOP 2050 includes policies to ensure that special-status species and habitat are protected through compliance with state and federal regulations (e.g., Policies ER-5.1 and ER-5.2). Projects under TOP 2050 that undergo independent CEQA review would be required to determine whether there is potential habitat on-site for sensitive species. If potential habitat were found on-site, focused surveys for those sensitive species potentially present would be required. If sensitive species were found, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Mitigation for impacts to sensitive species is often in the form of acquisition or restoration of habitat, on-site or off-site, at a ratio to the area of impacted land that would be determined by the CDFW or USFWS. For projects that are sited within critical habitat for a listed species and are proposed by federal agencies or involve federal permits or funding, the project proponent would be required under the FESA to consult with the USFWS regarding impacts and mitigation. Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value.

TOP 2050 would have similar biological resources impacts as the current Approved TOP. This is because while the Proposed Project would increase land use intensity, TOP 2050 would not result in development of new, previously undeveloped areas of the City. Compliance with the requirements of the California and federal Endangered Species Acts, including requirements of the USFWS regarding critical habitat; mitigation fees paid by projects in Ontario Ranch; and acquisition and management of habitat using those fees would reduce impacts on sensitive animal species from implementation of TOP 2050.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to special-status species compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.4-2: Compliance with existing regulations would ensure that implementation of TOP 2050 would not have an adverse impact on riparian or sensitive habitats. [Threshold B-2]

Ontario is almost completely developed with urban and agricultural uses, with no large open areas of native habitat. Available open space consists of agricultural fields, parks and golf courses, and scattered vacant lots. The 2010 Certified EIR found that the Approved Project would not have substantial adverse impacts to surface water areas, or to riparian or aquatic vegetation in surface water areas or flood control channels. Detention basins would be designated Open Space–Non-recreation or Open Space–Parkland. Projects affecting riparian habitat would be required to mitigate potential impacts to riparian areas through the existing permitting process.

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Surface water areas are assumed to contain sensitive natural communities if they support plants such as mulefat and willow, which also occur in sensitive communities listed in the CNDDDB as occurring in the region. Surface water areas in the City include detention basins and other man-made lakes, such as those in golf courses, as well as dairy manure water retention basins, irrigation ponds, and livestock watering ponds associated with agricultural uses in Ontario Ranch.

Detention basins would be designated Open Space–Non-recreation, except some of the basins in Cucamonga-Guasti Regional Park would be designated Open Space–Parkland. The basins would not be developed with other land uses.

Implementation of TOP 2050 would not result in direct vegetation removal in surface water areas in the City; however, projects approved pursuant to TOP 2050 could indirectly result in such removal. Projects that would result in impacts to surface water areas determined to be jurisdictional to the state would require CDFW approval pursuant to the Fish and Game Code (Section 1600 et. seq.) in the form of Streambed Alteration Agreements. Such impacts would require mitigation, also subject to CDFW approval.

~~The settlement agreement governs mitigation for biological resources impacts in the Ontario Ranch. The City will be soliciting RFPs to select a non-profit land trust and/or organization specializing in habitat conservation. The selected non-profit and/or organization will be responsible for the administration of the habitat mitigation fees and creation of a habitat program pursuant to the requirements of the Settlement Agreement between the City of Ontario, the Endangered Habitats League, and the Sierra Club. In partnership with the CDFW, the City will work with the selected non-profit and/or organization to maintain an interactive mapping and current inventory of the burrowing owl occurrences and in the selection of adequate lands for passive relocation. Furthermore, Policy ER-5.1 would support avoidance of adverse impacts to protected wetlands, waters of the United States, and waters of the State.~~

Compared to the Approved Project, TOP 2050 would have similar impacts to sensitive habitat because it would not result in development of new, previously undeveloped areas of the City even though it would result in an increase in land use intensity. Individual projects undergoing environmental review under CEQA would be required to determine whether there is potential habitat on-site for sensitive species. If sensitive species were found on-site, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value. In conclusion, projects affecting riparian habitat in the City would be required to mitigate potential impacts to riparian areas through the existing permitting process.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to riparian habitat or sensitive natural communities compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

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Impact 5.4-3: Compliance with existing regulations would ensure that implementation of TOP 2050 would not have an adverse impact on jurisdictional waters. [Threshold B-3]

The 2010 Certified EIR found that the Approved Project would not have substantial adverse impacts on jurisdictional waters. Flood control channels and detention basins would be designated Open Space–Non-recreation or Open Space–Parkland. Projects that have the potential to result in impacts to waters of the state would be subject to approval by CDFW; USACE; require a Section 404 permit under the CWA or consultation with EPA for a Section 7 take permit, as applicable; and require mitigation in accordance with the applicable permits.

The Cucamonga Creek and Deer Creek channels and portions of the Lower Deer Creek, Day Creek, Etiwanda Creek, and West Cucamonga Creek channels, are owned and maintained by San Bernardino County (Ontario 2010); they are not subject to land use controls by the City of Ontario and would not be affected by TOP 2050. Remaining segments of the Lower Deer Creek, Day Creek, Etiwanda Creek, and West Cucamonga Creek channels in the City that are owned by the City of Ontario, would be designated Open Space–Non-recreation by TOP 2050 and would not be developed with other land uses. The Cucamonga, Ely, Wineville, and Chris detention basins are also owned and maintained by the County (Ontario 2010) and would not be affected by TOP 2050.

Ontario Ranch contains dairy manure water retention basins, irrigation ponds, livestock watering, and man-made lakes. In addition, fields under cultivation or left fallow accumulate surface water in ponds or ditches. The CDFW may have jurisdiction over these water bodies, but they are not expected to come under USACE jurisdiction. Implementation of TOP 2050 would not result in direct impacts to waters of the State because TOP 2050 does not grant specific entitlements for development. Tributaries to any channels in the city, plus areas that are fed by surface waters, are considered waters of the State and are jurisdictional to CDFW. Projects resulting in impacts to waters of the State would be subject to approval by CDFW through Streambed Alteration Agreements and would require mitigation as determined by the CDFW for any consequent impacts.

Individual projects undergoing environmental review under CEQA would be required to determine whether there is potential habitat on-site for sensitive species. If sensitive species were found, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value.

Compared to the Approved Project, TOP 2050 would have similar impacts to jurisdictional waters. This is because the Proposed Project would result in an increase in land use intensity but would not result in development of new, previously undeveloped areas of the City. In conclusion, because projects that have the potential to result in impact to waters of the State would be subject to approval by CDFW and USACE, require a Section 404 permit under the CWA or consultation with the EPA for a Section 7 take permit, and mitigation would be required in accordance with the applicable permits, impacts to jurisdictional waters in the City associated with TOP 2050 would be less than significant.

5. Environmental Analysis BIOLOGICAL RESOURCES

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to jurisdictional waters compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.4-4: Implementation of TOP 2050 would not adversely affect wildlife movement. [Threshold B-4]

The 2010 Certified EIR found that no regional wildlife movement corridors have been identified in the City. Therefore, the Approved Project did not result in substantial adverse effects to wildlife movement.

No regional wildlife movement corridors have been identified in the City, most of which is ill suited for the purposes of wildlife movement. The flood control channels and the SCE corridors could serve as local corridors for movement within the City and between the San Gabriel Mountains to the north and the Prado Basin to the south. The segments of flood control channels in the City would be designated Open Space–Non-recreation under TOP 2050 and would not be developed with other land uses. The SCE corridors would also be designated Open Space–Non-recreation. Therefore, implementation of TOP 2050 is not anticipated to substantially impair the use of flood control channels or SCE corridors in the City as wildlife movement corridors.

There are trees and shrubs scattered throughout the City that may be used for nesting or roosting by migrating birds. TOP 2050 would not grant specific entitlements for development; therefore, implementation of TOP 2050 would not directly impact vegetation that could be used by migrating birds. Such projects would be required to comply with the federal MBTA. Therefore, TOP 2050 is not anticipated to have substantial adverse impacts to migratory birds. Furthermore, Policy ER-5.1 would encourage efforts to conserve flood control channels and transmission line corridors as wildlife movement corridors. Consequently, impacts would be less than significant.

Compared to the Approved Project, TOP 2050 would have similar impacts associated with wildlife movement corridors. Though the Proposed Project would increase land use intensity, it would not result in development of new, previously undeveloped areas of the City. Like the Approved Project, TOP 2050 would not result in interfere with wildlife movement in a wildlife corridor.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to wildlife movement compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.4-5: Development in accordance with TOP 2050 would require compliance with the requirements of the Delhi Sands Flower-Loving Fly Ontario Recovery Unit. [Thresholds B-5 and B-6]

The 2010 Certified EIR found that the Approved Project would not conflict with the requirements of the DSFLF Ontario Recovery Unit or critical habitat for the San Bernardino kangaroo rat. Since 2008, the critical habitat for the San Bernardino kangaroo rat is no longer in Ontario, so it is not evaluated in this discussion (USFWS 2008; DataBasin 2012).

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The Ontario Recovery Unit for the DSFLF includes 21.7 square miles of Ontario, mostly in the eastern and southwestern portions of the City, including portions of Ontario Ranch. Projects proposed within the Ontario Recovery Unit would be required to conduct focused surveys for DSFLF on the project site and consult with the USFWS regarding mitigation of impacts on any DSFLF found, pursuant to Section 7 of the FESA. In some of the parts of Ontario Ranch that were previously used as dairies, the USFWS has concluded from the findings of previous focused surveys that DSFLS is very unlikely to occur; therefore, no focused surveys for DSFLF areas are required in these areas (Ontario 2010). Projects proposed pursuant to TOP 2050 would need to ascertain requirements for focused surveys for DSFLF from the USFWS on a case-by-case basis.

There is one habitat conservation plan in the City, a 19-acre area near the intersection of Greystone Drive and the eastern city boundary established to protect the DSFLF. The HCP area would remain designated Industrial under the Proposed Project. Any project proposed for development within this HCP pursuant to TOP 2050 would be required to consult with the USFWS regarding project impacts on DSFLF and mitigation of any such impacts. Therefore, TOP 2050 would comply with this HCP.

TOP 2050 would not grant specific entitlements for development and would not conflict with FESA requirements and USFWS regulations regarding critical habitat. Furthermore, Policy ER-5.1 of TOP 2050 would support efforts to conserve high-quality habitat for the DSFLF. Individual projects undergoing environmental review under CEQA would be required to determine whether there is a potential for habitat on-site for sensitive species. If sensitive species were found on-site, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value.

Compared to the Approved Project, TOP 2050 would have similar impacts regarding consistency with a habitat conservation plan. This is because the Proposed Project would increase land use intensity but would not result in development of new, previously undeveloped areas of the City. Like the Approved Project, TOP 2050 would not conflict with the DSFLF HCP.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to habitat conservation plan compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

5.4.4 Cumulative Impacts

The analysis presented in this section, by the nature of TOP 2050, provides a cumulative assessment of biological impacts within the City. TOP 2050 policies would minimize potential cumulative impacts to biological resources, as identified above. Coordination with resource agencies would reduce potential cumulative impacts to biological resources by prioritizing areas for conservation and maintaining communication among jurisdictions. With implementation of existing regulations and TOP 2050 policies, impacts to biological resources would be less than significant and would not be cumulatively considerable.

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5.4.5 Relevant New and Modified TOP Policies

As described above, TOP 2050 includes the following policies relevant to biological resources: Policy ER-5.2. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. Modified TOP 2050 policies relevant to biological resource impacts are summarized below:

- **ER-5.1: Habitat Conservation Areas.** We support the protection of biological resources through the establishment, restoration, and conservation of high-quality habitat areas.

5.4.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.4-1, 5.4-2, 5.4-3, 5.4-4 and 5.4-5.

5.4.7 Mitigation Measures

5.4.7.1 MITIGATION MEASURES FROM THE 2010 CERTIFIED EIR

No mitigation measures required.

5.4.7.2 NEW MITIGATION MEASURES

No mitigation measures required.

5.4.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.4.9 References

California Department of Fish and Wildlife (CDFW). 2021, August 1. Search of Ontario and Guasti Quadrangles. California Natural Diversity Database. <https://apps.wildlife.ca.gov/bios/?tool=cnddbQuick>.

California Native Plant Society (CNPS). 2022. CNPS Rare Plant Inventory. <https://rareplants.cnps.org/Search/Advanced>.

DataBasin. 2012, August 3. Final Critical Habitat for the San Bernardino Kangaroo Rat (*Dipodomys Merriami Parvus*) within Jurisdiction of the Carlsbad Fish and Wildlife Office (CFWO). Map. <https://databasin.org/maps/new/#datasets=b60e8e40b0ad42da96204bd59eb022bc>.

Ontario, City of. 2010. The Ontario Plan Environmental Impact Report. State Clearinghouse No. 2008101140. <https://www.ontarioplan.org/environmental-impact-report/>

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US Fish and Wildlife Service (USFWS). 2008, October 17. Essential Habitat for the San Bernardino Kangaroo Rat Identified. Accessed February 18, 2022. <https://www.fws.gov/news/ShowNews.cfm?newsId=2F9B9DF5-E2E7-3C11-D0936352B576FD2D>.

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5.5 CULTURAL RESOURCES

Cultural resources comprise archaeological and historical resources. Archaeology studies human artifacts such as places, objects, and settlements that reflect group or individual religious, cultural, or everyday activities. Historical resources include sites, structures, objects, or places that are at least 50 years old and are significant for their engineering, architecture, cultural use, or association. In California, historic resources cover human activities over the past 12,000 years. Cultural resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential for implementation of TOP 2050 (Proposed Project) to impact cultural resources in the City of Ontario compared to the current TOP (Approved Project). The analysis in this section is based in part on the 2010 Certified EIR and on the following technical study:

- *Record Search Results for The Ontario Plan 2050*, South Central Coastal Information Center (SCCIC), December 2021.

A complete copy of this records search is included as Appendix D to this SEIR.

See Section 5.7, *Geology and Soils*, of this SEIR for a discussion regarding paleontological resources.

5.5.1 Environmental Setting

5.5.1.1 REGULATORY BACKGROUND

Federal and State Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The act authorized the National Register of Historic Places, which lists districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 (Protection of Historic Properties) of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 Review ensures that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process with assistance from state historic preservation offices.

California Public Resources Code

Archaeological, paleontological, and historical sites are protected under a wide variety of state policies and regulations in the California Public Resources Code (PRC). In addition, cultural and paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA.

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PRC Sections 5020 to 5029.5 continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The commission oversees the administration of the California Register of Historical Resources and is responsible for designating State Historical Landmarks and Historical Points of Interest.

PRC Sections 5079 to 5079.65 define the functions and duties of the Office of Historic Preservation, which administers federal- and state-mandated historic preservation programs in California as well as the California Heritage Fund.

Local Regulations

City of Ontario Historic Preservation Program

The Advance Planning division is responsible for administering the City's Historic Preservation Program and the Historic Preservation Ordinance. Planning staff, along with the Historic Preservation Subcommittee and Historic Preservation Commission, review all historic preservation applications, including proposed alterations to the exterior of historic buildings and alterations to public improvements, such as street trees, in Ontario's historic neighborhoods.

The Historic Preservation Program implements the processing of certificates of appropriateness or waivers for minor alterations, restoration, and rehabilitation; landmark designations for local, state, and national registers; historic property evaluations; historic property surveys; and environmental compliance. The program offers incentives for historic preservation such as the Mills Act Contract (preservation agreements), bronze plaques, and the city-council-hosted Model Colony awards for historic resources (Ontario 2022).

In April 2001, the City of Ontario became a certified local government (CLG) in the State of California. The California Office of Historic Preservation requires all CLGs to submit an annual report. The report serves two major functions: 1) it is a vital means of communicating local historic preservation issues to the Office of Historic Preservation; and 2) it serves as a tool to monitor local government activities that are required to maintain CLG status. The annual report demonstrates compliance with the six basic requirements:

- Maintain a comprehensive local historic preservation plan that identifies the preservation mission, goals, and priorities of the local government.
- Enforce appropriate local legislation for designation and protection of historic properties.
- Establish and maintain an adequate and qualified historic preservation review commission and noncommissioned staff.
- Maintain a system for the survey and inventory of historic properties.
- Provide for adequate public participation in the local historic preservation program.
- Review and recommendation of historic properties within the local jurisdiction to the National Register of Historic Places. (Ontario 2022)

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Ontario Development Code

Chapter 4, Permits, Actions and Decisions, and Chapter 7, Historic Preservation, of the Ontario Development Code address historic preservation. The code identifies procedures for designating local historical landmarks and districts, historic resource tiering, and architectural conservation areas (Section 4.02.040).

Local Landmark Designation

A historic resource may be designated a “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:

- The historic resource exemplifies or reflects special elements of the City’s history.
- The historic resource is identified with persons or events significant in local, state, or national history.
- The historic resource is representative of the work of a notable builder, designer, architect, or artist.
- The historic resource embodies distinguishing architectural characteristics of a style, type, period, or method of construction.
- The historic resource is a noteworthy example of the use of indigenous materials or craftsmanship.
- The historic resource embodies elements that represent a significant structural, engineering, or architectural achievement or innovation.
- 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.
- 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.
- 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:

- 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.

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- 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.
- 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.
- The historic resource is, or the contributing resources are, associated with the lives of persons important to the city, state, or national history.

Historic Resources Tiering System

The Historic Preservation Commission is responsible for the adoption of the Historic Resource Tier Designation List, which is maintained by the Historic Preservation Subcommittee. A historic resource may be designated as Tier I, Tier II, or Tier III under Subsection 4.02.040(G) of the City's Development Code. Tier I, II and III historic resources are judged based upon their determined degree of significance, pursuant to the criteria in Subsection 4.02.040H (Historic Resource Tiering Criteria).

- **Tier I.** Tier I resources are historic resources that should not be demolished or significantly altered under any circumstances, regardless of their designation status. Resources within this Tier are determined to be the City's most significant historical or cultural resources. Tier I resources meet one or more of the following:
 - A resource listed on the Ontario Register that meets at least one of the criteria within the Architecture/Form category, and three criteria within the History category, listed in Subsection 4.02.040H (Historic Resource Tiering Criteria).
 - A contributing resource within a district that meets at least one of the criteria within the Architecture/Form Category and three criteria within the History Category Subsection 4.02.040H (Historic Resource Tiering Criteria).
- **Tier II.** Tier II resources are historic resources wherein demolition of these properties should be avoided. Tier II resources shall meet one or more of the following:
 - Any historic resource listed or determined eligible for listing in the National Register of Historic Places.
 - Any historic resource listed or determined eligible for listing in the California Register of Historic Resources.
 - A historic resource listed on the Ontario Register and meets at least two criteria within the Architecture/Form or History categories, listed in Subsection 4.02.040H (Historic Resource Tiering Criteria).

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- A contributing resource within an eligible historic district wherein the district meets at least two of the criteria in either the Architecture/Form or History categories as listed in Subsection 4.02.040H (Historic Resource Tiering Criteria).
- **Tier III.** Tier III consists of historic resources that are Designated Local Historic Landmarks, are contributing properties within Designated Local Historic Districts, or are eligible historic resources. Demolition of these resources should be avoided where possible but may be appropriate under certain circumstances.

5.5.1.2 EXISTING CONDITIONS

Prehistory

The archaeological record of southern California is a rich and complex continuum traditionally divided into time units based on changes in artifact types and styles. Archaeological data and correlations with ethnographic data have resulted in the determination of the following chronology for prehistoric southern California:

- **Early Man Horizon.** This period, predating 6,000 BC, is characterized by the presence of large projectile points and scrapers, suggesting reliance on hunting rather than gathering.
- **Milling Stone Horizon.** This period, from 6,000 BC to 1,000 BC, is characterized by the presence of hand stones, milling stones, choppers, and scraper planes; tools associated with seed gathering and shellfish processing with limited hunting activities; and evidence of a major shift in the exploitation of natural resources.
- **Intermediate Horizon.** This period, from 1,000 BC to AD 750, reflects the transitional period between the Milling Stone and Late Prehistoric Horizons. Little is known of this period, but evidence suggests interactions with outside groups and a shift in material culture reflecting this contact.
- **Late Prehistoric Period.** This period, from AD 750 to European contact, is characterized by the presence of small projectile points; use of the bow and arrow; steatite containers and trade items; asphaltum; cremations; grave goods; mortars and pestles; and bedrock mortars.

Cultural Traditions

The earliest inhabitants of the Ontario region lived in the area on a seasonal basis approximately 10,000 years ago. Later, permanent settlements formed along streams and creeks as populations used newer technologies and food resources. By 2,000 years ago, the Tongva (or Gabrielino), a group of Uto-Aztecan, Takic-speaking people, used both the coastal and inland areas on a seasonal basis. The Tongva Native Americans were intensive hunter-gatherers, gathering a variety of wild plants in the desert, mountains, and coastal areas. The Tongva are believed to have been one of the most populous and wealthy Native American tribes in southern California prior to European contact. They lived in villages that ranged from 50 to 200 inhabitants, each village owning in common the area surrounding the village. Kinship was organized by groups, with each group composed of several related families.

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By the 1700s, local Native Americans in southern California had contact with Europeans. One of the earliest known records of this contact is based upon Father Garcés' trip from the Mojave Desert to the coast of California through the Cajon Pass. In 1771, the Spanish established the Mission San Gabriel Arcangel about 40 miles west of the area later known as the City of Ontario. Following the Spanish custom of naming local Native American tribes after nearby missions, the Tongva were called Gabrielino. At its peak, the Mission San Gabriel furnished food and supplies to settlements and other missions throughout California. By the end of the century, the Gabrielino population significantly declined due to diseases introduced by Europeans. The Gabrielino people fragmented as individuals succumbed to Spanish control, fled the region, or died; however, in late 20th century there was a revival of Gabrielino culture.

Historical Setting of Ontario

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

In 1923, airplane enthusiasts such as Judge Archie Mitchell and Waldo Waterman established Latimer Field and from that point on, Ontario became an aviation town. Urban growth pushed the fliers progressively east, until they took up their present location and established the Ontario Municipal Airport in 1929. During World War II, the airport was a busy training center for pilots of the hot Lockheed P-38 "Lightning" twin-boom fighter. In 1946, the airport was renamed Ontario International Airport and was eventually rededicated to civil aviation in 1947 and commercial service in 1949. The economy shifted from an agricultural to an industrial and manufacturing economy. Today, Ontario retains its history through many recognized historic neighborhoods, buildings, and agricultural districts.

Ontario Ranch

In 1967, the County of San Bernardino designated 14,000 acres of agriculture land in Chino Valley as an agriculture preserve. The area was protected by the Williamson Act and the Land Conservation Act. It had

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been dominated by dairy farms since the early 1900s. By the 1980s, the area had more cows per acre and higher milk yields than anywhere else in the world (Ontario 2010).

By the 1990s, increased demand for housing and high operation costs pressured farmers in the San Bernardino Agricultural Preserve to consider relocating their dairies and annexing their land to adjoining cities. Anticipating the expiration of the Williamson Act contracts, this area was divided and portions were incorporated into the cities of Ontario, Chino, and Chino Hills. Ontario annexed 8,200 acres of the former San Bernardino Agriculture Preserve in 1999 and called the area the New Model Colony, and more recently, Ontario Ranch. LAFCO required the City to prepare a general plan amendment and EIR prior to annexation. Ontario began planning for annexation in 1996 and adopted the New Model Colony General Plan Amendment and EIR in 1998 (Ontario 2010).

Historical Resources

Historical resources are buildings, structures, objects, sites, and districts of significance in history, archaeology, architecture, and culture. These resources include intact structures of any type that are 50 years or more of age. They are sometimes called the built environment and can include, in addition to houses, structures such as irrigation works and engineering features. Historical resources are preserved because they provide a link to a region's past and a frame of reference for a community. Often these sites are a source of pride for a city.

National Register of Historic Places

The National Register of Historic Places is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation. The National Register was established by the National Historic Preservation Act of 1966 and is maintained by the National Park Service. The purpose of the act is to ensure that properties significant in national, state, and local history are considered in the planning of federal undertakings, and to encourage historic preservation initiatives by state and local governments and the private sector. Registration is an integral part of the four essential components of historic preservation: identification, evaluation, registration, and protection. Effects of National Register designation include tax incentives, consideration in federally funded projects under Section 106 of the National Historic Preservation Act, limited protection through environmental review under CEQA, and restrictions imposed locally through CEQA or local zoning and land use planning regulations.

The National Register recognizes resources of local, state, and national significance. Six resources in Ontario are listed on the National Register (NPS 2022):

- Ontario Ballpark (Jay Littleton); listed 2021
- Ensign, Dr. Orville S., House: listed in 2012
- Euclid Avenue between Philadelphia and I-10: listed in 2005
- Frankish Building: listed in 1980
- Hofer Ranch: listed in 1993
- Ontario State Bank Block: listed in 1982

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California Register of Historic Resources

The State Historic Resources Commission has designed the California Register of Historic Resources for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The California Register is the authoritative guide to the state's significant historical and archaeological resources.

The California Register program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under the California Environmental Quality Act. Four properties in Ontario are on the California Register—the same ones listed on National Register except for Ensign, Dr. Orville S., House (COHP 2022).

California Historical Landmarks and Points of Historical Interest

Historical Landmarks are sites, buildings, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. In order to be considered a California Historical Landmark, the landmark must meet at least one of the following criteria: 1) 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) associated with the lives of persons important to local, California, or national history; 3) embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values; and 4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

If a site is primarily of local or countywide interest, it may meet the criteria for the California Point of Historical Interest Program. Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. To be eligible for designation as a Point of Historical Interest, a resource must meet at least one of the following criteria: 1) the first, last, only, or most significant of its type in the local geographic region (city or county); 2) be associated with an individual or group having a profound influence on the history of the local area; 3) a prototype of, or an outstanding example of, a period, style, architectural movement or construction; or 4) is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder. Points of Historical Interest designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the California Register. No historical resource may be designated as both a Landmark and a Point of Interest. If a Point of Interest is subsequently granted status as a Landmark, the Point of Interest designation will be retired.

The four California Points of Historical Interest in Ontario are (COHP 2022):

- Ontario State Bank Block Site, Howells House Site: listed in 1975
- Mule Car: listed in 1974
- De Anza Park Marker/Anza Trail: listed in 1973
- San Bernardino–Sonora Road: listed in 1973

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Historic Districts

The City has designated eight local historic districts (Antuna 2021). These districts are each a defined geographical area with a concentration of properties that possess design, setting, materials, workmanship, integrity, and architectural periods or styles typical to the history of the city. The City has followed this type of historic designation according to the National Register of Historic Places and the California Register of Historical Resources guidelines. The historic districts are shown on Figure 5.5-1, *Historic Districts*, and are:

- Armsley Square Historic District
- College Park Historic District
- El Morado Court Historic District
- Euclid Avenue Historic District
- Graber Olive House Historic District
- La Deney Drive Historic District
- Rosewood Court Historic District
- Villa Historic District

The City has identified other areas that may merit district designation. These areas are proposed or potential historic districts. Proposed districts were evaluated in a 1980s historic resource survey as meeting the local criteria for district designation. Potential districts appear to meet local criteria for district designation but have not been evaluated. The City has four proposed historic districts. These are also depicted in Figure 5.5-1 and are:

- Downtown Proposed Historic District
- Downtown West Proposed Historic District
- Guasti Proposed Historic District
- Parkside Proposed Historic District

The Planning Department is also considering designation of five potential historic districts (see Figure 5.5-1):

- Downtown Potential Historic District Addition
- Downtown West Potential Historic District Addition
- Granada Potential Historic District
- La Deney Drive Potential Historic District Addition
- Parkside Potential Historic District Addition

City of Ontario List of Historic Resources

The City of Ontario maintains a list of local historic resources on the Ontario Register of Historic Resources on the City's website: <https://www.ontarioca.gov/Planning/HistoricPreservation>. The City's list of historic resources includes properties that appear eligible for local, state, and/or national listing and properties that have been designated local, state, and/or national landmarks. Properties that have been surveyed; catalogued;

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determined to meet local, state, or national significance criteria; and have been designated local landmarks are listed in Table 5.5-1, *Designated Historic Landmarks in the City of Ontario*.

Table 5.5-1 Designated Historic Landmarks in the City of Ontario

Landmark Number	Assessor's Parcel Number	Street Address	Year Built	Designation Date	Historic Name
1	104902119	122 South Vine Avenue	1960	05/18/1993	William Barton Fallis House
2	104906202	225 South Euclid Avenue	1886	09/07/1993	Old City Hall
3	104906201	225 South Euclid Avenue	1937	09/07/1993	Frankish Fountain
4	104904304	304 South Laurel A venue & 200 West Main Street	1893	09/20/1994	Dr. O.S. Ensign House
5	104956401	1120 South Euclid A venue	1919	10/04/1994	Euclid A venue School
6	104835411	401 North Euclid Avenue	1942	06/06/1995	Ontario Laundry Co.
7	104834212	456 West Carriage Alley	0	10/17/1995	Carriage House
8	104906302	214 East Holt Boulevard	0	04/05/1996	Dieiz Garage
9	104754309	328 East Princeton Street	1884	02/18/1997	Avenue Boarding House
10	104905703	100 South Euclid Avenue	1930	01/20/1998	First National Bank
11	104905705	110 & 112 South Euclid Avenue	-	01/20/1998	Envoy Hotel
12	104905803	200 South Euclid Avenue	1916	01/20/1998	Frankish Building
13	104904304	101 & 103 North Euclid Street 104, 108, 110 & 112 West Holt Boulevard	1895	01/20/1998	Citizens Bank Block
14	104856408	105 North Euclid Avenue	-	01/20/1998	Holbrook Block
15	104856407	107, 109 & 111 North Euclid Avenue	1889	01/20/1998	Rose Block
16	104855313	114 North Euclid Avenue	-	01/20/1998	Citizens Bank
17	104856406	121 & 123 North Euclid Avenue	-	01/20/1998	Friend Block/L.O.O.F./Somerset Hall/People's Store
18	104855316	122 North Euclid Avenue	-	01/20/1998	Lerch Building
19	104855317	126,128, 130 & 132 North Euclid Avenue	1920	01/20/1998	Commercial Hotel
20	104856510	203 North Euclid Avenue	-	01/20/1998	Ostran's Department Store
21	104856504 and 104856505	231 & 223 North Euclid Avenue	1950	01/20/1998	Masonic Hall
22	104856505	235 North Euclid Avenue	-	01/20/1998	People's Mutual Building & Loan
23	104856607	303 North Euclid Avenue	1926	01/20/1998	Emmon's Building (Granada Theater)
24	104836201	536 North Euclid Avenue	-	01/20/1998	Bethel Congregational Church

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Table 5.5-1 Designated Historic Landmarks in the City of Ontario

Landmark Number	Assessor's Parcel Number	Street Address	Year Built	Designation Date	Historic Name
25	104835603	625 North Euclid Avenue	1893	01/20/1998	Moore House
26	104905705	108 South Euclid Avenue	1920	01/20/1998	McCann Block
27	104856402	115-119 West "B" Street	1948	06/02/1998	Ontario Herald Building
28	104856511	112 West "B" Street	-	06/02/1998	Int'l Order of Odd Fellows (I.O.O.F.)
29	104856509	207 North Euclid Avenue	-	06/02/1998	W.W. Smith Grocery
30	104824134	738 North Euclid Avenue	1960	06/02/1998	Women's Club
31	104827116	747 North Euclid Avenue	1920	06/02/1998	Oscar Arnold House
32	104824135	748 and 750 North Euclid Avenue	1960	06/02/1998	Bungalow Court
33	104825241	802 North Euclid Avenue	1960	-	Woodlawn Apartments
34	104825147	836 North Euclid Avenue	-	06/02/1998	William W. Fischer
35	104836104	128 East "G" Street	1960	06/02/1998	Edward E. Bassat House
36	104906404	217 South Lemon Avenue	-	06/02/1998	Ontario Power Co. Building
37	104905805	211 and 215 South Laurel Avenue	1960	-	Pacific Electric Bus Depot
38	104905801	125 West Transit Street	1932	06/02/1998	Old Post Office – Paul Williams Architect
39	104905701	123 West Holt Boulevard	-	06/02/1998	United States Post Office
40	104804313	907 North Euclid Avenue	1960	01/19/1999	Colonel J.P. Robertson House
41	104807150	936 North Euclid Avenue	-	01/19/1999	The Town House
42	104807151	938 and 940 North Euclid Avenue	1960	01/19/1999	Hollinsworth Apartments
43	104804310	939 North Euclid Avenue	1960	-	James E. Douglas House
44	104807152	942 North Euclid Avenue	1928	01/19/1999	Neman E. Draper House
45	104807153	944 North Euclid Avenue	1926	01/19/1999	Clayton C. Dyke House
46	104804309	945 North Euclid Avenue	1960	01/19/1999	Charles Latimer House
47	104804308	951 North Euclid Avenue	1901	01/19/1999	Judge James R. Pollock House
48	104807101	956 North Euclid Avenue	1930	01/19/1999	Leo J. Lucas House
49	104804307	957 North Euclid Avenue	1901	01/19/1999	Miss Mary Pollock House
50	104806221	1004 North Euclid Avenue	1920	01/19/1999	Charles Mead House
51	104805210	1007 North Euclid Avenue	1960	01/19/1999	Herbert C. Oakley House
52	104806224	1012 North Euclid Avenue	1928	01/19/1999	Charles McGready House

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Table 5.5-1 Designated Historic Landmarks in the City of Ontario

Landmark Number	Assessor's Parcel Number	Street Address	Year Built	Designation Date	Historic Name
53	104806201	1022 North Euclid Avenue	1960	01/19/1999	A.R. Gemmel House
54	104805206	1043, 1045 & 1047 North Euclid Avenue	1960	01/19/1999	Bungalow Court
55	104805205	1049 North Euclid Avenue	191921	01/19/1999	A.L. Davenport House
56	104805204	1055 North Euclid Avenue	1923	01/19/1999	Richard J. George House
57	104806101	1056 North Euclid Avenue 116 & 118 East Fourth Street	1940 1960 1960	01/19/1999	Atchley Apartments
58	104755101, 104755102, 104757149, 104757150, 104757151, 104758101, and 104758112	1245 North Euclid Avenue	1930	01/19/1999	Chaffey High School
59	104736116	1310 North Euclid Avenue	1901	01/19/1999	Clarence Peabody House
60	104736117	1316 North Euclid Avenue	1912	01/19/1999	Thomas M. Henry House
61	104736118	1322 North Euclid Avenue	1913	01/19/1999	Clara Peabody House
62	104733216	1327 North Euclid Avenue	1960	01/19/1999	A.J. Dinkey House
63	104733103	1341 North Euclid Avenue	1923	01/19/1999	John D. Paschke House
64	104823302	616 East H Street	1925	10/05/1999	Raymond A. Gillette House
65	-	North Euclid Avenue	-	12/21/1999	Euclid Avenue Nativity Display
66	104834103	403 West G Street	1990	07/18/2000	John Stewart House
67	-	Euclid Avenue between Philadelphia Street & I-10	-	01/16/2001	Euclid Avenue
68	104734102	421 West Sixth Street	1935	02/19/2002	Alan A. Clements House
69	104807137	307 East Plaza Serena Street	1914	02/19/2002	Mrs. Mary Grotholtman House
70	104833207	527 West Flora Street	1922	05/07/2002	Mrs. Mary N. Davis House
71	104808130	655 East Plaza Serena Street	1933	09/17/2002	Virgil M. Roose House
72	104837303	312 East "E" Street	1910	11/19/2002	Olin C. Stark House
73	104753107	1240 North Euclid Avenue	1926	09/16/2003	Peter H. Vanden Berg House
74	104814103	1322 East Fourth Street	1937	09/16/2003	Ontario Ballpark
75	21121112 and 21121113	11274 Turner Avenue	-	11/07/2003	Hofer Ranch
76	104825211	304 East Granada Court	1920	11/18/2003	Royal E. Bumstead House
77	104853203	510 East Lynn Haven Court	1910	05/04/2004	Mrs. Mary E. Todd House
78	104734306	213 West Sixth Street	-	05/04/2004	Thomas T. Parker House

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Table 5.5-1 Designated Historic Landmarks in the City of Ontario

Landmark Number	Assessor's Parcel Number	Street Address	Year Built	Designation Date	Historic Name
79	100826118	830 West Sixth Street	1960	06/28/2005	W.B. Stewart House
80	104809122	1044 North Sultana Avenue	1939	09/20/2005	The Squires House
81	104809211	558 East Rosewood Court	1930	07/20/2006	W.H. Joss House
82	104724103	205 East Sixth Street	-	10/19/2006	Dr. Robert N. Williams House
83	104733206	201 West Bonnie Brae Court	-	05/15/2007	Virgil E. Wymore House
84	104837609	427 East "F" Street	-	09/18/2008	The Harry Walker House
85	104825127	419 East Granada Court	-	11/03/2009	Dr. T.C. Hardy House
86	104855219	200 North Euclid Avenue	-	02/02/2010	The Bank of Italy Building
87	104855219	109 East "B" Street	-	02/02/2010	Bumstead Bicycles Building
88	104734103	413 West Sixth Street	-	08/16/2011	The James Finley House
89	104753105	1232 North Euclid Avenue	-	08/23/2011	Clifford M Hurston House
90	104829116	537 West "I" Street	-	05/15/2012	Ross Anthony House
91	104857102	423 West "D" Street	-	05/15/2012	The VanPelt House
92	104839113	509 East E Street	-	05/07/2013	Rudi and Lena Pock House
93	104825115	324 East I Street	-	09/17/2013	Hansen House
94	104734304	227 West Sixth Street	-	04/15/2014	Charles B. Jones House
95	104834207	410 West E Street	-	08/19/2014	James R. MacGregor House
96	104807221	428 Plaza Serena	-	01/19/2016	John J. Voss House
97	104754333	318 East Princeton Street	-	10/17/2017	Fred and Verna Clapp House
98	104839318	535 East D Street	-	8/18/2020	Mr. and Mrs. Durfee House
99	104754301	301 East Fourth Street	-	10/20/2020	Clifford C. Graber House

Source: Ontario 2021.

Archaeological Resources

Archaeological resources are the physical remains of past human activities and can be either prehistoric or historic. Archaeological sites contain significant evidence of human activity. Generally, a site is defined by a significant accumulation or presence of food remains, waste from the manufacturing of tools, tools, concentrations or alignments of stones, modification of rock surfaces, unusual discoloration or accumulation of soil, and/or human skeletal remains.

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The earliest identified archaeological traditions were primarily in the southern California desert, San Diego County, and Channel Islands. These date to the Late Pleistocene or Early Holocene period and are variously termed either the Early Man Horizon or the San Dieguito Tradition. In southern San Bernardino County, very early human occupation has not been documented, but it is generally accepted that people lived in the region at least 10,000 years ago. It is understood that these people hunted, gathered, and collected the various plants and animals available from the lakes, rivers, foothills, marshlands, and grassland areas in the region. The records review at the SCCIC at California State University, Fullerton identified 17 archeological resources in the City; however, due to the sensitive nature of cultural resources, archaeological site locations were not released. Based on the results of the research, there is potential archaeological sensitivity throughout the City (SCCIC 2021).

5.5.2 Thresholds of Significance

CEQA Guidelines Section 15064.5 provides direction on determining significance of impacts to archaeological and historical resources. Generally, a resource shall be considered “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources:

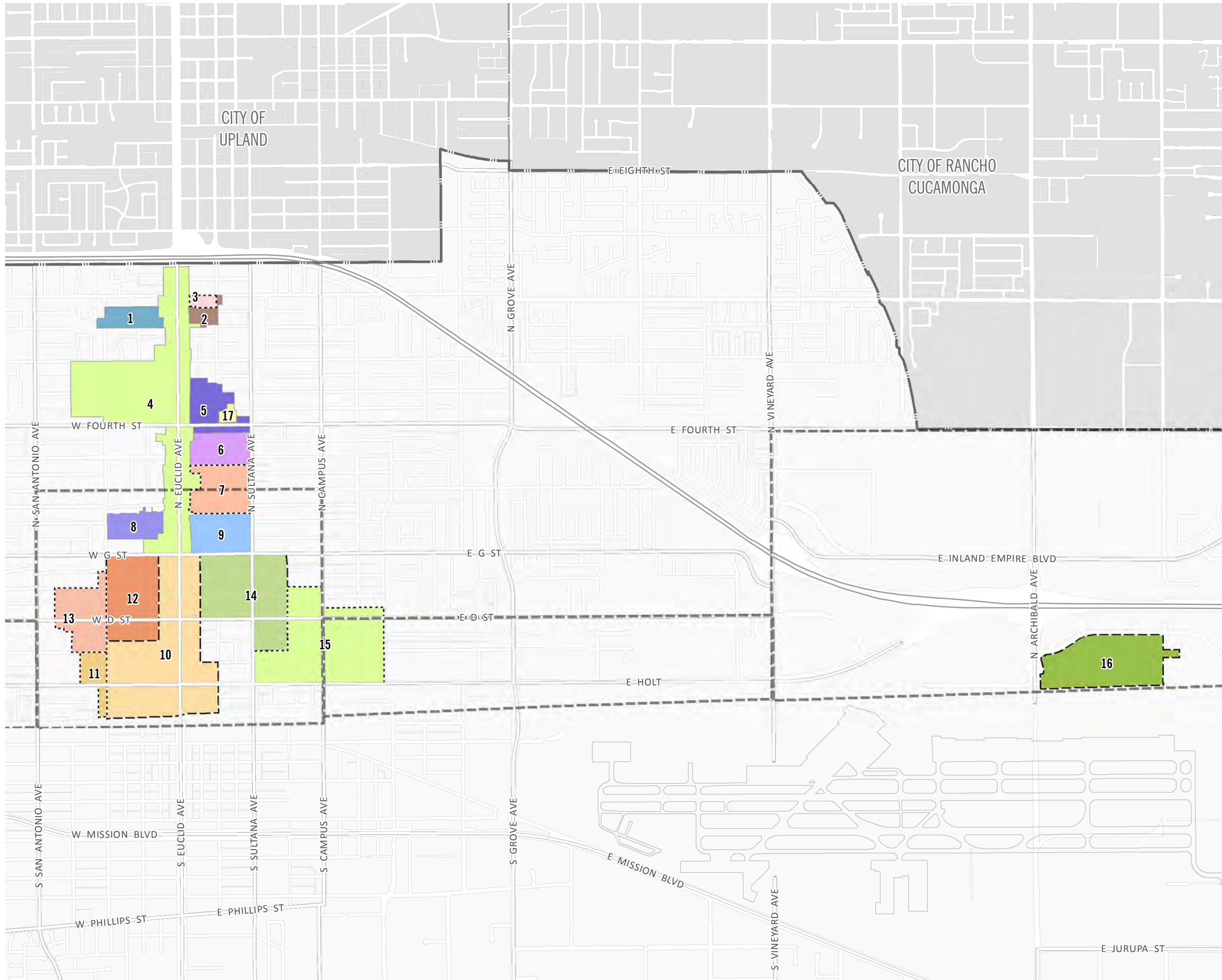
- Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- Is associated the with lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history. (PRC Section 5024.1; 14 CCR Section 4852)

The fact that a resource is not listed in the California Register of Historical Resources, not determined to be eligible for listing, or not included in a local register of historical resources does not preclude a lead agency from determining that it may be a historical resource.

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- C-1 Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.
- C-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- C-3 Disturb any human remains, including those interred outside of dedicated cemeteries.

Figure 5.5-1
Historic Districts



- Proposed Growth Areas
- Ontario City Boundary
- County Boundary
- Potential Historic District
- Proposed Historic District

- Designated
- 1, Armsley Square
 - 2, La Deney Drive
 - 4, Euclid Avenue
 - 5, College Park
 - 6, Rosewood Court
 - 8, Villa
 - 9, El Morado Court
 - 17, Graber Olive House

- Potential
- 3, La Deney Drive Addition
 - 7, Granada
 - 11, Downtown Addition
 - 13, Downtown West Addition
 - 15, Parkside Addition

- Proposed
- 10, Downtown
 - 12, Downtown West
 - 14, Parkside
 - 16, Guasti



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5.5.3 Environmental Impacts

5.5.3.1 2010 CERTIFIED EIR

The 2010 Certified EIR concluded that the Approved Project would result in a less than significant impact to archeological resources and the potential to disturb human remains with mitigation incorporated; however, impacts to historic resources were identified as a significant and unavoidable impact of the Approved Project.

5.5.3.2 PROPOSED PROJECT

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.5-1: Implementation of TOP 2050 could impact a historic resource. [Threshold C-1]

The 2010 Certified EIR found that policies of the Approved Project, state and federal regulations, and the City's historic preservation ordinance would ensure that historical resources classified as Tier I or Tier II would not be impacted on a programmatic level. Implementation of the Approved Project's land use plan could threaten historic resources classified as Tier III, especially within growth focus areas, and impacts would remain significant and unavoidable after Mitigation Measure 5-1.

Historic resources in the City include historic districts (designated, proposed, and potential), historic landmarks or points of historical interest, and other buildings, structures, objects, and sites that appear eligible for listing on the National, California, or local historic registers. Ontario has eight historic districts, and four proposed and five potential historic districts are deemed eligible for listing (see Figure 5.5-1). The City's Register of Historic Resources shows 1,957 historic resources (Ontario 2021), 99 of which are designated Historic Landmark properties (Ontario 2012). The majority of the historic structures are in residential areas of the City's historic districts.

TOP 2050 is a regulatory document that sets the framework for future growth and development of the City and does not directly result in development. All development or redevelopment projects must be analyzed for conformance with TOP 2050, zoning requirements, and other applicable local and state requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits. Thus, adoption of TOP 2050 in itself would not lead to demolition or material alteration of any of these historic resources. Identified historic structures and sites that are potentially eligible for future historic resources listing may be vulnerable to development accommodating TOP 2050. In addition, other buildings or structures that could meet the National Register criteria upon reaching 50 years of age might be impacted by development or redevelopment activity under TOP 2050.

Known or future historic sites or resources listed in the national, California, or local registers would be protected through local ordinances, TOP 2050 policies, and state and federal regulations restricting alteration, relocation, and demolition of historical resources. Sensitive historical resources of local interest are protected under Chapter 4 and Chapter 7 of the Ontario Development Code. Policy CD-4.1, Cultural Resource Management, and Policy CD-4.2, Collaboration with Property Owners and Developers, of TOP 2050's Community Design Element would require the City to update and maintain an inventory of historic sites, buildings, and other

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resources and work with property owners and developers to implement strategies and best practices that preserve the character of the City's historic buildings, streetscape, and neighborhoods. Policy H-1.4, Historic Preservation, of TOP 2050's Housing Element would support the preservation of enhancement of residential structures, properties, street designs, lot configurations, and other reminders of Ontario's past that are considered local historical or cultural resources. Compliance with TOP 2050 policies and state and federal regulations would ensure that development would not result in adverse impacts to identified historic and cultural resources.

At the time a development project is proposed adjacent to or near a known or potential historic structure or resource, the project-level CEQA document of the development project would need to identify any impacts, direct or indirect, that the project could have on the identified historic structure or resource. The CEQA Guidelines require a project that will have potentially adverse impacts on historical resources to conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Chapter 4 of the City's Development Code contains significance criteria and procedures for the designation of historic resources such as Historic Landmarks, Historic Districts, Architectural Conservation Areas, and Automatic Designations; however, not all properties on the City's list of historic resources have been evaluated for significance. To provide a greater level of certainty regarding the City's preservation goals, the ordinance includes a tier system with standard criteria and procedures for evaluating the significance of historic or potentially historic resources threatened by major modifications or demolition.

The Development Code establishes criteria for Tier I, Tier II or Tier III properties, with Tier I and II being of the highest value. The tier system identifies resources that have the highest preservation value in terms of their architectural and/or historical contribution to the City and method to evaluate the significance of their loss in the case of major modification or demolition. The tier system also includes minimum mitigation measures and a mitigation fee structure for each tier. Tier I consists of properties that should not be demolished or significantly altered under any circumstances, regardless of their designation status. Tier II consists of properties where demolition of these properties should be avoided. Given this strong policy of the City and the programmatic nature of TOP 2050 and this EIR, is it not reasonably foreseeable at this time that any projects would be proposed and approved by the City that would 1) require the demolition of Tier II resources, and 2) for which a project alternative avoiding demolition would not be available for adoption instead of the proposed project. Thus, on a programmatic level, implementation of TOP 2050 would not result in significant impacts to Tier II resources. Tier III consists of all properties that are Designated Historic Landmarks, are contributing structures in Designated Historic Districts, or are Eligible Historical Resources, as defined by the Development Code. Demolition of these properties should be avoided where possible, but may be appropriate under certain circumstances. If demolition occurs, the City requires historic resources to be documented and historic features to be salvaged, and requires a demolition mitigation fee. Therefore, the Development Code does not provide a high level of protection for Tier III resources. As a result, historical resources categorized under the ordinance as Tier III could potentially be impacted with implementation of TOP 2050.

Compared to the Approved Project, TOP 2050 would have similar impact associated with historic resources. The Proposed Project would result in an increase in land use intensity compared to the Approved Project but would not result in development in areas of the City that were not planned for development under the Current

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TOP. Therefore, like the Approved Project, historical resources categorized under the Development Code as Tier III could potentially be impacted with implementation of the Proposed Land Use Plan and would be potentially significant.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.5-2: Implementation of TOP 2050 could impact archaeological resources. [Threshold C-2]

The 2010 Certified EIR found that buildout of the Approved Project could impact archeological resources or paleontological resources. However, the 2010 Certified EIR identified that existing federal, state, and local regulations in addition to Mitigation Measure 5-2 would reduce impacts to archeological resources to less than significant.

As previously discussed, the records review at the SSCIC identified 17 archeological resources in the City. Based on the results of the research, there is potential archaeological sensitivity throughout the City (SSCIC 2021).

Adoption of TOP 2050 would not directly affect archaeological resources. TOP 2050 is a regulatory document that sets the framework for future growth and development but does not result in development in and of itself. However, long-term implementation of TOP 2050 land use plan could allow development (e.g., new development, infill development, redevelopment, and revitalization/restoration), including grading, of known and unknown sensitive areas. Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of archeological resources. Therefore, future development that would be accommodated by TOP 2050 could potentially unearth previously unrecorded resources.

Existing federal, state, and local regulations address the provisions of studies to identify archaeological resources, review application for projects that would potentially involve land disturbance, provide a project-level standard condition of approval that addresses unanticipated archeological discoveries and enforces requirements to develop specific mitigation measures if resources are encountered during any development activity. The Historic Preservation section of TOP 2050 Community Design Element addresses the management of artifacts through Policy CD-4.1, Cultural Resources Management, and the collaboration and promotion of public involvement in preservation through Policies CD-4.2, Collaboration with Property Owners and Developers; CD-4.6, Promotion of Public Involvement in Preservation; and CD-4.7, Public Outreach.

Archaeological sites are also protected by a wide variety of state policies and regulations under the California Public Resources Code. Cultural resources are recognized as nonrenewable and therefore receive protection under the California Public Resources Code and CEQA. Review and protection of archaeological resources are afforded by CEQA for individual development projects accommodating TOP 2050, subject to discretionary actions that are implemented in accordance with the land use plan of TOP 2050. According to CEQA, the lead agency is required to determine whether a development project may have a significant effect on archaeological resources (PRC Section 21083.2). If the lead agency determines that the project may have a significant effect on unique archaeological resources, the project-level CEQA document being prepared for the development project is required to address and mitigate the impacts of those resources.

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The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to archeological resources compared to the Approved Project.

Level of Significance Before Mitigation: Significant.

Impact 5.5-3: Grading activities would not adversely impact human remains, if accidentally uncovered, because procedures are required under the Public Resources Code and California Health and Safety code. [Threshold C-3]

The 2010 Certified EIR found that grading activities in Ontario would comply with PRC Section 5079.98 so as not to disturb human remains.

There are known Native American gravesites and cemeteries in the City, including Bellevue Memorial Park on the north side of G Street, between Benson Avenue and Mountain Avenue. TOP 2050 in itself does not involve grading activities and would not directly disturb any human remains. However, long-term implementation of TOP 2050 would allow development and redevelopment, including grading, of sensitive areas, possibly disturbing human remains, including those outside of formal cemeteries.

California Health and Safety Code, Section 7050.5; CEQA Section 15064.5; and PRC Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, the California Health and Safety Code requires that if human remains are discovered on a project site, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in PRC Section 5097.98. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Although soil-disturbing activities associated with development in accordance with TOP 2050 could result in the discovery of human remains, compliance with existing law would ensure that significant impacts to human remains would not occur.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to human remains compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

5.5.4 Cumulative Impacts

Historical Resources

The area considered for cumulative impacts is the City of Ontario. Projects in the City could destroy or otherwise diminish the historical significance of historical resources. As described above, historical resources categorized under Chapter 4 of the City's Development Code as Tier III could potentially be impacted with implementation of TOP 2050 and would be potentially significant; and therefore, cumulatively considerable.

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Archaeological Resources

The area considered for cumulative impacts is the City of Ontario. Projects in the City would disturb soil and thus could damage archaeological resources. Projects in the City of Ontario would comply with federal and state regulations governing the treatment of archaeological resources. Mitigation Measure 5-2 would ensure that impacts to archaeological resources are less than significant and would be less than cumulatively considerable.

5.5.5 Relevant New and Modified TOP Policies

As described above, TOP 2050 includes the following policies relevant to cultural resources: H-1.4 and CD-4.6. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. Modified TOP 2050 policies relevant to cultural resource impacts are summarized below:

- **CD-4.1: Cultural Resource Management.** We update and maintain an inventory of historic sites and buildings, professional collections, artifacts, manuscripts, photographs, documents, maps, and other archives.
- **CD-4.2: 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.
- **CD-4.7: Public Outreach.** We provide opportunities for our residents to research and learn about the history of Ontario through the Planning Department, the Ontario Museum of History and Art, ~~Ontario~~ and the Robert E. Ellingwood Model Colony History Room.

5.5.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impact would be less than significant: 5.5-3.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.5-1** Implementation of TOP 2050 could impact historic resources.
- **Impact 5.5-2** Implementation of TOP 2050 could impact archaeological resources.

5.5.7 Mitigation Measures

5.5.7.1 MITIGATION MEASURES FROM THE 2010 CERTIFIED EIR

The following mitigation measures were taken directly from the 2010 Certified EIR. All of these mitigation measures apply to and would be implemented for TOP 2050. Modifications to the original mitigation measures are identified in ~~strikeout~~ text to indicate deletions and underlined to signify insertions.

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Impact 5.5-1

- 5-1 Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approvals ~~in the Focus Areas~~. Pursuant to City's Development Code (Chapter 4, Permits, Actions, and Decisions, and Chapter 7, Historic Preservation), mitigation measures for all Tier III Historic Resources shall include the following:
- a) Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including, but not limited to: [i] the preparation of site plans, floor plans, exterior and interior elevations, and detail drawings of character defining features (such as moldings, stairs, etc.); and [ii] photographs of the resource, including the exterior, interior, and interior and exterior character defining features (such as moldings, light fixtures, trim patterns, etc.).
 - b) A mitigation fee established pursuant to Section 7.01.030 (Historic Preservation Mitigation Fee) shall be paid to the City prior to the issuance of a demolition permit for Tier III historic resources. Fees for Tier I and II historic resources shall be determined during the Environmental Impact Report process. The fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources.
 - c) A Certificate of Appropriateness shall not be issued for the demolition of an historic resource, either in whole or in part, until such time that a demolition permit application and a replacement structure has been approved by the City, and appropriate permits have been issued for its construction, unless: [i] a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050; [ii] a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050; or [iii] demolition is required pursuant to Section 7.01.050 (Unsafe or Dangerous Conditions) of this Development Code.
 - d) In an effort to preserve features and artifacts from historic resources, a determination whether items within or on the resource should be salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, and dimension (as necessary), and the location of each item on a floor plan.

5. Environmental Analysis CULTURAL RESOURCES

Impact 5.5-2

5-2 In areas of documented or inferred from evident archaeological and/or paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:

- a) Archaeologists and/or paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.
- b) Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources.
- c) Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including a catalog with museum numbers.

5.5.7.2 NEW MITIGATION MEASURES

No additional mitigation measures have been identified.

5.5.8 Level of Significance After Mitigation

Impact 5.5-1

Mitigation Measure 5-1 would require historic or potentially historic resources to be evaluated for historic significance through the City's Development Code tier system. Major modification or demolition of Tier III resources may be appropriate under certain circumstances. If demolition occurs, the City requires historic resources to be documented and historic features to be salvaged, and requires a demolition mitigation fee. Therefore, the ordinance does not provide a high level of protection for Tier III historic resources. Impact 5.5-1 would remain *significant and unavoidable*.

Impact 5.5-2

Mitigation Measure 5-2 would require preservation and curation of archeological resources if uncovered during development. Mitigation Measure 5-2 would reduce potential impacts to archeological resources to a level that is less than significant. Impact 5.5-2 would be less than significant with mitigation.

5. Environmental Analysis

CULTURAL RESOURCES

5.5.9 References

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5. Environmental Analysis

5.6 ENERGY

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the energy implications of TOP 2050 (Proposed Project) in comparison to the current TOP (Approved Project) in a local and regional context. The analysis in this section is based on the existing electricity and natural gas uses in the City of Ontario provided by reports from Southern California Edison (SCE) and Southern California Gas Company (SoCalGas) and the activity data forecast conducted for the Community Climate Action Plan (CCAP) update, which is included in Appendix F of this SEIR. In addition, this section analyzes transportation fuels, such as gasoline and diesel fuel, as well as vehicle miles traveled provided by Fehr & Peers (Appendix J). The energy model outputs sheets are included in Appendix E.

5.6.1 Environmental Setting

5.6.1.1 REGULATORY BACKGROUND

Federal, state, and local laws, regulations, plans, or guidelines related to energy that are potentially applicable to the Proposed Project are summarized herein.

Federal

Federal Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 was established in response to the 1973 oil crisis. The act created the Strategic Petroleum Reserve, established vehicle fuel economy standards, and prohibited the export of U.S. crude oil (with a few limited exceptions). It also created Corporate Average Fuel Economy (CAFE) standards for passenger cars starting in model year 1978. The CAFE Standards are updated periodically to account for changes in vehicle technologies, driver behavior, and/or driving conditions.

The federal government issued new CAFE standards in 2012 for model years 2017 to 2025 that required a fleet average of 54.5 miles per gallon (mpg) for model year 2025. On March 30, 2020, the Environmental Protection Agency finalized an updated CAFE and greenhouse gas (GHG) emissions standards for passenger cars and light trucks and established new standards, covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021–2026. Under SAFE, the fuel economy standards will increase 1.5 percent per year compared to the 5 percent per year under the CAFE standards established in 2012. Overall, SAFE requires a fleet average of 40.4 mpg for model year 2026 vehicles (85 Federal Register 24174 (April 30, 2020)). However, per Executive Order 13990 issued on January 20, 2021, the US Environmental Protection Agency (EPA) is reconsidering SAFE for the purpose of rescinding the rule. On August 5, 2021, the National Highway Traffic Safety Administration announced new proposed fuel standards in response to Executive Order 13990. Fuel efficiency under the standards proposed would increase 8 percent annually for model years 2024 to 2026 and increase estimate fleetwide average by 12 mpg for model year 2026 relative to model year 2021 (NHTSA 2021).

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Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (Public Law 110-140) seeks to provide the nation with greater energy independence and security by increasing the production of clean renewable fuels; improving vehicle fuel economy; and increasing the efficiency of products, buildings, and vehicles. It also seeks to improve the energy performance of the federal government. The act sets increased corporate average fuel economy standards; the renewable fuel standard; appliance energy-efficiency standards; building energy-efficiency standards; and accelerated research and development tasks on renewable energy sources (e.g., solar energy, geothermal energy, and marine and hydrokinetic renewable energy technologies), carbon capture, and sequestration (USEPA 2022).

State

Warren-Alquist Act

Established in 1974, the Warren-Alquist Act created the California Energy Commission (CEC) in response to the energy crisis of the early 1970s and the state's unsustainable growing demand for energy resources. The CEC's core responsibilities include advancing State energy policy, encouraging energy efficiency, certifying thermal power plants, investing in energy innovation, developing renewable energy, transforming transportation, and preparing for energy emergencies. The Warren-Alquist Act is updated annually to address current energy needs and issues, and its latest edition was in January 2022.

Renewables Portfolio Standard

Senate Bills 1078, 107, X1-2, and Executive Order S-14-08

The California Renewables Portfolio Standard (RPS) was established in 2002 under SB 1078 and was amended in 2006, 2011, and 2018. The RPS program requires investor-owned utilities, electric service providers, and community choice aggregators to increase the use of eligible renewable energy resources to 33 percent of total procurement by 2020. Initially under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. Executive Order S-14-08 was signed in November 2008, which expanded the state's Renewable Energy Standard to 33 percent renewable power by 2020. This standard was adopted by the California legislature in 2011 (SB X1-2). The California Public Utilities Commission is required to provide quarterly progress reports on progress toward RPS goals. This has accelerated the development of renewable energy projects throughout the state. For year 2020, the three largest retail energy utilities provided an average of 43 percent of its supplies from renewable energy sources. Community choice aggregators provided an average of 41 percent of its supplies from renewable sources (CPUC 2021).

Senate Bill 350

SB 350 (de Leon) was signed into law September 2015 and established tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

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Senate Bill 100

On September 10, 2018 SB 100 was signed, replacing the SB 350 requirements. Under SB 100, the RPS for publicly owned facilities and retail sellers will consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. SB 100 also established a new RPS requirement of 50 percent by 2026. Furthermore, the bill established an overall State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Appliance Efficiency Regulations

California's Appliance Efficiency Regulations (Cal. Code Regs. Title 20, Parts 1600–1608) contain energy performance, energy design, water performance, and water design standards for appliances that are sold or offered for sale in California (including refrigerators, ice makers, vending machines, freezers, water heaters, fans, boilers, washing machines, dryers, air conditioners, pool equipment, and plumbing fittings). These standards are updated regularly to allow consideration of new energy efficiency technologies and methods (CEC 2017).

Title 24, Part 6, Energy Efficiency Standards

Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 and most recently revised in 2019 (Cal. Code Regs. Title 24, Part 6). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The 2019 Building Energy Efficiency Standards, which were adopted on May 9, 2018, went into effect starting January 1, 2020.

The 2019 standards move toward cutting energy use in new homes by more than 50 percent and require installation of solar photovoltaic systems for single-family homes and multifamily buildings of three stories and less (CBSC 2019a). The 2019 standards focus on four key areas: 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; and 4) nonresidential lighting requirements (CEC 2018a). Based on a study of the statewide impacts of the 2019 changes to the California Energy Efficiency Standards, the reductions for newly constructed multifamily residential buildings are estimated to be 2 percent for electricity and 5 percent for natural gas. Newly constructed non-residential buildings are estimated to have a 11 percent reduction for electricity and 1 percent for natural gas (NORESKO 2018).

Furthermore, on August 11, 2021, the CEC adopted the 2022 Energy Code, which was approved by the California Building Standards Commission in December 2021. The 2022 Energy Code includes the 2022 Building Energy Efficiency Standards, which become effective and replace the existing 2019 standards on January 1, 2023. The 2022 standards require mixed-fuel single-family homes to be electric-ready to accommodate replacement of gas appliances with electric appliances. In addition, the new standards also include prescriptive photovoltaic system and battery requirements for high-rise, multifamily buildings (i.e., more

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than three stories) and noncommercial buildings such as hotels, offices, medical offices, restaurants, retail stores, schools, warehouses, theaters, and convention centers (CEC 2021).

Title 24, Part 11, Green Building Standards

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards—CALGreen (Cal. Code Regs. Title 24, Part 11)—as part of the California Building Standards Code. It includes mandatory requirements for new residential and nonresidential buildings throughout California. CALGreen is intended to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the governor. The mandatory provisions of CALGreen became effective January 1, 2011. The 2019 CALGreen update became effective on January 1, 2020. In addition, the 2022 CALGreen update, which was approved as part of 2022 Energy Code and becomes effective on January 1, 2023, provides updates to the residential and non-residential voluntary measures.

Overall, the code is established to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impacts during and after construction. CALGreen has requirements for construction site selection, stormwater control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation, and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for verifying that all building systems (e.g., heating and cooling equipment and lighting systems) are functioning at their maximum efficiency (CBSC 2019b).

Assembly Bill 1493

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model year 2017 through 2025 light-duty vehicles (see also the discussion on the update to the CAFE standards under *Federal*, above). In January 2012, the California Air Resources Board (CARB) approved the Pavley Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions (CARB 2017).

Executive Order N-79-20

On September 23, 2020, Executive Order N-79-20 was issued, which sets a time frame for the transition to zero-emissions (ZE) passenger vehicles and trucks in addition to off-road equipment. It directs CARB to develop and propose the following:

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- Passenger vehicle and truck regulations requiring increasing volumes of new ZEVs (zero-emission vehicles) sold in the California toward the target of 100 percent of in-state sales by 2035.
- Medium- and heavy-duty vehicle regulations requiring increasing volumes of new ZE trucks and buses sold and operated in California toward the target of 100 percent of the fleet transitioning to ZEVs by 2045 everywhere feasible, and for all drayage trucks to be ZE by 2035.

Strategies to achieve 100 percent zero emissions from all off-road vehicles and equipment operations in California by 2035, in cooperation with other State agencies, the EPA, and local air districts.

Local

Ontario Community Climate Action Plan

The City's first CCAP was adopted on December 16, 2014. The CCAP elaborates on the goals and policies detailed in the current TOP and identifies a number of additional measures to reduce GHG emissions from nine sectors: building energy, renewable energy, wastewater treatment, solid waste management, on-road transportation, off-road equipment, agriculture, water, and miscellaneous. These measures for community-wide reductions were projected to reach the emission goal of 30 percent below 2020 business-as-usual levels and nearly reach its 30 percent reduction goal for 2035. The CCAP also offers implementation and monitoring strategies to achieve its goals. Implementation strategies include proper staffing; partnerships with local and regional agencies, outreach, and education for the community; and preparation of a time frame for implementation (CAP 2014).

5.6.1.2 EXISTING CONDITIONS

Electricity

Electricity is quantified using kilowatts (kW) and kilowatt-hours (kWh). A kW is a measure of 1,000 watts of electrical power and a kWh is a measure of electrical energy equivalent to a power consumption of 1,000 watts for one hour. The kWh is commonly used as a billing unit for energy delivered to consumers by electric utilities. According to the CEC's "Tracking Progress" regarding statewide energy demand, total electric energy usage in California was 288,613 gigawatt hours in 2017 (CEC 2018b). A gigawatt is equal to one million kilowatts.

The City is in SCE's service area, which spans much of southern California from Orange and Riverside counties on the south to Santa Barbara County on the west to Mono County on the north (CEC 2022a). Total electricity consumption in SCE's service area was 103,597 gigawatt-hours in 2020 (CEC 2022c). Sources of electricity sold by SCE in 2020, the latest year for which data are available, were:

- 30.9 percent renewable, consisting mostly of solar and wind
- 3.3 percent large hydroelectric
- 15.2 percent natural gas
- 8.4 percent nuclear
- 0.3 percent other

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- 42.0 percent unspecified sources—that is, not traceable to specific sources (CEC 2022d)¹

Total estimated existing electricity demand in Ontario, based on data provided by SCE, is estimated at 1,558,836,470 kWh per year, as shown in Table 5.6-1, *Existing Electricity Demand*.

Table 5.6-1 Estimated Existing Electricity Demand

Sector	Electricity Usage (kWh per year)
Residential	316,529,750
Nonresidential	1,242,306,720
Total	1,558,836,470

Notes: Based on the energy use identified in the CCAP (see Appendix F). The CCAP is based on year 2019 conditions because it more closely reflects the City's GHG targets and the inventory reflects pre-pandemic conditions.

Natural Gas

Southern California Gas Company (SoCalGas) provides natural gas service in the City of Ontario and offers a variety of rebate programs to encourage energy-efficient home improvements and the purchase of energy-saving appliances. In 2020, the City arranged an agreement with Climatec to approve funding plans to improve the energy infrastructure throughout the City. SoCalGas maintains transmission and distribution lines throughout the City.

Gas is typically quantified using the “therm,” which is a unit of heat energy equal to 100,000 British thermal units (BTU) and is the energy equivalent of burning 100 cubic feet of natural gas. SoCalGas provides gas service in Ontario and has facilities throughout the City. The service area of SoCalGas spans much of the southern half of California, from Imperial County on the southeast to San Luis Obispo County on the northwest to part of Fresno County on the north to Riverside County and most of San Bernardino County on the east (CEC 2022b). Total natural gas supplies available to SoCalGas for years 2020 through 2022 are 3.175 billion cubic feet per day. Total natural gas consumption in SoCalGas’ service area is forecast to be 2.103 billion cubic feet per day in 2035 (SoCalGas 2020). Total natural gas consumption in the SoCalGas service area was 695,049 million cubic feet for 2020, which is equivalent to 1,899 million cubic feet per day (CEC 2022e).

Existing natural gas demands in the City, based on data provided by SoCalGas, are estimated at 43.1 million therms per year, as shown in Table 5.6-2, *Existing Natural Gas Demand*.

¹ The electricity sources listed reflect changes after the 2013 closure of the San Onofre Nuclear Generating Station, which is owned by SCE. Numbers are rounded up and may cause the total to not add up to exactly 100%.

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Table 5.6-2 Existing Natural Gas Demand

Sector	Natural Gas Usage (Therms per year)
Residential	16,945,380
Nonresidential	26,168,160
Total	43,113,540

Notes: Based on the energy use identified in the CCAP (see Appendix F). The CCAP is based on year 2019 conditions because it more closely reflects the City's GHG targets and the inventory reflects pre-pandemic conditions.

Transportation Fuels

Table 5.6-3, *Existing Operation-Related Annual Fuel Usage*, shows the fuel usage associated with vehicle miles traveled (VMT) currently generated under existing baseline conditions based on fuel usage data obtained from EMFAC2021 (v. 1.0.1) and VMT data provided by Fehr and Peers (see Appendix J). VMT is based on vehicle trips beginning and ending in the city boundaries and from external/internal trips (i.e., trips that either begin or end in the City).

Table 5.6-3 Existing Operation-Related Annual Fuel Usage

Gas		Diesel		Compressed Natural Gas		Electricity	
VMT	Gallons	VMT	Gallons	VMT	Gallons	VMT	kWh
1,938,556,682	81,600,029	166,855,240	21,679,763	11,139,203	1,833,612	34,872,818	12,357,174

Source: EMFAC2021, version 1.0.1.

Note: VMTs based on daily VMT provided by Fehr and Peers. VMT per year based on a conversion of VMT x 347 days per year to account for less travel on weekend, consistent with CARB statewide GHG emissions inventory methodology (CARB 2008).

5.6.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- E-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- E-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The analysis also utilizes considerations identified in Appendix F of the CEQA Guidelines, as appropriate, to assist in answering the Appendix G questions. The factors to evaluate energy impacts under Threshold (a) include:

- The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials maybe discussed.

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- The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- The effects of the project on peak and base period demands for electricity and other forms of energy.
- The degree to which the project complies with existing energy standards.
- The effects of the project on energy resources.
- The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives

5.6.3 Environmental Impacts

5.6.3.1 2010 CERTIFIED EIR

The 2010 Certified EIR assessed the energy demand for electricity and gas services in Section 5.17, *Utilities and Service Systems*, and concluded that the Approved Project would result in a less than significant impact to additional demand for electrical and gas services; however, it did not specifically analyze impacts related to Thresholds E-1 and E-2 because they were not included in the CEQA Guidelines Appendix G checklist at the time of the 2010 Certified EIR.

5.6.3.2 PROPOSED PROJECT

Methodology

The following is a summary of the assumptions used for the City's energy analysis:

- **On-Road Fuel Use.** Fuel use was based on Origin-Destination Method VMT provided by Fehr & Peers (see Section 5.17, *Transportation*), and modeled using CARB's EMFAC2021 v.1.0.1 web database and calendar year 2021 (existing) and 2050 fuel usage rates. The VMT provided includes the full trip length for land uses in the City (origin-destination approach) and a 50 percent reduction in the trip length for external-internal/internal-external trips, consistent with the recommendations of CARB's Regional Targets Advisory Committee.
- **Energy (Natural Gas and Electricity).** Emissions associated with natural gas use for residential and nonresidential land uses in the City were modeled based on data provided by SoCalGas, and electricity was modeled based on data provided by SCE for the CCAP (see Appendix F). The CCAP is based on year 2019 conditions because it more closely reflects the City's GHG targets, and the inventory reflects pre-pandemic conditions. Year 2050 forecasts are adjusted for increases in population and employment in the City.

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Impact Analysis

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.6-1: TOP 2050 would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. [Threshold E-1])

The 2010 Certified EIR assessed the energy demand for electricity and gas services in Section 5.17, *Utilities and Service Systems*, and concluded that the Approved Project would result in a less than significant impact to additional demand for electrical and gas services. The 2010 Certified EIR did not identify impacts associated with wasteful, inefficient, or unnecessary consumption of energy resources.

Short-Term Construction Impacts

Development projects constructed under the Proposed Project would create temporary demands for electricity. Natural gas is not generally required to power construction equipment, and therefore is not anticipated during construction phases. Electricity use would fluctuate according to the phase of construction. Additionally, it is anticipated that most electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities.

Development projects would also temporarily increase demands for energy associated with transportation. Transportation energy use depends on the type and number of trips, VMT, fuel efficiency of vehicles, and travel mode. Energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. It is anticipated that most off-road construction equipment, such as those used during demolition and grading, would be gas or diesel powered. In addition, all operation of construction equipment would cease upon completion of project construction.

Furthermore, the construction contractors would be required to minimize nonessential idling of construction equipment during construction in accordance with the California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449. Such required practices would limit wasteful and unnecessary energy consumption. Moreover, future development projects accommodated under TOP 2050 would be similar to projects currently in development in Ontario. The types of land uses accommodated under TOP 2050 would also be similar to the land uses accommodated under the Approved Project. Thus, the construction processes for future development projects accommodated under the Proposed Project would be similar to the construction processes of current development projects and projects accommodated under the Approved Project.

TOP 2050 would not result in wasteful, inefficient, or unnecessary consumption of fuel use during construction. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to that of the Approved Project.

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Long-Term Impacts During Operation

Operation of new development projects accommodated under the Proposed Project would create additional demands for electricity and natural gas compared to existing conditions. Operational use of electricity and natural gas would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; use of on-site equipment and appliances; and lighting.

Nontransportation Energy

Electrical service to the City is provided by SCE through connections to existing off-site electrical lines and new on-site infrastructure. As shown in Table 5.6-4, *Year 2050 Forecast Electricity Consumption*, by horizon year 2050, electricity use in the City would decrease by 32,244,780 kWh/year, or approximately 9 percent, from existing conditions.

Table 5.6-4 Year 2050 Forecast Electricity Consumption

Area	Electricity Usage (kWh per year)		
	Approved TOP ¹	TOP 2050 ¹	Net Change
Residential	682,976,450	815,532,580	132,556,130
Nonresidential	3,023,432,120	2,858,631,210	-164,800,910
Total	3,706,408,570	3,674,163,790	-32,244,780

Notes: Based on the energy use identified in the CCAP (see Appendix F). The CCAP is based on year 2019 conditions because it more closely reflects the City's GHG targets and the inventory reflects pre-pandemic conditions.

¹ Residential energy and nonresidential energy forecasts do not account for reductions due to increase in energy efficiency from compliance with the Building Energy Efficiency Standards and CALGreen.

As shown in Table 5.6-5, *Year 2050 Forecast Natural Gas Consumption*, natural gas use under the Approved Project totals 100,249,150 therms annually. By 2050, natural gas use in the City would increase by 3,624,970 therms annually, or approximately 4 percent, from existing conditions.

Table 5.6-5 Year 2050 Forecast Natural Gas Consumption

Area	Natural Gas Usage (Therms per year)		
	Approved TOP ¹	TOP 2050 ¹	Net Change
Residential	36,563,060	43,659,430	7,096,370
Nonresidential	63,686,090	60,214,690	-3,471,400
Total	100,249,150	103,874,120	3,624,970

Notes: Based on the energy use identified in the CCAP (see Appendix F). The CCAP is based on year 2019 conditions because it more closely reflects the City's GHG targets and the inventory reflects pre-pandemic conditions.

¹ Residential energy and nonresidential energy forecasts do not account for reductions due to increase in energy efficiency from compliance with the Building Energy Efficiency Standards and CALGreen.

While the electricity demand would decrease and natural gas demand would increase for the City compared to existing conditions, developments accommodated under the Proposed Project would be required to comply with the current and future updates to the Building Energy Efficiency Standards and CALGreen, which would contribute in reducing the energy demands shown in Tables 5.6-4 and 5.6-5. New and replacement buildings

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in compliance with these standards would generally have greater energy efficiency than existing buildings. It is anticipated that each update to the Building Energy Efficiency Standards and CALGreen would result in greater building energy efficiency and move closer to buildings achieving zero net energy.

In addition to the Building Energy Efficiency Standards and CALGreen, TOP 2050 includes the goals and policies to increase energy efficiency and reduce wasteful, inefficient use of energy resources. The Environmental Resources Element policies focus on coordinating with agencies to pursue energy-efficient goals and strategies, promoting energy-efficient development patterns and site designs, and expanding renewable energy strategies (Environmental Resources Element policies ER-3.2, ER-3.3, ER-3.4, and ER-3.6). Policies ER-3.2 and ER-3.6 would require the best practices identified in green community rating systems to guide development in new communities and promote renewable energy sources for public- and private-sector development. Policy ER-3.3 would require energy-efficient building and site design strategies for future development projects. Policy ER-3.4 would require all new and substantially renovated City buildings of 10,000 square feet and greater to achieve LEED Silver Certification standard. Encouraging sustainable and energy-efficient building practices and using more renewable energy strategies will further reduce energy consumption in the City and move closer to achieving zero net energy.

Transportation Energy

The growth accommodated under TOP 2050 would consume transportation energy from the use of motor vehicles (e.g., gasoline, diesel, compressed natural gas, and electricity). Table 5.6-6, *Operation-Related Annual Fuel Usage*, shows the net change in VMT, fuel usage, and fuel efficiency of the Proposed Project compared to the Approved Project.

Table 5.6-6 Operation-Related Annual Fuel Usage: Net Change from the Approved Project

Fuel Type	Approved TOP ¹	TOP 2050 ¹	Net Change
Gasoline			
VMT ²	2,736,360,301	2,767,681,221	31,320,920
Gallons	89,957,600	90,987,273	1,029,672
Miles Per Gallon	30.42	30.42	0
Diesel			
VMT ²	281,876,640	285,103,056	3,226,416
Gallons	32,989,488	33,367,092	377,604
Miles Per Gallon	8.54	8.54	0
Compressed Natural Gas			
VMT ²	12,481,867	12,624,737	1,485,534
Gallons	1,513,862	1,531,190	17,328
Miles Per Gallon	8.25	8.25	0

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Table 5.6-6 Operation-Related Annual Fuel Usage: Net Change from the Approved Project

Fuel Type	Approved TOP ¹	TOP 2050 ¹	Net Change
Electricity			
VMT ²	444,274,374	449,359,626	5,085,252
kWh	102,757,328	103,933,509	1,176,181
Miles Per kWh	4.32	4.32	0
Total VMT	3,474,993,182	3,514,768,640	39,775,458

Source: EMFAC2021 Version 4 1.0.1.

¹ Based on daily VMT provided by Fehr and Peers. VMT per year based on a conversion of VMT x 347 days per year to account for less travel on weekend, consistent with CARB statewide GHG emissions inventory methodology (CARB 2008).

As shown in Table 5.6-6, when compared to the Approved Project, the Proposed Project would result in an overall increase in VMT and fuel usage for gasoline-, diesel-, compressed natural gas- and electricity-powered vehicles. Therefore, the Proposed Project would result in an increase in annual VMT and fuel usage for all vehicles, primarily due to the increase in projected population growth. Fuel efficiency will be the same as the Approved Project, and implementation of the Proposed Project would not result in less efficiency in transportation fuel usage.

The overall VMT shown in the table would be primarily attributable to the increase in population compared to the Approved Project. Although fuel efficiency between the Proposed Project and the Approved Project would be the same, the VMT per service personnel rate (VMT/SP) decreases under the Proposed Project (see Section 5.17, *Transportation*, Table 5.17-4, criterion 1). A decrease in VMT/SP indicates fewer vehicle trips and shorter trip distances with the growing service population, which accounts for residents and employees who lives and/or works in Ontario. This could be caused by multiple factors, such as better jobs-housing ratio, implementation of more public transit options in the City, and amenities closer to where residents live.

Although VMT associated with electric vehicles and thus electricity usage would increase under the with-project horizon year 2050 scenario when compared to existing Approved Project, it is also anticipated that electric vehicles will improve in energy efficiency. In conjunction with the regulatory (i.e., RPS, SB 350, and SB 100) and general trend toward increasing the supply and production of energy from renewable sources, it is anticipated that a greater share of electricity used to power electric vehicles will be from renewable sources in future years (e.g., individual photovoltaic systems, purchased electricity from a community choice aggregation, and/or purchased electricity from SCE that is generated from renewable sources).

In addition to regulatory compliance that would contribute to more fuel-efficient vehicles and less demand in fuels, the Proposed Project includes policies that will contribute to minimizing overall VMT, and thus fuel usage associated with the City. These proposed policies focus on minimizing VMT through land use and transportation planning efforts that work in combination. TOP 2050 includes Mobility Element policy M-3.3 and Land Use Element policies LU-1.2, LU-1.4, LU-1.5, and LU-1.6. These policies focus on siting residential development near commercial land uses to promote public transit use. Placing residential and nonresidential uses near each other to create self-sustaining communities and neighborhoods and offering

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mixed-used developments could result in shorter distances traveled between where people work and live and to amenities. The shorter distances reduce VMT by reducing the average vehicle trip distance traveled. It also encourages people to forego vehicle travel altogether and either bike, walk, or take public transportation, which would also contribute to minimizing VMT.

Furthermore, proposed policies under TOP 2050 include improving public transportation and active transit (e.g., biking and walking) infrastructure in the City (e.g., Mobility Element policies M-2.1, M-2.2, M-2.3, and M-2.4; Community Design Element policy CD-3.2). Improving the public transportation and active transit infrastructure in conjunction with creating more self-sustaining neighborhoods would encourage less travel by single-occupancy-passenger vehicle, which would further contribute to minimizing VMT. Moreover, TOP 2050 Environmental Resources Element policy ER-3.5 focuses on increasing the use of clean fuel and electric vehicles by purchasing more fuel-efficient alternative energy vehicles.

Summary

Overall, regulatory compliance (e.g., Building Energy Efficiency Standards, CALGreen, RPS, and CAFE standards) will increase building energy efficiency and vehicle fuel efficiency and reduce building energy demand and transportation-related fuel usage. Additionally, the Proposed Project includes policies related to land use and transportation planning and design, energy efficiency, public and active transit, and renewable energy generation that will contribute to minimizing building and transportation-related energy demands overall and demands on nonrenewable sources of energy. Implementation of proposed policies under TOP 2050 and CCAP in conjunction with regulatory requirements would ensure that energy demand associated with growth under TOP 2050 would not be inefficient, wasteful, or unnecessary. Therefore, the Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.6-2: Implementation of TOP 2050 would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. [Threshold E-2]

The 2010 Certified EIR did not identify impacts related to consistency with plans for renewable energy or energy efficiency because this was not a threshold in the CEQA Guidelines Appendix G checklist at the time. Applicable plans relevant to the Proposed Project include the California Renewables Portfolio Standard Program.

The state's electricity grid is transitioning to renewable energy under California's RPS Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. In general, California has RPS requirements of 33 percent renewable energy by 2020 (SB X1-2), 40 percent by 2024 (SB 350), 50 percent by 2026 (SB 100), 60 percent by 2030 (SB 100), and 100 percent by 2045 (SB 100). SB 100 also establishes RPS requirements for publicly owned utilities that consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. The statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as SCE, whose compliance with RPS requirements would contribute to the State of California objective of transitioning to renewable energy. The

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land uses accommodated under the Proposed Project would comply with the current and future iterations of the Building Energy Efficiency Standards and CALGreen.

Furthermore, as discussed for Impact 5.6-1, TOP 2050 includes Environmental Resources Element policies ER-3.1, ER-3.2, ER-3.3, ER-3.4, ER-3.5, and ER-3.6 and Safety Element policies S-9.1, S-9.2, and S-9.3, which would support the statewide goal of transitioning the electricity grid to renewable sources and employ best practices regarding energy-saving standards. Therefore, implementation of TOP 2050 would not conflict with or obstruct implementation of California's RPS program. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

5.6.4 Cumulative Impacts

The area considered for cumulative impacts to electricity and natural gas supplies and facilities is SCE and SoCalGas service areas. Other projects in the SCE and SoCalGas service area would be subject to existing regulations, including the CBC which requires new buildings increase energy efficiency. TOP 2050 includes policies to reduce energy use and the CCAP includes measures to align with the state's goals for carbon neutrality. Cumulative impacts would be less than significant, and impacts would not be cumulatively considerable.

5.6.5 Relevant New and Modified TOP Policies

As described above, TOP 2050 includes the following policies relevant to energy: LU-1.2, LU-1.5, LU-1.6, ER-3.1, and ER-3.4. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. Modified TOP 2050 policies relevant to energy impacts are summarized below:

- **LU-1.4: Multimodal Mobility.** We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on active transportation, transit, electric vehicles, and multi-modal transportation opportunities.
- **ER-3.2: Green Development– Communities.** We ~~require~~ encourage the use of ~~best practices identified in green community~~ the LEED Neighborhood Development rating systems, or similar mechanism, to guide the planning and development of all new communities.
- **ER-3.5: Fuel-Efficient and Alternative Energy Vehicles and Equipment.** We require purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.
- **ER-3.6: Generation- Renewable Sources.** We promote the use of renewable energy sources ~~to serve~~ (e.g., solar, wind, biomass) in public and private sector development.
- **S-8.9: Backup Power in Critical Facilities.** We require backup power be maintained in critical facilities. We encourage backup power solutions that include renewable energy components.

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- **S-9.1: Solar Energy.** We support and may incentivize the installation of residential and commercial solar panels and battery storage systems that can provide electricity during power outages.
- **S-9.2: Renewable Energy.** Renovate existing city-owned facilities and plan future facilities to include renewable energy generation capacity and battery storage as part of an effort to make public facilities and services greener and more resilient to power outages.
- **S-9.3: Energy Efficiency Retrofits.** We support and may incentivize retrofits to residential and commercial buildings that improve energy efficiency and insulation from extreme temperatures, giving priority towards low-income applicants.
- **M-1.54: Complete Streets.** We work to provide a complete, balanced, context-aware-sensitive, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.
- **M-1.6: Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.
- **M-2.1: Bikeway Plan Active Transportation.** We maintain our Multipurpose Trails & Bikeway Corridor Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways that and pedestrian facilities that are safe, comfortable, accessible, and connect residential areas, businesses, schools, parks, and other key destination points.
- **M-2.2: Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our primary preferred paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.
- **M-2.3: Pedestrian Walkways.** We require walkways that streets to include sidewalks and visible crosswalks at major intersections where necessary to promote safe and convenient travel comfortable mobility between residential areas, businesses, schools, parks, recreation areas, and other key destination points.
- **M-2.4: Network Opportunities.** We explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of use public rights-of-way and easements such as, utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed-use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity.

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- **M-3.1: Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas.
- **M-3.2: ~~Transit Facilities at New Development~~ Alternative Transit Facilities at New Development.** We require new development to provide adjacent to an existing or planned transit stop to contribute to the creation of transit facilities, such as bus shelters, transit bays and turnouts, ~~as necessary~~ and bicycle facilities, such as secure storage areas.
- **M-3.3: Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.
- **M-3.4: Bus Rapid Transit (BRT) Corridors.** We work with regional transit agencies to implement BRT service and ~~to reduce vehicle miles traveled by targeting~~ destinations and ~~along~~ corridors, ~~as shown in the Transit Plan~~ with the highest number of potential riders.
- **M-3.10: Multimodal ~~Transit~~ Transportation Center.** We intend to ensure the development of a multimodal ~~transit transportation~~ center near LAONT airport to serve as a transit hub with amenities for transit riders, pedestrians, and bicyclists transitioning to local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center ~~eCirculator~~, and other future transit modes. We support locations for the multimodal transportation center that are north of ONT airport, between Vineyard Avenue and Interstate 15.
- **CD-3.12: ~~Design Comfortable, Human-Scale Public Realm.~~** We require that ~~pedestrian, vehicular, bicycle and equestrian circulation~~ public spaces, including streets, parks, and plazas on both public and private property ~~be coordinated and~~ designed to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.

5.6.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, these impacts would be less than significant: 5.6-1 and 5.6-2.

5.6.7 Mitigation Measures

5.6.7.1 MITIGATION MEASURES FROM THE 2010 CERTIFIED EIR

The 2010 Certified EIR did not identify any significant energy impacts.

5.6.7.2 NEW MITIGATION MEASURES

No significant energy impacts were identified, and no mitigation measures are warranted.

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5.6.8 Level of Significance After Mitigation

No significant unavoidable adverse impacts relating to energy have been identified.

5.6.9 References

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5.7 GEOLOGY AND SOILS

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential for implementation of TOP 2050 (Proposed Project) to impact geological and soil resources, paleontological resources, or unique geologic features in the City of Ontario compared to the current TOP (Approved Project). See Section 5.5, *Cultural Resources*, of this SEIR for a discussion regarding archeological resources.

5.7.1 Environmental Setting

5.7.1.1 REGULATORY BACKGROUND

Federal Regulations

Soil Hazards

There are no federal regulations for soil or soil hazards.

Paleontological Resources

Paleontological Resources Preservation, Omnibus Public Lands Act, Public Law 111-011, Title VI, Subtitle D, 2009

The Paleontological Resources Preservation, Omnibus Public Lands Act (PRPA) directs the secretaries of the Interior and of Agriculture to manage and protect paleontological resources on federal land using “scientific principles and expertise.” To formulate a consistent paleontological resources management framework, the PRPA incorporates most of the recommendations from the report of the Secretary of the Interior, “Assessment of Fossil Management on Federal and Indian Lands” (USDI 2000). In passing the PRPA, Congress officially recognized the scientific importance of paleontological resources on some federal lands by declaring that fossils from these lands are federal property that must be preserved and protected. The PRPA codifies existing policies of the Bureau of Land Management, National Park Service, US Forest Service, Bureau of Reclamation, and US Fish and Wildlife Service, and provides the following:

- Uniform criminal and civil penalties for illegal sale and transport, and theft and vandalism of fossils from federal lands.
- Uniform minimum requirements for paleontological resource-use permit issuance (terms, conditions, and qualifications of applicants).
- Uniform definitions for “paleontological resources” and “casual collecting.”
- Uniform requirements for curation of federal fossils in approved repositories.

National Environmental Policy Act of 1969

The National Environmental Policy Act of 1969 (NEPA), as amended, recognizes the continuing responsibility of the federal government to “preserve important historic, cultural, and natural aspects of our national heritage...” (Sec. 101 [42 US Code sec. 4321] #382). With the passage of the PRPA, paleontological resources

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are considered a significant resource, and it is now standard practice to include paleontological resources in NEPA studies in all instances where there is a possible impact.

Antiquities Act of 1906

The Antiquities Act of 1906 states, in part:

That any person who shall appropriate, excavate, injure or destroy any historic or prehistoric ruin or monument, or any object of antiquity, situated on lands owned or controlled by the Government of the United States, without the permission of the Secretary of the Department of the Government having jurisdiction over the lands on which said antiquities are situated, shall upon conviction, be fined in a sum of not more than five hundred dollars or be imprisoned for a period of not more than ninety days, or shall suffer both fine and imprisonment, in the discretion of the court. (16 US Code secs. 431–433)

Although there is no specific mention of natural or paleontological resources in the act itself, or in the act's uniform rules and regulations (Title 43 Part 3, Code of Federal Regulations [43 CFR 3]), the term “objects of antiquity” has been interpreted to include fossils by the National Park Service, Bureau of Land Management, the US Forest Service, and other federal agencies. Permits to collect fossils on lands administered by federal agencies are authorized under this act; however, due to the large gray areas left open to interpretation due to the imprecision of the wording, agencies are hesitant to interpret this act as governing paleontological resources.

State Laws

Soil Hazards

California Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was signed into state law in 1972. Its primary purpose is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The act delineates “Earthquake Fault Zones” along faults that are “sufficiently active” and “well defined.” The act also requires that cities and counties withhold development permits for sites within an earthquake fault zone until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. Pursuant to this act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault.

Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act was adopted by the state in 1990 to protect the public from the effects of earthquake hazards other than surface fault rupture, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey prepares and provides local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. The act requires responsible agencies to only approve projects within seismic hazard zones following a site-specific investigation to determine if the hazard is present, and if so, the inclusion of appropriate mitigation(s). In addition, the act requires real estate

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sellers and agents at the time of sale to disclose whether a property is within one of the designated seismic hazard zones.

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 2019 version of the CBC (effective January 1, 2020), 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 shaking with specified probability of occurring at a site.

Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a “Natural Hazard Disclosure Statement” when the property being sold lies within one or more state-mapped hazard areas, including a Seismic Hazard Zone. California law also requires that when houses built before 1960 are sold, the seller must give the buyer a completed earthquake hazards disclosure report and a booklet titled “The Homeowners Guide to Earthquake Safety.” This publication was written and adopted by the California Seismic Safety Commission.

Soils Investigation Requirements

Requirements for soils investigations for subdivisions requiring tentative and final maps, and for other specified types of structures, are in California Health and Safety Code Sections 17953 to 17955, and in Section 1802 of the California Building Code. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness.

Paleontological Resources

California Public Resources Code

Paleontological sites are protected under a wide variety of state policies and regulations in the California Public Resources Code (PRC). In addition, paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA. PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244 states:

No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical

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feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

This statute prohibits the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with PRC 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public lands (state, county, city, and district).

Local Laws

City of Ontario Municipal 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's Building Code as Title 8, Chapter 1, Section 8-1.01 of the Ontario 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. Applicants must also demonstrate conformance with applicable best management practices (BMP), including those recommended by the California Stormwater Quality Association's Construction BMP Online Handbook (December 2019) and prepare a Storm Water Pollution Prevention Plan (SWPPP) with a site map that shows the construction site perimeter; existing and proposed buildings, lots, roadways, stormwater collection and discharge points; general topography both before and after construction; and drainage patterns across the project site. The SWPPP must list BMPs that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. Additionally, the SWPPP must contain a visual monitoring program, a chemical monitoring program for nonvisible pollutants if there is a failure of the BMPs, and a sediment-monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

5.7.1.2 EXISTING CONDITIONS

Geology and Soils

Geologic Setting

The City of Ontario is in the Upper Santa Ana River Valley, which consists of a series of coalescing alluvial fans formed by streams flowing out of the San Gabriel Mountains to the north. The Upper Santa Ana River Valley has a gentle southerly slope of approximately 1 percent, and elevations in Ontario range from approximately 1,150 feet in the north to 640 feet in the south. The junction of the Upper Santa Ana River Valley and the San Gabriel Mountains marks the boundary between two geomorphic provinces. The valley, including Ontario, lies within the Peninsular Ranges geomorphic province, characterized by northwest-trending

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mountains and valleys and extending south into Mexico. The San Gabriel Mountains are part of the Transverse Ranges province, a set of west-trending mountain ranges extending from Santa Barbara County on the west to San Bernardino and Riverside Counties on the east. The San Gabriel Mountains north of Ontario rise as high as 10,064 feet at Mount San Antonio.

Geologic Units in the City of Ontario

The geologic units exposed at the surface in Ontario consist of sediments less than 11,000 years old (Holocene) and deposited either by water or wind; these units are shown in Figure 5.7-1, *Geologic Map*. In general, the alluvial fan sediments are coarse grained in the northern part of the City and consist of various mixtures of sand, gravel, and cobbles. Moving south away from the mountains, the sediments gradually become finer grained, consisting primarily of silt, silty clay, and silty sand. Generally, soils with faster infiltration rates, higher levels of organic matter, and improved soil structure, such as sand, sandy loam, and loam-textured soils have a greater resistance to erosion than silt, very fine sand, and certain-clay textured soils. (OMAFRA 2012).

Artificial Fill (Qaf): The Ontario International Airport and the Milliken Landfill are the largest deposits of artificial fill in the City. Other deposits of man-made fill throughout the City include road and bridge embankments, retention or flood control basins, and man-made fills associated with graded developments. These deposits vary widely in size, age, and composition. Nonengineered fills are not suitable foundation materials and need to be excavated and replaced with compacted, engineered fill before they can support loads such as buildings and roads.

Very Young Wash Deposits (Qw): These late Holocene sediments consist of unconsolidated sand, gravel, and boulders deposited in active washes or channels on the fan surface. They have essentially no soil developed on the surface, and in terms of engineering characteristics, they are typically compressible, highly permeable, nonexpansive, and very susceptible to erosion. This unit has been mapped in only one small area at the northern edge of the City, in the active channel of Cucamonga Creek.

Very Young Alluvial Fan Deposits (Qf): These sediments, also Late Holocene, consist predominantly of sand, gravel, cobbles, and boulders that form the active and recently active portions of the fan. These deposits are generally unconsolidated to slightly consolidated, and where they have not been graded, they have a network of braided channels on the surface. In most areas, these very young deposits have no soil development. This unit is more prevalent north of Ontario, closer to the mountain front; within the City it is present in a narrow band along Cucamonga Creek and in the northeast corner, in the vicinity of Day Creek and East Etiwanda Creek.

Young Alluvial Fan Deposits (Qyf): This Holocene to late Pleistocene¹ unit consists of slightly to moderately consolidated deposits of brown to grayish brown silt, sand, and gravelly sand, locally with cobbles. Where the natural surface has not been disturbed, these deposits are slightly to moderately dissected by streams emanating from the mountains. A moderately to well-developed soil is generally present. This unit is widespread throughout the valley region and is mapped in the western half of Ontario. Within Ontario, this unit varies

¹ The Pleistocene Epoch extends from approximately 10,000 to 1.6 million years ago.

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considerably in grain size, ranging from gravelly to cobbly deposits in the north to silty, clayey deposits in the south.

Young Alluvial Valley Deposits (Qya): These Holocene to Late Pleistocene deposits occupy tributary channels of the Santa Ana River, one of which reaches into the eastern corner of Ontario near Etiwanda Avenue and Philadelphia Street. Consisting of slightly to moderately consolidated silt, sand, and gravel, the engineering characteristics of this unit are similar to the alluvial fan deposits described above. **Young Eolian Deposits (Qye):** Wind-deposited Holocene sediments consisting of silt and fine- to medium-grained sand are present across the eastern half of the City. These are generally about 10 feet thick and are underlain by the alluvial fan deposits described above.

Seismic Hazards

Faults

The City of Ontario is in one of the more seismically active parts of southern California. Several faults have been identified in and adjacent to the Upper Santa Ana River Valley; these faults are shown on Figure 5.7-2, *Regional Faults and Fault Zones*, and are described below. An active fault is one that has had surface displacement within the Holocene epoch, that is, within the last 11,700 years. Figure 5.7-2 includes the regional faults.

Chino-Central Avenue Fault: The Chino-Central Avenue Fault extends along the eastern flank of the Chino Hills from the Los Serranos area of Chino Hills to Corona, a distance of approximately 13 miles.

San Jose Fault: The San Jose Fault extends approximately 11 miles from the base of the San Gabriel Mountains near Upland southwest to the San Jose Hills.

Sierra Madre Fault: The Sierra Madre Fault, approximately 47 miles long, extends along the southern base of the San Gabriel Mountains from the San Fernando Valley in the west to San Antonio Canyon in the east, continuing eastward as the Cucamonga Fault. A rupture in the northwestern portion of this fault resulted in the San Fernando Earthquake of 1971.

Cucamonga Fault: The Cucamonga Fault extends approximately 16 miles east–west along the southern front of the San Gabriel Mountains, from San Antonio Canyon in the west to the vicinity of Lytle Creek in the east.

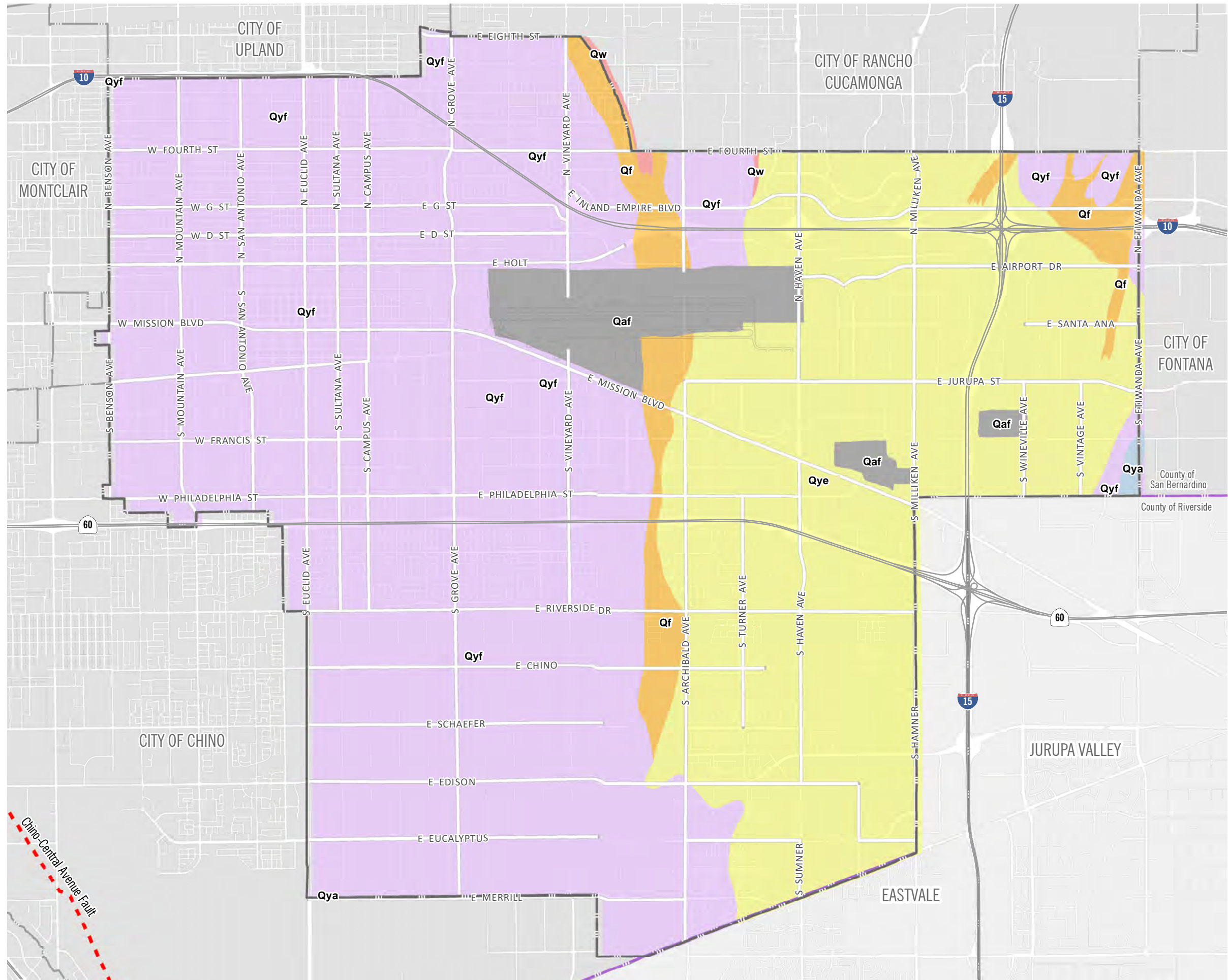
San Andreas Fault: The San Andreas Fault is the main boundary between the Pacific and North American tectonic plates and extends over 750 miles from near Cape Mendocino in northern California to the Salton Sea region of southern California. The fault is divided into several segments; the closest approach is the San Bernardino Segment, approximately 14 miles northeast of the City.

Whittier Fault: The Whittier Fault extends along the southern base of the Puente Hills approximately 24 miles, from the Santa Ana River in the east to the Whittier Narrows area in the west.

Elsinore Fault: The Elsinore Fault extends along the northeastern front of the Santa Ana Mountains from the Santa Ana River on the northwest, where it merges with the Whittier Fault, southeastward into San Diego County.

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Figure 5.7-1
Geologic Map



- Ontario City Boundary
- County Boundary
- Artificial Fill
- Very Young Alluvial Fan Deposits
- Very Young Wash Deposits
- Young Alluvial Fan Deposits
- Young Alluvial Valley Deposits
- Young Eolian Deposits
- Fault, concealed

2 · 0 · 5 · 0

THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

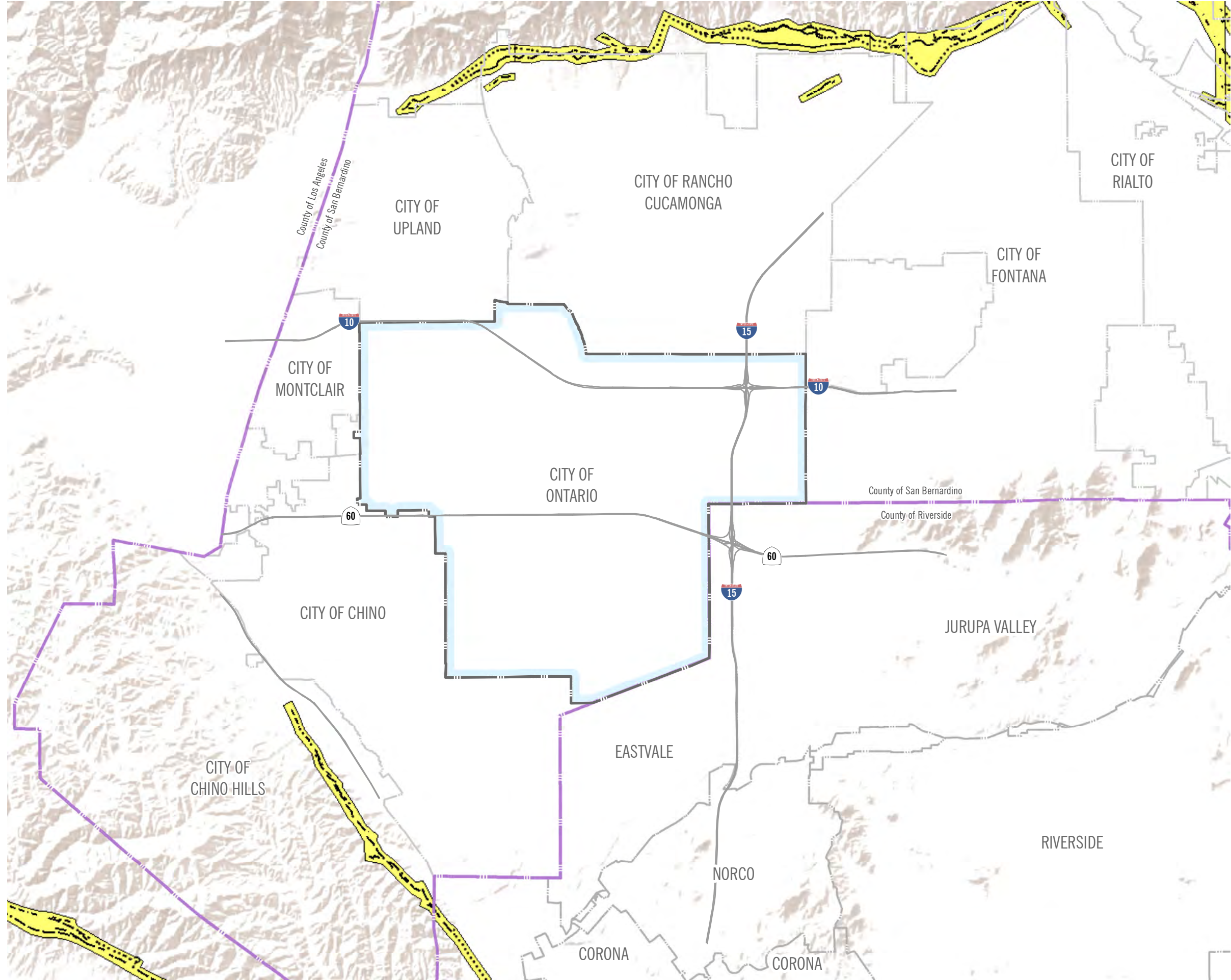
Source: Morton and Miller 2006 Date: 3/7/2022

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Figure 5.7-2
Regional Faults & Fault Zones



- Ontario City Boundary
- County Boundary
- Alquist Priolo Fault Traces**
 - Inferred
 - Concealed
- Alquist Priolo Fault Zones**

2 • 0 • 5 • 0

THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 2,500,000 10,000 FT

Source: CGS (California Geological Survey) 2022 Date: 3/4/2022

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Puente Hills Blind Thrust Fault: The Puente Hills Blind Thrust Fault, which does not reach the surface, ranges from northern Orange County to the central Los Angeles area.

San Jacinto Fault Zone: The San Jacinto Fault Zone consists of a series of closely spaced faults that form the western margin of the San Jacinto Mountains. The fault zone extends from its junction with the San Andreas Fault in San Bernardino southeastward through the Imperial Valley into Mexico. The fault zone is divided into several segments, with the San Bernardino segment being the closest to Ontario.

Table 5.7-1, *Estimated Maximum Earthquake Magnitude and Associated Peak Ground Acceleration for Faults in and Near Ontario*, lists the maximum magnitudes of earthquakes that each fault is capable of, and the peak horizontal ground acceleration that such an earthquake would generate in the Ontario area.

Table 5.7-1 Estimated Maximum Earthquake Magnitude and Associated Peak Ground Acceleration for Faults in and Near Ontario

Fault	Distance to Ontario (miles)	Magnitude (Mmax)	Peak Ground Acceleration (g) ¹
Chino-Central Avenue	4 – 12	6.7	0.54 – 0.23
San Jose	5 – 12	6.4	0.45 – 0.20
Sierra Madre	7 – 15	7.2	0.44 – 0.25
Cucamonga	7 – 14	6.9	0.39 – 0.22
San Andreas, total for five southern segments	14 – 22	8.0	0.37 – 0.26
San Andreas, San Bernardino, and Coachella segments	14 – 22	7.7	0.32 – 0.22
Whittier	8 – 16	6.8	0.3 – 0.17
Elsinore	9 – 16	6.8	0.27 – 0.16
Puente Hills Blind Thrust	21 – 32	7.1	0.26 – 0.17
San Jacinto, San Bernardino segment	10 – 18	6.7	0.24 – 0.13

Source: ECI 2006.

¹ g is the acceleration of gravity.

Surface Rupture of a Fault

Primary ground rupture due to fault movement typically results in a relatively small percentage of the total damage in an earthquake, yet being too close to a rupturing fault can result in extensive damage. It is difficult to safely reduce the effects of this hazard through building and foundation design. Therefore, the primary mitigation measure is to set structures back from the fault zone. Application of this measure is subject to requirements of the Alquist-Priolo Earthquake Fault Zoning Act and guidelines prepared by the California Geological Survey, previously known as the California Division of Mines and Geology. The final approval of

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a fault setback lies with the local reviewing agency. There are no Alquist-Priolo Earthquake Fault Zones in the City of Ontario. The nearest such zones are along the Chino Fault, approximately 3 miles southwest of the City; and along the Cucamonga Fault, approximately 4.5 miles north (CGS 2022).

Strong Earthquakes

Horizontal ground acceleration, which frequently results in widespread damage to structures, is estimated as a percentage of g , the acceleration of gravity. The damage that an earthquake will cause to a structure depends on the earthquake's size, location, distance, and depth; the types of rock and soil at the surface of the site; and the type of construction of the structure.

When comparing the sizes of earthquakes, the most meaningful feature is the amount of energy released. Thus scientists most often consider seismic moment, a measure of the energy released when a fault ruptures. We are more familiar, however, with scales of magnitude, which measure amplitude of ground motion. Magnitude scales are logarithmic. Each one point increase in magnitude represents a 10-fold increase in the size of the waves as measured at a specific location, and a 32-fold increase in energy. That is, a magnitude 7 earthquake produces 100 times (10×10) the ground motion of a magnitude 5 earthquake. Similarly, a magnitude 7 earthquake releases approximately 1,000 times more energy (32×32) than a magnitude 5 earthquake. Recently, scientists have developed the moment magnitude (M_w) scale to relate energy release to magnitude.

Historical Earthquakes in the Region

Selected historical earthquakes in and near the Upper Santa Ana River Valley are listed in Table 5.7-2, *Selected Historical Earthquakes in and Near the Upper Santa Ana River Valley*.

Table 5.7-2 Selected Historic Earthquakes in and Near the Upper Santa Ana River Valley

Earthquake	Date	Location	Fault	Magnitude	Notable Effects
Wrightwood	1812, December 8	Near Wrightwood, approximately 43 miles northeast of Ontario	Unknown; possibly San Andreas	Approximately 7.5	40 deaths in collapse of chapel at Mission San Juan Capistrano
Cajon Pass	1899, July 22	Near Cajon Pass, approximately 26 miles northeast of Ontario	Unknown; San Andreas or San Jacinto	Approximately 5.7	Extensive structural damage in San Bernardino and Highland
San Bernardino	1907; September 20	Near San Bernardino, approximately 27 miles northeast of Ontario	Unknown	Approximately 5.4	–
North San Jacinto	1923, July 22	South of San Bernardino, approximately 15 miles east of Ontario	San Jacinto	6.3	–
Ontario	1953, May 12	Ontario, near northern City boundary	Unknown	4.6	–

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Table 5.7-2 Selected Historic Earthquakes in and Near the Upper Santa Ana River Valley

Earthquake	Date	Location	Fault	Magnitude	Notable Effects
Lytle Creek	1970, September 22	Lytle Creek, approximately 14 miles northeast of Ontario	San Andreas	5.2	–
Whittier Narrows	1987, October 1	South El Monte, approximately 26 miles west of Ontario	Thrust fault	5.9	8 fatalities; extensive damage to unreinforced masonry buildings in Whittier, Alhambra, and Pasadena
Big Bear	1992, June 28	Southeast of Big Bear Lake, approximately 55 miles east of Ontario	Unknown	6.3	Substantial damage in Big Bear Lake area
Chino Hills	2008, July 29	Chino Hills, 6 miles southwest of Ontario	Unknown	5.4	–

Sources: ECI 2006; Southern California Earthquake Data Center 2022; US Geological Survey 2022.

Liquefaction and Related Ground Failure

Liquefaction is a process whereby strong earthquake shaking causes sediment layers that are saturated with groundwater to lose strength and behave as a fluid. This subsurface process can lead to near-surface or surface failure that can damage structures. If surface failure does occur, it is usually expressed as lateral spreading, flow failures, ground oscillation, and/or general loss of bearing strength. Sand boils (injections of fluidized sediment) can commonly accompany these different types of failure.

In order to determine a region's susceptibility to liquefaction, three major factors must be analyzed:

- The intensity and duration of ground shaking.
- The age and textural characteristic of the alluvial sediments. Generally, the younger, less compacted sediments have a higher susceptibility to liquefaction. Textural characteristics also play a dominant role in determining liquefaction susceptibility. Sand and silty sands deposited in river channels and floodplains tend to be more susceptible to liquefaction, and floodplains tend to be more susceptible to liquefaction than coarser or finer grained alluvial materials.
- The depth to the groundwater. Groundwater saturation of sediments is required for earthquake induced liquefaction. In general, groundwater depths shallower than 10 feet to the surface can cause the highest liquefaction susceptibility.

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Strong earthquakes can be expected in the Ontario area on any of the faults in the region, listed in Table 5.7-1. Young, loose, unconsolidated sediments, the second factor in liquefaction, are present throughout the Ontario area. Fine sand and silty sand, the types of sediments most often associated with liquefaction, occur mainly in the Ontario Ranch in the southernmost portion of the City. The third factor, water-saturated sediments within about 50 feet of the surface, are not known to occur today in the Ontario area, but have in the past. Artesian water wells, that is, wells in which groundwater moves upward under pressure, were reported in the southwestern corner of the City in the early 1900s. Groundwater depths in Ontario wells from 2000 to 2020 were reported as greater than 50 feet; groundwater at such depths does not contribute to a high susceptibility to liquefaction (West Yost 2021).

Seismically Induced Settlement

Strong ground shaking can cause soils to become more tightly packed and settle due to the collapse of voids and pore spaces. This type of settlement typically occurs in soils that are loose, granular, and cohesionless, and can occur in either wet or dry soils. Unconsolidated young alluvial sediments are especially susceptible to this hazard. Seismically induced settlement can cause damage to structures and buried pipelines. The entire Ontario area is underlain by young, unconsolidated alluvial deposits and artificial fill that may be susceptible to seismically induced settlement.

Hazardous Buildings

The principal threat in an earthquake is the damage that the earthquake causes to buildings. Continuing advances in engineering design and building code standards over the past decade have greatly reduced the potential for collapse in an earthquake of most of our new buildings. However, many buildings were built before current earthquake design standards were incorporated into the building code. Several specific building types are a particular concern in this regard.

- **Unreinforced Masonry Buildings.** In the late 1800s and early 1900s, unreinforced masonry was the most common type of construction for larger downtown commercial structures and for multistory apartment and hotel buildings. These were recognized as a collapse hazard following the San Francisco earthquake of 1906 and are generally known to be the most hazardous buildings in an earthquake. Per Senate Bill 547, local jurisdictions are required to enact structural hazard reduction programs by inventorying pre-1943 unreinforced masonry buildings and developing mitigation programs to correct the structural hazards.
- **Precast Concrete Tilt-up Buildings.** This building type was introduced after World War II and gained popularity in light industrial buildings during the late 1950s and 1960s. Extensive damage to concrete tilt-up buildings in the 1971 San Fernando earthquake revealed the need for better anchoring of walls to the of, floor, and foundation elements of the building and for stronger roof diaphragms.² In the typical damage to these buildings, the concrete wall panels would fall outward and the roof would collapse.
- **Soft-Story Buildings.** Soft-story buildings are those in which at least one story, commonly the ground floor, has significantly less rigidity and/or strength than the rest of the structure. This can form a weak link in the structure unless special design features are incorporated to give the building adequate structural

² A structural roof deck capable of resisting the stress produced by lateral forces, such as wind or seismic loads.

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integrity. Typical examples of soft-story construction are buildings with glass curtain walls on the first floor only, or buildings placed on stilts or columns, leaving the first story open for landscaping, street-friendly building entry, parking, or other purposes. In the early 1950s to early 1970s, soft-story buildings were a popular construction style for low- and midrise concrete frame structures.

- **Nonductile Concrete Frame Buildings.** The brittleness of nonductile concrete frame buildings can result in major damage and even collapse under strong ground shaking. This type of construction, which generally lacks masonry shear walls, was common in the very early days of reinforced concrete buildings, and they continued to be built until the codes were changed to require ductility in the moment-resisting frame in 1973.

There were large numbers of these buildings built for commercial and light industrial use in California's older, densely populated cities. Although many of these buildings have four to eight stories, many are shorter. This category also includes one-story parking garages with heavy concrete roof systems supported by nonductile concrete columns.

The City of Ontario inventoried unreinforced masonry buildings in the City and reported to the State Seismic Safety Commission in 2005 that there were 58 such buildings in the City; 42 of these are considered historically significant (Seismic Safety Commission 2005).

Other Geologic Hazards

Ground Subsidence

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and most often results from human activities such as the extraction of oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage.

Subsidence resulting from oil and gas extraction is not an issue for Ontario. The City is above the Chino Subbasin of the Upper Santa Ana Valley Groundwater Basin, from which groundwater has been extracted for decades. The City currently gets approximately 46 percent of its water from 17 wells that pump water from the Chino Subbasin. The thick alluvial deposits composing the subbasin may be susceptible to compaction, with resulting subsidence at the surface, in the event of rapid groundwater withdrawal. Surface subsidence of up to 2.5 feet and ground fissuring from groundwater production have been reported in Chino to the southwest of Ontario. Groundwater elevation trends observed in Ontario groundwater wells from 2000 to 2020 ranged between rising 10 feet to lowering of 40 feet (West Yost 2021). Pursuant to the Sustainable Groundwater Management Act of 2014, the Chino Basin Watermaster is responsible for monitoring subsidence and making adjustments to groundwater storage and pumping within the adjudicated Chino Basin as needed to prevent future subsidence and fissuring.

Collapsible Soils

When collapsible soils become saturated, their grains rearrange and lose cohesion, causing rapid, substantial settlement under relatively light loads. Soils prone to collapse are generally young, deposited by flash floods or wind. Increased surface water infiltration, such as from irrigation or a rise in the groundwater table, combined

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with the weight of a building can cause rapid settlement and cracking of foundations and walls. Most of the alluvium that underlies the Ontario area is generally not susceptible to collapse due to the granular nature of the soils and the lack of clay needed to form dry bonds between grains.

Compressible Soils

Compressible soils are typically unconsolidated, low-density Holocene sediments that may compress under the weight of structures and fill soil. The young sediments underlying the City are generally dry and loose in the upper few feet, and therefore are susceptible to compression. Areas that have been intensely farmed, such as much of Ontario Ranch, are especially susceptible to compression.

Expansive Soils

Soils containing expansive clay minerals can shrink or swell substantially as the moisture content decreases or increases. Structures built on these soils may experience shifting, cracking, and breaking damage as soils shrink and subside or expand. The near-surface sediments in the northern and central parts of the City are composed primarily of granular soils, that is, silty sand, sand, and gravel. Such sediments are usually nonexpansive or have very low expansion potential. Expansive soils are more likely to be present in the southern parts of the City, where there are silts, sandy silts, and silty clays.

Erosion

Erosion is 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.

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These are valued for the information they yield about the history of the earth and its past ecological settings. There are two types of resources; vertebrate and invertebrate. These resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Paleontological sites are those areas that show evidence of prehuman activity. Often they are simply small outcroppings visible on the surface or sites encountered during grading. While the sites are important indications, it is the geologic formations that are the most important, since they may contain important fossils. Potentially sensitive areas for the presence of paleontological resources are based on the underlying geologic formation. Fossil remains may occur throughout Ontario, although the area of their distribution is not known. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area.

For the Approved Project, the San Bernardino County Museum, Division of Geological Sciences, conducted the paleontological records search and found one previously known paleontological resource locality recorded by the Regional Paleontologic Locality Inventory, a computer database with positional and contextual data for

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more than 3,000 fossil localities throughout California and the southwestern United States. This review found one paleontological locality for the City area (SBCM 5.1.8). This locality yielded the remains of a mammoth from approximately 20 feet below the ground surface.

The possibility of finding additional paleontological resources within City boundaries is moderate to high. Geologic maps indicate that the proposed project area is situated on surface exposures of recent alluvium. These sediments have low potential to yield fossil resources or to contain significant nonrenewable paleontological resources. However, these recent sediments overlie older Pleistocene sediments with high potential to contain paleontological resources. Older Pleistocene alluvial sediments have yielded significant fossils of extinct plants and animals elsewhere in the Inland Empire. These older sediments, often found at depths of 10 feet or more below the ground surface, have yielded the fossil remains of plants and extinct terrestrial Pleistocene vertebrates. Significant vertebrate fossils from this age include Ice Age mammals such as camels, mammoths, mastodons, and ground sloths.

5.7.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- G-1 Directly or indirectly cause 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.)
 - ii) Strong seismic ground shaking.
 - iii) Seismic-related ground failure, including liquefaction.
 - iv) Landslides.
- G-2 Result in substantial soil erosion or the loss of topsoil.
- G-3 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.
- G-4 Be located on expansive soil, as defined in Table 18-1B of the Uniform building Code (1994), creating substantial direct or indirect risks to life or property.
- G-5 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.
- G-6 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

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5.7.3 Environmental Impacts

5.7.3.1 2010 CERTIFIED EIR

The 2010 Certified EIR concluded that adoption of the Approved Project would not result in significant geology and soils impacts. Development built pursuant to the Approved Project would be subject to potential impacts from ground shaking, liquefaction, seismically induced settlement, ground subsidence, compressible soils, expansive soils, and erosion. The Approved Project would be subject to its Safety Element and the Ontario Municipal Code, which would ensure that geology and soils impacts of the Approved Project were less than significant.

The 2010 Certified EIR concluded that the Approved Project would result in a less than significant impact to paleontological resources with mitigation incorporated.

5.7.3.2 PROPOSED PROJECT

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.7-1: Development of TOP 2050 would adhere to the California Building Code to ensure residents, employees, or visitors in Ontario would not be adversely affected by potential seismic-related hazards. [Threshold G-1])

The 2010 Certified EIR found that policies of the Approved Project, and state regulations would ensure that the potential impacts from seismic-related hazards would be less than significant.

Earthquakes

The Upper Santa Ana River Valley and vicinity contain a number of known earthquake faults, which are described above in Table 5.7-1 and shown on Figure 5.7-2. The City of Ontario is not within any Alquist-Priolo Earthquake Fault Zone (CGS 2022). Of the faults listed, the southern section of the San Andreas Fault is estimated to be capable of generating the greatest magnitude earthquake, 8.0. The most intense peak horizontal ground acceleration that any of these faults is estimated to be capable of generating in Ontario is approximately 0.54 g by the Chino Fault, which passes approximately four miles from the southwestern City boundary. Projects considered for approval under TOP 2050 would be required to comply with seismic safety provisions of the CBC (Title 24, Part 2 of the California Code of Regulations). Such compliance would reduce hazards arising from ground shaking to less than significant.

Liquefaction

Based on the groundwater levels throughout the City being greater than 50 feet below ground surface, there is currently no potential for liquefaction (West Yost 2021).

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Seismically Induced Settlement

The entire Ontario area is underlain by young, unconsolidated alluvial deposits and artificial fill that may be susceptible to seismically induced settlement (see Figure 5.7-1). Implementation of TOP 2050 could indirectly increase the numbers of persons and structures in the City that could be subjected to earthquake-related hazards. Projects developed pursuant to TOP 2050 would be required to meet the most current seismic safety requirements in the CBC. Chapter 16 of the CBC contains requirements for design and construction of structures to resist loads, including earthquake loads. Chapter 18 contains requirements for excavation, grading, and fill; load-bearing values of soils; and foundations, footings, and piles. Compliance with those requirements would ensure that there would not be substantial impacts related to ground shaking, liquefaction, or seismic settlement. Furthermore, TOP 2050 includes the following policies regarding seismic-related hazards.

- **S-1.1: 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.
- **S-1.2: Entitlement and Permitting Process.** We follow state guidelines and the California Building Code to determine when development proposals must conduct geotechnical and geological investigations.
- **S-1.3: Continual Update of Technical Information.** We maintain up-to-date California Geological Survey seismic hazard maps.
- **S-1.4: Seismically Vulnerable Structures.** We conform to state law regarding unreinforced masonry structures and coordinate with not-for-profits to facilitate seismic retrofits in environmental justice areas and for low-income households.

TOP 2050 would have similar seismic hazards as the current TOP. This is because while the Proposed Project would result in an increase in land use intensity, TOP 2050 would not result in development of new, previously undeveloped areas of the City. After compliance with the safety provisions of the CBC, implementation of TOP 2050 would have less-than-significant impacts from seismic hazards. The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to geology and soils compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.7-2: Implementation of TOP 2050 would not result in substantial soil erosion or the loss of topsoil. [Thresholds G-2]

The 2010 Certified EIR found that policies of the Approved Project and state regulations would ensure that the potential impacts from erosion or the loss of topsoil would be less than significant.

Erosion

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

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protective vegetation, changing natural drainage patterns, and constructing slopes. However, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur. In addition, construction activities on project sites larger than one acre are required to prepare a SWPPP that details BMPs to reduce the potential for erosion during construction activities.

Furthermore, TOP 2050 includes the following policies regarding erosion and loss of topsoil:

- **ER-1.6: Urban Run-off Quantity.** We encourage the use of low impact development strategies, including green infrastructure, to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.
- **ER-1.7: Urban Run-Off Quality.** We require the control and management of urban runoff, consistent with Regional Water Quality Control Board regulations.
- **S-5.1: Dust Control Measures.** We require the implementation of Best Management Practices for dust control at all excavation and grading projects.
- **S-5.2: Grading in High Winds.** We prohibit excavation and grading during strong wind conditions, as defined by the Building Code.

TOP 2050 would have similar soil erosion as the current TOP. This is because while the Proposed Project would result in an increase in land use intensity, TOP 2050 would not result in development of new, previously undeveloped areas of the City. After compliance with the safety provisions of the CBC implementation of TOP 2050 would have less-than-significant impacts from soil erosion. The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to erosion and topsoil loss compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.7-3: The City of Ontario would not exacerbate geologic hazards in the City, such as on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. [Threshold G-3]

The 2010 Certified EIR found that policies of the Approved Project, and state regulations would ensure that the potential impacts from geology and soils hazards would be less than significant.

Ground Subsidence

The thick alluvial deposits comprising the Chino Subbasin may be susceptible to compaction, with resulting subsidence at the surface, in the event of rapid groundwater withdrawal. Surface subsidence of up to 2.5 feet and ground fissuring from groundwater extraction have been reported in Chino. Projects considered for approval under TOP 2050 could expose structures or persons to potentially significant hazards from ground subsidence. However, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur.

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Compressible Soils

The young sediments underlying the City are generally dry and loose in the upper few feet, and therefore are susceptible to compression. Much of the Ontario Ranch has been intensively farmed and is especially susceptible to compression. Developments approved pursuant to TOP 2050 could expose persons or structures to potentially significant hazards from compressible soils. However, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur. Furthermore, TOP 2050 includes policies outlined in Impact 5.7-1 regarding geology and soils hazards.

TOP 2050 would have similar geological hazards as the current TOP. This is because while the Proposed Project would result in an increase in land use intensity, TOP 2050 would not result in development of new, previously undeveloped areas of the City. After compliance with the safety provisions of the CBC implementation of TOP 2050 would have less-than-significant impacts from geologic hazards. The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to geology and soils compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.7-4: Development associated with TOP 2050 would not be located on expansive soil, as defined in Table 18-1B of the Uniform building Code (1994), creating substantial direct or indirect risks to life or property. [Threshold G-4]

The 2010 Certified EIR found that policies of the Approved Project, and state regulations would ensure that the potential impacts from geology and soils hazards would be less than significant.

Expansive Soils

Expansive soils are likely in the southern parts of the City, where there are silts, sandy silts, and silty clays. Near-surface soils in the northern and central parts of the City are primarily granular, that is, silty sand, sand, and gravel; such sediments are usually nonexpansive or have very low expansion potential. Projects in the southern part of the City under TOP 2050 could expose persons or structures to potentially significant hazards from expansive soils. However, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur. Additionally, TOP 2050 includes policies outlined in Impact 5.7-1 regarding geology and soils hazards.

TOP 2050 would have similar impacts from expansive soils as the current TOP. This is because while the Proposed Project would result in an increase in land use intensity, TOP 2050 would not result in development of new, previously undeveloped areas of the City. After compliance with the safety provisions of the CBC implementation of TOP 2050 would have less-than-significant impacts from expansive soils. The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to geology and soils compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

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Impact 5.7-5: Implementation of TOP 2050 would not result in use of septic tanks or alternative waste water disposal systems that would not be supported by soils in the City. [Threshold G-5]

The 2010 Certified EIR found that policies of the Approved Project, and state regulations would ensure that the potential impacts from geology and soils hazards would be less than significant. Wastewater from Ontario is treated at wastewater treatment facilities owned and operated by the IEUA. Use of septic tanks would be limited to existing septic tanks, and new septic tanks would be constricted to areas not in practical proximity to existing sewer mains, dependent on approval by the Santa Ana Regional Water Quality Control Board on a case-by-case basis. The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to geology and soils compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.7-6: Implementation of TOP 2050 could directly or indirectly destroy a unique paleontological resource. [Threshold G-6]

The 2010 Certified EIR found that buildout of the Approved Project would not result in impacts to paleontological resources with mitigation.

Geologic Features

As identified in Section 5.7.1.2, the geologic units exposed at the surface in Ontario consist of sediments less than 11,000 years old (Holocene) deposited either by water or wind. Such geology is common throughout the City and region and is not considered unique.

Paleontological Resources

Ontario is underlain by deposits of Quaternary and upper-Pleistocene sediments deposited during Pliocene and early Pleistocene time. Quaternary Older Alluvial sediments may contain significant, nonrenewable, paleontological resources and are therefore considered to have high sensitivity. Older Pleistocene alluvial sediments can yield fossil remains, often found at depths of 10 feet or more below existing ground surface. As previously discussed, for the Approved TOP, the San Bernardino County Museum, Division of Geological Sciences, conducted the paleontological records search and found one previously known paleontological resource locality recorded by the Regional Paleontologic Locality Inventory, a computer database with positional and contextual data for more than 3,000 fossil localities throughout California and the southwestern United States. This review found one paleontological locality for the City area (SBCM 5.1.8). This locality yielded the remains of a mammoth from approximately 20 feet below the ground surface. As a result, the possibility of finding additional paleontological resources within City boundaries is moderate to high at depths of 10 feet or more below ground surface.

Long-term implementation of TOP 2050 would allow development (e.g., new development, infill development, redevelopment, and revitalization/restoration), including grading, of known and unknown sensitive areas. Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of paleontological resources. Therefore,

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future development that would be accommodated by TOP 2050 could potentially unearth previously unrecorded resources.

Existing federal, state, and local regulations address the provisions of studies to identify paleontological resources, review applications for projects that would potentially involve land disturbance, provide a project-level standard condition of approval that addresses unanticipated paleontological discoveries, and enforces requirements to develop specific mitigation measures if resources are encountered during any development activity. The Historic Preservation section of the Community Design Element contains policies that address the management of artifacts (see Policy CD-4.1) and the collaboration, promotion of public involvement in preservation, and public outreach (see Policies CD-4.2, CD-4.6, and CD-4.7) of cultural resources.

Paleontological resources are recognized as nonrenewable; and therefore, receive protection under the California Public Resources Code (Section 21083.2) and CEQA. Review and protection of paleontological resources are also afforded by CEQA for individual development projects that would be accommodated by TOP 2050, subject to discretionary actions that are implemented in accordance with the land use plan of TOP 2050. Compared to the Approved Project, TOP 2050 would have similar impacts because the Proposed Project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City which would require substantial landform modification. However, the potential to uncover undiscovered archeological and paleontological resources is high. Therefore, like the Approved Project, paleontological resources impacts of TOP 2050 would be potentially significant.

Level of Significance Before Mitigation: Potentially significant.

5.7.4 Cumulative Impacts

Geological Hazards

Geology and soils impacts related to the Proposed Project would be specific to the sites of each development or redevelopment project under TOP 2050. Compliance with applicable state and local building regulations would be required of all development projects. Site-specific geologic hazards would be addressed by the geotechnical report required for each development project. The geologic investigation would identify the specific geologic and seismic characteristics on a site and provide guidelines for engineering design and construction to maintain the structural integrity of proposed structures and infrastructure. Therefore, compliance with applicable state and local building regulations and standard engineering practices related to seismic and geologic hazard reduction would prevent significant cumulative adverse impacts associated with geologic and seismic hazards. Impacts of the Proposed Project on geology and soils would not be cumulatively considerable.

Paleontological Resources

The area considered for cumulative impacts for paleontological resources is the City of Ontario. Projects in the City of Ontario and would comply with federal and state regulations governing the treatment of paleontological resources. Mitigation Measure 5-2 would ensure that impacts to paleontological resources are less than significant and would be less than cumulatively considerable.

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5.7.5 Relevant New and Modified TOP Policies

As described above, TOP 2050 includes the following policies relevant to geology and soils: ER-1.7, S-1.1, S-1.2, and S-1.3. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. Modified TOP 2050 policies relevant to geology and soils impacts are:

- **ER-1.5. ~~Groundwater~~ Water Resource Management.** ~~We protect groundwater quality by incorporating strategies that prevent pollution, require remediation where necessary, capture and treat urban runoff, and recharge the aquifer. Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.~~
- **ER-1.6. Urban Run-off Quantity.** We encourage the use of low impact development strategies, including green infrastructure, to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.
- **S-1.4 Seismically Vulnerable Structures.** We conform to state law regarding unreinforced masonry structures and coordinate with not-for-profits to facilitate seismic retrofits in environmental justice areas and for low-income households.
- **S-5.21: Dust Control Measures.** We require the implementation of Best Management Practices for dust control at all excavation and grading projects.
- **S-5.32: Grading in High Winds.** We prohibit excavation and grading during strong wind conditions, as defined by the Building Code.

5.7.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.7-1, 5.7-2, 5.7-3, 5.7-4, and 5.7-5.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.7-6** Implementation of TOP 2050 could directly or indirectly destroy a unique paleontological resource.

5.7.7 Mitigation Measures

5.7.7.1 MITIGATION MEASURES FROM THE 2010 CERTIFIED EIR

The following mitigation measure were taken directly from the 2010 Certified EIR. Modifications to the original mitigation measures are identified in ~~strikeout~~ text to indicate deletions and underlined to signify insertions.

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Impact 5.7-6

- 5-2 In areas of documented or inferred archaeological and/or paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:
- a. Archaeologists and/or paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.
 - b. Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources.
 - c. Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including a catalog with museum numbers.

5.7.7.2 NEW MITIGATION MEASURES

No new mitigation measures required.

5.7.8 Level of Significance After Mitigation

Impact 5.7-6

Mitigation Measure 5-2 requires that in the event of an unanticipated discovery of archaeological resources during grading and excavation of the site, a qualified archaeologist would assess the find and develop a course of action to preserve the find. Therefore, Mitigation Measure 5-2 would reduce potential impacts to paleontological resources to a level that is less than significant.

5.7.9 References

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5.8 GREENHOUSE GAS EMISSIONS

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential for TOP 2050 (Proposed Project) to impact the greenhouse gas (GHG) in a local and regional context compared to that of the current TOP (Approved Project). Because no single project is large enough to result in a measurable increase in global concentrations of GHG, climate change impacts of a project are considered on a cumulative basis. GHG emissions modeling is based on the emissions inventory and forecast conducted for the Community Climate Action Plan (CCAP) update, which is included in Appendix F of this SEIR.

Terminology

- **Greenhouse gases (GHG).** Gases in the atmosphere that absorb infrared light, thereby retaining heat in the atmosphere and contributing to a greenhouse effect.
- **Global warming potential (GWP).** Metric used to describe how much heat a molecule of a greenhouse gas absorbs relative to a molecule of carbon dioxide (CO₂) over a given period of time (20, 100, and 500 years). CO₂ has a GWP of 1.
- **Carbon dioxide-equivalent (CO₂e).** The standard unit to measure the amount of greenhouse gases in terms of the amount of CO₂ that would cause the same amount of warming. CO₂e is based on the GWP ratios between the various GHGs relative to CO₂.
- **MTCO₂e.** Metric ton of CO₂e.
- **MMTCO₂e.** Million metric tons of CO₂e.

5.8.1 Environmental Setting

5.8.1.1 GREENHOUSE GASES AND CLIMATE CHANGE

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHGs, to the atmosphere. The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO₂), methane (CH₄), and ozone (O₃)—that are the likely cause of an increase in global average temperatures observed in the 20th and 21st centuries. Other GHGs identified by the IPCC that contributes to global warming to a lesser extent are nitrous oxide (N₂O), sulfur hexafluoride (SF₆),

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hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001).^{1,2} The major GHGs applicable to the Proposed Project are briefly described.

- **Carbon dioxide (CO₂)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.
- **Methane (CH₄)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in landfills and water treatment facilities.
- **Nitrous oxide (N₂O)** is emitted during agricultural and industrial activities as well as during the combustion of fossil fuels and solid waste.

GHGs are dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Some GHGs have stronger greenhouse effects than others. These are referred to as high GWP gases. The GWP of GHG emissions are shown in Table 5.8-1, *GHG Emissions and Their Relative Global Warming Potential Compared to CO₂*. The GWP is used to convert GHGs to CO₂-equivalence (CO₂e) to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. For example, under the IPCC Fifth Assessment Report (AR5), GWP values for CH₄, 10 MT of CH₄ would be equivalent to 280 MT of CO₂.

Table 5.8-1 GHG Emissions and Their Relative Global Warming Potential Compared to CO₂

GHGs	Second Assessment Report Global Warming Potential Relative to CO ₂ ¹	Fourth Assessment Report Global Warming Potential Relative to CO ₂ ¹	Fifth Assessment Report Global Warming Potential Relative to CO ₂ ¹
Carbon Dioxide (CO ₂)	1	1	1
Methane (CH ₄) ²	21	25	28
Nitrous Oxide (N ₂ O)	310	298	265

Source: IPCC 1995, 2007, 2013.

Notes: The IPCC published updated GWP values in its Fifth Assessment Report (AR5) that reflect new information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO₂. However, GWP values identified in AR4 are used by South Coast AQMD to maintain consistency in statewide GHG emissions modeling. In addition, the 2017 Scoping Plan Update was based on the GWP values in AR4.

¹ Based on 100-year time horizon of the GWP of the air pollutant compared to CO₂.

² The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO₂ is not included.

¹ Water vapor (H₂O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals); however, water vapor is not considered a pollutant because it is considered part of the feedback loop rather than a primary cause of change.

² Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities (CARB 2017a). However, state and national GHG inventories do not include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

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Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant. During the 20th century scientists observed a rapid change in the climate and the quantity of climate change pollutants in the Earth's atmosphere that is attributable to human activities. The amount of CO₂ in the atmosphere has increased by more than 35 percent since preindustrial times and has increased at an average rate of 1.4 parts per million per year since 1960, mainly due to the combustion of fossil fuels and deforestation (IPCC 2007). These recent changes in the quantity and concentration of climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants (CAT 2006). In the past, gradual changes in the earth's temperature changed the distribution of species, availability of water, etc. Human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame but within a human lifetime (IPCC 2007).

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are hard to predict. Projections of climate change depend heavily upon future human activity. Therefore, climate models are based on different emission scenarios that account for historical trends in emissions and on observations of the climate record that assess the human influence of the trend and projections for extreme weather events. Climate-change scenarios are affected by varying degrees of uncertainty. For example, there are varying degrees of certainty on the magnitude of the trends for:

- Warmer and fewer cold days and nights over most land areas.
- Warmer and more frequent hot days and nights over most land areas.
- An increase in the frequency of warm spells and heat waves over most land areas.
- An increase in frequency of heavy precipitation events (or proportion of total rainfall from heavy falls) over most areas.
- Larger areas affected by drought.
- Intense tropical cyclone activity increases.
- Increased incidence of extreme high sea level (excluding tsunamis).

Potential Climate Change Impacts for California

Observed changes over the last several decades across the western United States reveal clear signs of climate change. Statewide, average temperatures increased by about 1.7°F from 1895 to 2011, and warming has been greatest in the Sierra Nevada (California Climate Change Center [CCCC] 2012). The years from 2014 through 2016 showed unprecedented temperatures, with 2014 being the warmest (Office of Environmental Health Hazards Assessment [OEHHA] 2018). By 2050, California is projected to warm by approximately 2.7°F above

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2000 averages, a threefold increase in the rate of warming over the last century. By 2100, average temperatures could increase by 4.1 to 8.6°F, depending on emissions levels (CCCC 2012).

In California and western North America, observations of the climate have shown: 1) a trend toward warmer winter and spring temperatures; 2) a smaller fraction of precipitation falling as snow; 3) a decrease in the amount of spring snow accumulation in the lower and middle elevation mountain zones; 4) advanced shift in the timing of snowmelt of 5 to 30 days earlier in the spring; and 5) a similar shift (5 to 30 days earlier) in the timing of spring flower blooms (CAT 2006). Overall, California has become drier over time, with five of the eight years of severe to extreme drought occurring between 2007 and 2016, and with unprecedented dry years in 2014 and 2015 (OEHHA 2018). Statewide precipitation has become increasingly variable from year to year, with the driest consecutive four years occurring from 2012 to 2015 (OEHHA 2018).

According to the California Climate Action Team—a committee of state agency secretaries and the heads of agencies, boards, and departments, led by the California Environmental Protection Agency—even if actions could be taken to immediately curtail climate change emissions, the potency of emissions that have already built up, their long atmospheric lifetimes (see Table 5.8-1), and the inertia of the Earth’s climate system could produce as much as 0.6°C (1.1°F) of additional warming. Consequently, some impacts from climate change are now considered unavoidable. Global climate change risks to California are shown in Table 5.8-2, *Summary of GHG Emissions Risks to California*, and include impacts to public health, water resources, agriculture, coastal sea level, forest and biological resources, and energy.

Table 5.8-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
Public Health Impacts	Heat waves will be more frequent, hotter, and longer Fewer extremely cold nights Poor air quality made worse Higher temperatures increase ground-level ozone levels
Water Resources Impacts	Decreasing Sierra Nevada snowpack Challenges in securing adequate water supply Potential reduction in hydropower Loss of winter recreation
Agricultural Impacts	Increasing temperature Increasing threats from pests and pathogens Expanded ranges of agricultural weeds Declining productivity Irregular blooms and harvests
Coastal Sea Level Impacts	Accelerated sea-level rise Increasing coastal floods Shrinking beaches Worsened impacts on infrastructure

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Table 5.8-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
Forest and Biological Resource Impacts	Increased risk and severity of wildfires Lengthening of the wildfire season Movement of forest areas Conversion of forest to grassland Declining forest productivity Increasing threats from pests and pathogens Shifting vegetation and species distribution Altered timing of migration and mating habits Loss of sensitive or slow-moving species
Energy Demand Impacts	Potential reduction in hydropower Increased energy demand

Sources: CEC 2006, 2009; CCCC 2012; CNRA 2014.

5.8.1.2 REGULATORY BACKGROUND

This section describes the national, state, and local regulations applicable to GHG emissions.

Regulation of GHG Emissions on a National Level

The US Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA’s final findings respond to the 2007 U.S. Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings do not impose any emission reduction requirements but allow the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (USEPA 2009).

To regulate GHGs from passenger vehicles, EPA was required to issue an endangerment finding. The finding identified emissions of six key GHGs—CO₂, CH₄, N₂O, hydrofluorocarbons, perfluorocarbons, and SF₆—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world. The first three are applicable to the project’s GHG emissions inventory because they constitute the majority of GHG emissions and, according to guidance by the South Coast Air Quality Management District (AQMD), are the GHG emissions that should be evaluated as part of a project’s GHG emissions inventory.

US Mandatory Report Rule for GHGs (2009)

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 MT or more of CO₂e per year are required to submit an annual report.

Update to Corporate Average Fuel Economy Standards (2017 to 2026)

The federal government issued new Corporate Average Fuel Economy (CAFE) standards in 2012 for model years 2017 to 2025, which required a fleet average of 54.5 miles per gallon in 2025. On March 30, 2020, the

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EPA finalized an updated CAFE and GHG emissions standards for passenger cars and light trucks and established new standards covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021 to 2026. In response to Executive Order 13990, the National Highway Traffic Safety Administration (NHTSA) announced new proposed fuel standards on August 5, 2021. On December 21, 2021, under the direction of EO 13990, the NHTSA repealed SAFE Vehicles Rule Part One, which had preempted state and local laws related to fuel economy standards. Fuel efficiency under the new standards proposed would increase 8 percent annually for model years 2024 to 2026 and increase estimate fleetwide average by 12 mpg for model year 2026 compared to model year 2021 (NHTSA 2021).

EPA Regulation of Stationary Sources under the Clean Air Act (Ongoing)

Pursuant to its authority under the Clean Air Act, the EPA has developed regulations for new, large, stationary sources of emissions such as power plants and refineries. Under former President Obama's 2013 Climate Action Plan, the EPA was directed to develop regulations for existing stationary sources as well. On June 19, 2019, the EPA issued the final Affordable Clean Energy (ACE) rule, which became effective on August 19, 2019. The ACE rule was crafted under the direction of President Trump's Energy Independence Executive Order. It officially rescinded the Clean Power Plan rule issued during the Obama Administration and set emissions guidelines for states in developing plans to limit CO₂ emissions from coal-fired power plants. The Affordable Clean Energy rule was vacated by the United States Court of Appeals for the District of Columbia Circuit on January 19, 2021. The current administration is assessing options on potential future regulations.

Regulation of GHG Emissions on a State Level

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in EO S-03-05, EO B-30-15, EO B-55-18, Assembly Bill 32 (AB 32), Senate Bill 32 (SB 32), and SB 375.

Executive Order S-03-05

EO S-03-05 was signed June 1, 2005, and set the following GHG reduction targets for the state:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

Assembly Bill 32, the Global Warming Solutions Act (2006)

AB 32 was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in EO S-03-05. CARB prepared the 2008 Scoping Plan to outline a plan to achieve the GHG emissions reduction targets of AB 32.

Executive Order B-30-15

EO B-30-15, signed April 29, 2015, set a goal of reducing GHG emissions in the state to 40 percent of 1990 levels by year 2030. Executive Order B-30-15 also directed CARB to update the Scoping Plan to quantify the

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2030 GHG reduction goal for the state and requires state agencies to implement measures to meet the interim 2030 goal as well as the long-term goal for 2050 in EO S-03-05. It also requires the Natural Resources Agency to conduct triennial updates of the California adaptation strategy, *Safeguarding California*, in order to ensure climate change is accounted for in state planning and investment decisions.

Senate Bill 32 and Assembly Bill 197

In September 2016, Governor Brown signed SB 32 and AB 197 into law, making the executive order goal for year 2030 into a statewide mandated legislative target. AB 197 established a joint legislative committee on climate change policies and requires the CARB to prioritize direct emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources.

2017 Climate Change Scoping Plan Update

EO B-30-15 and SB 32 required CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. On December 24, 2017, CARB adopted the 2017 Climate Change Scoping Plan Update, which outlined potential regulations and programs, including strategies consistent with AB 197 requirements, to achieve the 2030 target. The 2017 Scoping Plan established a new emissions limit of 260 MMTCO_{2e} for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030 (CARB 2017c).

California's climate strategy will require contributions from all sectors of the economy, including an enhanced focus on zero- and near-zero emission (ZE/NZE) vehicle technologies; continued investment in renewables, such as solar roofs, wind, and other types of distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (methane, black carbon, and fluorinated gases); and an increased focus on integrated land use planning, to support livable, transit-connected communities and conservation of agricultural and other lands. Requirements for GHG reductions at stationary sources complement local air pollution control efforts by the local air districts to tighten criteria air pollutants and toxic air contaminants emissions limits on a broad spectrum of industrial sources. Major elements of the 2017 Scoping Plan framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing ZE buses and trucks.
- Low Carbon Fuel Standard (LCFS), with an increased stringency (18 percent by 2030).
- Implementation of SB 350, which expands the Renewables Portfolio Standard (RPS) to 50 percent RPS and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZE trucks.
- Implementing the Short-Lived Climate Pollutant Strategy, which focuses on reducing methane and hydrofluorocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.

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- Post-2020 Cap-and-Trade Program that includes declining caps.
- Continued implementation of SB 375.
- Development of a Natural and Working Lands Action Plan to secure California’s land base as a net carbon sink.

In addition to the statewide strategies listed above, the 2017 Climate Change Scoping Plan also identified local governments as essential partners in achieving the State’s long-term GHG reduction goals and identified local actions to reduce GHG emissions. Part of the recommended actions are statewide targets of no more than 6 MTCO_{2e} or less per capita by 2030 and 2 MTCO_{2e} or less per capita by 2050. CARB recommends that local governments evaluate and adopt robust and quantitative locally appropriate goals that align with the statewide per capita targets and the State’s sustainable development objectives and develop plans to achieve the local goals. The statewide per capita goals were developed by applying the percentage reductions necessary to reach the 2030 and 2050 climate goals (i.e., 40 percent and 80 percent, respectively) to the State’s 1990 emissions limit established under AB 32.

For CEQA projects, CARB states that lead agencies have the discretion to develop evidenced-based numeric thresholds (mass emissions, per capita, or per service population)—consistent with the Scoping Plan and the state’s long-term GHG goals. To the degree a project relies on GHG mitigation measures, CARB recommends that lead agencies prioritize on-site design features that reduce emissions, especially from VMT, and direct investments in GHG reductions within the project’s region that contribute to potential air quality, health, and economic co-benefits. Where further project design or regional investments are infeasible or not proven to be effective, CARB recommends mitigating potential GHG impacts through purchasing and retiring carbon credits.

The 2017 Scoping Plan scenario is set against what is called the business-as-usual yardstick—that is, what would the GHG emissions look like if the State did nothing at all beyond the existing policies that are required and already in place to achieve the 2020 limit, as shown in Table 5.8-3, *2017 Climate Change Scoping Plan Emissions Reductions Gap*. It includes the existing renewables requirements, advanced clean cars, the “10 percent” LCFS, and the SB 375 program for more vibrant communities, among others. However, it does not include a range of new policies or measures that have been developed or put into statute over the past two years. Also shown in the table are the known commitments, which are expected to result in emissions that are 60 MMTCO_{2e} above the target in 2030. If the estimated GHG reductions from the known commitments are not realized due to delays in implementation or technology deployment, the post-2020 Cap-and-Trade Program would deliver the additional GHG reductions in the sectors it covers to ensure the 2030 target is achieved.

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Table 5.8-3 2017 Climate Change Scoping Plan Emissions Reductions Gap

Modeling Scenario	2030 GHG Emissions MMTCO ₂ e
Reference Scenario (Business-as-Usual)	389
With Known Commitments	320
2030 GHG Target	260
Gap to 2030 Target	60

Source: CARB 2017c.

Table 5.8-4, *2017 Climate Change Scoping Plan Emissions Change by Sector*, provides estimated GHG emissions by sector, compared to 1990 levels, and the range of GHG emissions for each sector estimated for 2030.

Table 5.8-4 2017 Climate Change Scoping Plan Emissions Change by Sector

Scoping Plan Sector	1990 MMTCO ₂ e	2030 Proposed Plan Ranges MMTCO ₂ e	% Change from 1990
Agricultural	26	24-25	-4% to -8%
Residential and Commercial	44	38-40	-9% to -14%
Electric Power	108	30-53	-51% to -72%
High GWP	3	8-11	267% to 367%
Industrial	98	83-90	-8% to -15%
Recycling and Waste	7	8-9	14% to 29%
Transportation (including TCU)	152	103-111	-27% to -32%
Net Sink ¹	-7	TBD	TBD
Sub Total	431	294-339	-21% to -32%
Cap-and-Trade Program	NA	34-79	NA
Total	431	260	-40%

Source: CARB 2017c.

Notes: TCU = Transportation, Communications, and Utilities; TBD: To Be Determined.

¹ Work is underway through 2017 to estimate the range of potential sequestration benefits from the natural and working lands sector.

Executive Order B-55-18

Executive Order B-55-18, signed September 10, 2018, sets a goal “to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter.” Executive Order B-55-18 directs CARB to work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO₂e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

2022 Climate Change Scoping Plan Update

The Scoping Plan is currently being updated by CARB to address the GHG reduction goals of EO B-55-18 by 2045. The 2022 Scoping Plan update will consider carbon stock and sequestration and carbon dioxide removal.

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Based on the preliminary modeling results identified in CARB's April 20, 2022 workshop, the measures in the Scoping Plan will achieve 80 percent below 1990 levels by 2050. The Draft 2022 Scoping Plan is anticipated to be released in May 2022 and final adoption in late fall 2022.

Senate Bill 375

SB 375, the Sustainable Communities and Climate Protection Act, was adopted in 2008 to connect the GHG emissions reduction targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce vehicle miles traveled (VMT) and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPO). SCAG is the MPO for the Southern California region, which includes Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties. Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target.

2017 Update to the SB 375 Targets

CARB is required to update the targets for the MPOs every eight years. In June 2017, CARB released updated targets and technical methodology and recently released another update in February 2018, which became effective in October 2018. CARB adopted the updated targets and methodology on March 22, 2018. All SCSs adopted after October 1, 2018, are subject to these new targets. The updated targets consider the need to further reduce VMT, as identified in the 2017 Scoping Plan Update, while balancing the need for additional and more flexible revenue sources to incentivize positive planning and action toward sustainable communities. Like the 2010 targets, the updated SB 375 targets are in units of percent per capita reduction in GHG emissions from automobiles and light trucks compared to 2005. This excludes reductions anticipated from implementation of state technology and fuels strategies and any potential future state strategies such as statewide road user pricing. The proposed targets call for greater per-capita GHG emission reductions from SB 375 than are currently in place, which for 2035 translates into proposed targets that either match or exceed the emission reduction levels in the MPOs' currently adopted sustainable communities strategies (SCS). As proposed, CARB staff's proposed targets would result in an additional reduction of over 8 MMTCO_{2e} in 2035 compared to the current targets. For the next round of SCS updates, CARB's updated targets for the SCAG region are an 8 percent per capita GHG reduction in 2020 from 2005 levels (unchanged from the 2010 target) and a 19 percent per capita GHG reduction in 2035 from 2005 levels (compared to the 2010 target of 13 percent) (CARB 2018).

SCAG's Regional Transportation Plan / Sustainable Communities Strategy

SB 375 requires each MPO to prepare a sustainable communities strategy in its regional transportation plan. For the SCAG region, the draft 2020-2045 RTP/SCS (Connect SoCal) was adopted on May 7, 2020, for the limited purpose of transportation conformity (SCAG 2020). Connect SoCal was fully adopted in September 2020. In general, the SCS outlines a development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, would reduce VMT from automobiles and light-duty trucks and thereby reduce GHG emissions from these sources.

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Connect SoCal focuses on the continued efforts of the previous RTP/SCSs to integrate transportation and land-use strategies in the development of the SCAG region through the horizon year 2045 (SCAG 2020). Connect SoCal forecasts that the SCAG region will meet its GHG per capita reduction targets of 8 percent by 2020 and 19 percent by 2035. It also forecasts that implementation of the plan will reduce VMT per capita in year 2045 by 4.1 percent compared to baseline conditions for that year. Connect SoCal includes a “Core Vision” that centers on maintaining and better managing the transportation network for moving people and goods while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investments in transit and complete streets (SCAG 2020).

Transportation Sector Specific Regulations

Assembly Bill 1493

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model years 2017 through 2025 light-duty vehicles. (See also the previous discussion in federal regulations under “Update to Corporate Average Fuel Economy Standards [2017 to 2026].”) In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of ZE vehicles into a single package of standards. Under California’s Advanced Clean Car program, by 2025 new automobiles will emit 34 percent less GHG emissions and 75 percent less smog-forming emissions.

Executive Order S-01-07

On January 18, 2007, the state set a new LCFS for transportation fuels sold in the state. EO S-01-07 set a declining standard for GHG emissions measured in CO_{2e} gram per unit of fuel energy sold in California. The LCFS required a reduction of 2.5 percent in the carbon intensity of California’s transportation fuels by 2015 and a reduction of at least 10 percent by 2020. The standard applied to refiners, blenders, producers, and importers of transportation fuels, and used market-based mechanisms to allow these providers to choose the most economically feasible methods for reducing emissions during the “fuel cycle.”

Executive Order B-16-2012

On March 23, 2012, the state identified that CARB, the California Energy Commission (CEC), the Public Utilities Commission, and other relevant agencies worked with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to accommodate ZE vehicles in major metropolitan areas, including infrastructure to support them (e.g., electric vehicle charging stations). EO B-16-2012 also directed the number of ZE vehicles in California’s state vehicle fleet to increase through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles are ZE by 2015 and at least 25 percent by 2020. The executive order also established a target for the transportation sector of reducing GHG emissions to 80 percent below 1990 levels.

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Executive Order N-79-20

On September 23, 2020, Governor Newsom signed EO N-79-20, whose goal is that 100 percent of in-state sales of new passenger cars and trucks will be ZE by 2035. Additionally, the fleet goals for trucks are that 100 percent of drayage trucks are ZE by 2035, and 100 percent of medium- and heavy-duty vehicles in the state are ZE by 2045, where feasible. The EO's goal for the state is to transition to 100 percent ZE off-road vehicles and equipment by 2035, where feasible.

Renewables Portfolio: Carbon Neutrality Regulations

Senate Bills 1078, 107, and X1-2 and Executive Order S-14-08

A major component of California's Renewable Energy Program is the renewables portfolio standard established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. EO S-14-08, signed in November 2008, expanded the state's renewable energy standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production decreases indirect GHG emissions from development projects because electricity production from renewable sources is generally considered carbon neutral.

Senate Bill 350

Senate Bill 350 (de Leon) was signed into law in September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100. Under SB 100, the RPS for public-owned facilities and retail sellers consists of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. SB 100 also established a new RPS requirement of 50 percent by 2026. Furthermore, the bill establishes an overall state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Executive Order B-55-18

Executive Order B-55-18, signed September 10, 2018, sets a goal “to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter.” Executive Order B-55-18 directs CARB to work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO_{2e} from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

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Energy Efficiency Regulations

California Building Code: Building Energy Efficiency Standards

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for the consideration and possible incorporation of new energy efficiency technologies and methods. The 2019 Building Energy Efficiency Standards were adopted on May 9, 2018, and went into effect on January 1, 2020.

The 2019 standards move toward cutting energy use in new homes by more than 50 percent and require the installation of solar photovoltaic systems for single-family homes and multifamily buildings of three stories and less. The 2019 standards focus on four key areas: 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to the exterior and vice versa); 3) residential and nonresidential ventilation requirements; 4) and nonresidential lighting requirements (CEC 2018a). Under the 2019 standards, nonresidential buildings are 30 percent more energy efficient than under the 2016 standards, and single-family homes are 7 percent more energy efficient (CEC 2018b). When accounting for the electricity generated by the solar photovoltaic system, single-family homes would use 53 percent less energy compared to homes built to the 2016 standards (CEC 2018b).

Furthermore, on August 11, 2021, the CEC adopted the 2022 Building Energy Efficiency Standards, which were subsequently approved by the California Building Standards Commission in December 2021. The 2022 standards become effective and replace the existing 2019 standards on January 1, 2023. The 2022 standards would require mixed-fuel single-family homes to be electric-ready to accommodate replacement of gas appliances with electric appliances. In addition, the new standards also include prescriptive photovoltaic system and battery requirements for high-rise, multifamily buildings (i.e., more than three stories) and noncommercial buildings such as hotels, offices, medical offices, restaurants, retail stores, schools, warehouses, theaters, and convention centers (CEC 2021).

California Building Code: CALGreen

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.³ The mandatory provisions of CALGreen became effective January 1, 2011, and were last updated in 2019. The 2019 CALGreen standards became effective on January 1, 2020.

2006 Appliance Efficiency Regulations

The 2006 Appliance Efficiency Regulations (20 CCR Sections 1601–1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The

³ The green building standards became mandatory in the 2010 edition of the code.

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regulations include standards for both federally regulated appliances and non–federally regulated appliances. Though these regulations are now often viewed as “business as usual,” they exceed the standards imposed by all other states, and they reduce GHG emissions by reducing energy demand.

Solid Waste Diversion Regulations

AB 939: Integrated Waste Management Act of 1989

California’s Integrated Waste Management Act of 1989 (AB 939, Public Resources Code Section 40050 et seq.) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the Act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.

AB 341

AB 341 (Chapter 476, Statutes of 2011) increased the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses. Section 5.408 of CALGreen also requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

AB 1327

The California Solid Waste Reuse and Recycling Access Act (AB 1327, Public Resources Code Section 42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in development projects. The act required the California Integrated Waste Management Board to develop a model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own.

AB 1826

In October of 2014, Governor Brown signed AB 1826 requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses and multifamily residential dwellings with five or more units. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed with food waste.

Water Efficiency Regulations

SBX7-7

The 20x2020 Water Conservation Plan was issued by the Department of Water Resources (DWR) in 2010 pursuant to Senate Bill 7, which was adopted during the 7th Extraordinary Session of 2009–2010 and therefore dubbed “SBX7-7.” SBX7-7 mandated urban water conservation and authorized the DWR to prepare a plan implementing urban water conservation requirements (20x2020 Water Conservation Plan). In addition, it

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required agricultural water providers to prepare agricultural water management plans, measure water deliveries to customers, and implement other efficiency measures. SBX7-7 required urban water providers to adopt a water conservation target of a 20 percent reduction in urban per capita water use by 2020 compared to 2005 baseline use.

AB 1881: Water Conservation in Landscaping Act

The Water Conservation in Landscaping Act of 2006 (AB 1881) requires local agencies to adopt the updated DWR model ordinance or an equivalent. AB 1881 also requires the CEC to consult with the DWR to adopt, by regulation, performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves, to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water.

Short-Lived Climate Pollutant Reduction Strategy

On September 19, 2016, the Governor signed SB 1383 to supplement the GHG reduction strategies in the Scoping Plan to consider short-lived climate pollutants, including black carbon and methane. Black carbon is the light-absorbing component of fine particulate matter produced during the incomplete combustion of fuels. SB 1383 required the state board, no later than January 1, 2018, to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030. The bill also established targets for reducing organic waste in landfills. On March 14, 2017, CARB adopted the Short-Lived Climate Pollutant Reduction Strategy, which identifies the state's approach to reducing anthropogenic and biogenic sources of short-lived climate pollutants. Anthropogenic sources of black carbon include on- and off-road transportation, residential wood burning, fuel combustion (charbroiling), and industrial processes. According to CARB, ambient levels of black carbon in California are 90 percent lower than in the early 1960s, despite the tripling of diesel fuel use (CARB 2017a). In-use on-road rules were expected to reduce black carbon emissions from on-road sources by 80 percent between 2000 and 2020. South Coast AQMD is one of the air districts that requires air pollution control technologies for chain-driven broilers, which reduces particulate emissions from these charbroilers by over 80 percent (CARB 2017b). Additionally, South Coast AQMD Rule 445 limits the installation of new fireplaces in the SoCAB.

Local

City of Ontario Community Climate Action Plan

The City's first CCAP was adopted on December 16, 2014. The CCAP elaborates on the goals and policies detailed in the current TOP and identifies a number of additional measures to reduce GHG emissions from nine sectors: building energy, renewable energy, wastewater treatment, solid waste management, on-road transportation, off-road equipment, agriculture, water, and miscellaneous. These measures for community-wide reductions were projected to reach the emission goal of 30 percent below 2020 business-as-usual levels. The CCAP also offers implementation and monitoring strategies to achieve its goals. Implementation strategies include proper staffing; partnerships with local and regional agencies, outreach and education for the community; and preparation of a time frame for implementation (CAP 2014).

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5.8.1.3 EXISTING CONDITIONS

California's GHG Sources and Relative Contribution

In 2021, the statewide GHG emissions inventory was updated for 2000 to 2019 emissions using the GWPs in IPCC's AR4 (IPCC 2013). Based on these GWPs, California produced 418.2 MMTCO_{2e} GHG emissions in 2019. California's transportation sector was the single largest generator of GHG emissions, producing 39.7 percent of the state's total emissions. Industrial sector emissions made up 21.1 percent, and electric power generation made up 14.1 percent of the state's emissions inventory. Other major sectors of GHG emissions include commercial and residential (10.5 percent), agriculture and forestry (7.6 percent), high GWP (4.9 percent), and recycling and waste (2.1 percent) (CARB 2021).

Since the peak level in 2004, California's GHG emissions have generally followed a decreasing trend. In 2016, California statewide GHG emissions dropped below the AB 32 target for year 2020 of 431 MMTCO_{2e} and have remained below this target since then. In 2019, emissions from routine GHG-emitting activities statewide were almost 13 MMTCO_{2e} lower than the AB 32 target for year 2020. Per capita GHG emissions in California have dropped from a 2001 peak of 14.0 MTCO_{2e} per person to 10.5 MTCO_{2e} per person in 2019, a 25 percent decrease.

Transportation emissions continued to decline in 2019 statewide as they had done in 2018, with even more substantial reductions due to a significant increase in renewable diesel. Since 2008, California's electricity sector has followed an overall downward trend in emissions. In 2019, solar power generation continued its rapid growth since 2013. Emissions from high-GWP gases comprised 4.9 percent of California's emissions in 2019. This continues the increasing trend as the gases replace ozone-depleting substances being phased out under the 1987 Montreal Protocol. Overall trends in the inventory also demonstrate that the carbon intensity of California's economy (the amount of carbon pollution per million dollars of gross domestic product) has declined 45 percent since the 2001 peak, though the state's gross domestic product grew 63 percent during this period (CARB 2021).

Ontario Communitywide GHG Emissions

The existing land uses in Ontario consist of single- and multi-family residences and retail, office, commercial, industrial, and institutional uses. Operation of these land uses generates GHG emissions from natural gas used for energy, heating, and cooking; electricity usage; vehicle trips for employees and residents; area sources such as landscaping equipment and consumer cleaning products; water demand; waste generation; and solid waste generation.⁴ Table 5.8-5, *Existing City of Ontario GHG Emissions Inventory*, shows the emissions associated with existing land uses in the city.

⁴ Emissions from water demand and wastewater are emissions associated with electricity used to supply, treat, and distribute water.

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Table 5.8-5 Existing City of Ontario GHG Emissions Inventory

Sector	Existing MTCO ₂ e/year	Percent of Total
Residential Energy	155,030	9%
Nonresidential Energy	395,780	23%
Transportation	934,590	55%
Solid Waste	83,400	5%
Water and Wastewater	20,250	1%
Agriculture	48,540	3%
Off-Road Equipment	65,480	4%
Land Use and Sequestration	660	<1%
Total	1,703,730	100%

Source: Appendix F.

Note: The CCAP is based on year 2019 conditions because it more closely reflects the City's GHG targets and the inventory reflects prepandemic conditions.

The transportation sector is the largest source of GHG emissions in Ontario, making up over half (55 percent) of community-wide greenhouse gas emissions in 2019. The residential and nonresidential energy sectors, the second largest source of GHG emissions, are responsible for about a third (32 percent) of community-wide emissions in 2019. The four remaining sectors listed in decreasing share of community-wide emissions are solid waste (5 percent), off-road equipment (4 percent), agriculture (3 percent), water and wastewater (1 percent), and land use and sequestration (0.1 percent).

5.8.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

5.8.2.1 CONSISTENCY WITH STATEWIDE GHG REDUCTION TARGETS

TOP 2050 forecasts growth in the city through year 2050; therefore, this SEIR analyzes the potential for the Proposed Project to conflict with statewide GHG reduction goals identified in the CARB Scoping Plan that are applicable to local governments. These include EO S-03-05, which requires an 80 percent reduction in GHG emissions by 2050 to stabilize CO₂e emissions and avoid the most catastrophic impacts of climate change as well as substantial progress toward the State's carbon neutrality goals of EO B-55-18.⁵

⁵ The 2022 Scoping Plan update includes statewide measures to achieve the state's carbon neutrality goals under Executive Order B-55-18 such as carbon dioxide removal (CDR) that are not applicable to local governments. Carbon neutrality goals are a "no

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The City of Ontario is preparing an update to its CCAP to outline strategies and GHG reduction measures to achieve the SB 32 target for year 2030, the long-range target of EO S-03-05 for year 2050, and substantial progress toward the State's carbon neutrality goals under EO B-55-18. The 2022 update to the CCAP covers GHG emissions reductions in the city through TOP 2050 horizon year of 2050. The targets of the 2022 update to the CCAP are consistent with the statewide GHG emissions reduction goals. Impacts of TOP 2050 are assessed for consistency with the CCAP pursuant to CEQA Guidelines Section 15183.5 and the per capita threshold identified in the 2022 CCAP Update. The 2050 GHG reduction goal in the CCAP is:

- Year 2050 (80 percent below 1990 levels): 2.0 MTCO_{2e} per person (service population) or 1,412,990 MTCO_{2e} at projected service population.

The 2022 update to the CCAP is intended to meet the CEQA Guidelines Section 15183.5 plan requirements for CEQA streamlining for development projects consistent with TOP 2050. The CCAP includes per capita targets for Ontario for year 2030 and year 2050 to be consistent with the GHG reduction goals of SB 32 and EO S-03-05, and substantial progress toward the State's carbon neutrality goals under EO B-55-18.

5.8.2.2 MASS EMISSIONS AND HEALTH EFFECTS

On December 24, 2018, in *Sierra Club et al. v. County of Fresno et al.* (Friant Ranch), the California Supreme Court determined that the EIR for the proposed Friant Ranch project failed to adequately analyze the project's air quality impacts on human health. The EIR prepared for the project, which involved a master planned retirement community in Fresno County, showed that project-related mass emissions would exceed the San Joaquin Valley Air Pollution Control District's regional significance thresholds. In its findings, the California Supreme Court affirmed the holding of the Court of Appeal that EIRs for projects must not only identify impacts to human health, but also provide an "analysis of the correlation between the project's emissions and human health impacts" related to each criterion air pollutant that exceeds the regional significance thresholds or explain why it could not make such a connection. In general, the ruling focuses on the correlation of emissions of toxic air contaminants and criteria air pollutants and their impact to human health.

In 2009, the EPA issued an endangerment finding for six GHGs (CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) in order to regulate GHG emissions from passenger vehicles. The endangerment finding is based on evidence that shows an increase in mortality and morbidity associated with increases in average temperatures, which increase the likelihood of heatwaves and ozone levels. The effects of climate change are identified in Table 5.8-2. Though identified effects such as sea level rise and increased extreme weather can indirectly impact human health, neither the EPA nor CARB has established ambient air quality standards for GHG emissions. The state's GHG reduction strategy outlines a path to avoid the most catastrophic effects of climate change. Yet the state's

impact" level and not a "less than significant" impact level for climate change effects. There are presently no reliable means of forecasting how future technological developments related to carbon dioxide removal may affect future emissions in a planning jurisdiction. Therefore, carbon neutrality targets are not directly applicable to local governments and CEQA projects to mitigate GHG emissions impacts of a proposed project. Moreover, Executive Order S-03-05 GHG reduction targets for 2050 are in line with the scientifically established levels needed in the U.S. to limit global warming below 1.5 to 2.0 degrees Celsius, the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels. For these reasons, the targets of Executive Order S-03-05 are applicable to the CCAP. However, the CCAP includes measures that align with the state's carbon neutrality goals under Executive Order B-55-18.

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GHG reduction goals and strategies are based on the state's path toward reducing statewide cumulative GHGs as outlined in AB 32, SB 32, and EO S-03-05.

As mentioned above, the two significance thresholds that the City uses to analyze GHG impacts are based on achieving the statewide GHG reduction goals (GHG-1) and relying on consistency with policies or plans adopted to reduce GHG emissions (GHG-2). Further, because no single project is large enough to result in a measurable increase in global concentration of GHG emissions, climate change impacts of a project are considered on a cumulative basis. Without federal ambient air quality standards for GHG emissions and given the cumulative nature of GHG emissions and the City's significance thresholds, which are tied to reducing the state's cumulative GHG emissions, it is not feasible at this time to connect the project's specific GHG emissions to the potential health impacts of climate change.

5.8.3 Environmental Impacts

5.8.3.1 2010 CERTIFIED EIR

The 2010 Certified EIR identified significant GHG emissions impacts associated with the Approved Project as a result of the magnitude of population and employment growth projected by SCAG and TOP. Although TOP was found to be consistent with statewide strategies adopted for the purpose of reducing GHG emissions, mitigation measures were incorporated into the 2010 Certified EIR to reduce impacts. GHG emissions were considered a significant unavoidable impact in the 2010 Certified EIR because the City had not yet adopted a GHG reduction plan to achieve the GHG reduction targets of AB 32.

5.8.3.2 PROPOSED PROJECT

Methodology

This GHG evaluation was prepared in accordance with the requirements of CEQA to determine if significant GHG impacts are likely to occur in conjunction with future development that would be accommodated by TOP 2050. The GHG emissions inventory and forecast is based on data compiled for the CCAP update and is included as Appendix F to the SEIR. The GHG emissions inventory was compiled using the following protocols.

- **U.S. Community Protocol.** The community-wide GHG inventory uses the *United States Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions* (U.S. Community Protocol), which was first developed in 2012 and last updated in 2019.
- **Global Protocol.** The *Global Protocol for Community-Scale Greenhouse Gas Inventories* (Global Protocol) was first developed in 2014 and is intended for preparing international-community-scale GHG inventories. It is largely consistent with the U.S. Community Protocol, although it contains additional guidance and resources to support a wider range of activities in other countries. This protocol is used to assess GHG emissions from sources that are not covered in the U.S. Community Protocol.

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Sectors

- **On-Road Transportation** includes GHG emissions created by driving on-road vehicles, including passenger and freight vehicles.
- **Energy** includes GHG emissions attributed to the use of electricity and natural gas in residential and nonresidential buildings.
- **Solid Waste** includes the GHG emissions released from trash collected in Ontario.
- **Off-Road Equipment** includes GHG emissions from equipment that does not provide on-road transportation (excluding agricultural equipment), such as equipment for construction or landscape maintenance.
- **Agriculture** includes GHG emissions from various agricultural activities, including agricultural equipment, crop cultivation and harvesting, and livestock operations.
- **Water and Wastewater** accounts for the electricity used to transport every gallon of water or wastewater to city residents and businesses as well as direct emissions resulting from processing of wastewater material.
- **Land Use and Sequestration** includes GHG emissions absorbed and stored in trees and soils on locally controlled lands as part of healthy ecosystems and released into the atmosphere from development of previously undeveloped land.

Industrial sources of emissions that require a permit from South Coast AQMD are not included in the community inventory. However, due to the 15/15 Rule, natural gas and electricity use data for industrial land uses may also be aggregated with the nonresidential land uses in the data provided by Southern California Edison (SCE). Life-cycle emissions are not included in this analysis because not enough information is available, and therefore they would be speculative. Black carbon emissions are not included in the GHG analysis because CARB does not include this short-lived climate pollutant in the state's GHG emissions inventory but treats it separately.

GHG Emissions Factors

Table 5.8-6, *2019 GHG Emission Factors*, shows the emissions factors for 2019. Some sectors, including agriculture and off-road emissions, are calculated using formulae or models and do not have specific emission factors.

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Table 5.8-6 2019 GHG Emission Factors

Sector	MTCO _{2e} / Unit	2019 Rate	Source
SCE electricity	kWh	0.000208	SCE
Natural gas	therm	0.005272	US Community Protocol
On-road transportation (light and medium-duty vehicles)	mile	0.000348	CARB EMFAC2021
On-road transportation (heavy duty vehicles)	mile	0.001256	CARB EMFAC2021
On-road transportation (total)	mile	0.000434	CARB EMFAC2021
Solid waste (municipal solid waste)	ton	0.286061532	CalRecycle
Solid waste (alternative daily cover)	ton	0.247191011	CalRecycle

Source: Appendix F.

GHG Emissions Forecast

The forecast assumes that each person in Ontario will continue to contribute the same amount of GHG emissions to the community total as they did in 2019, so the amount of GHG emissions changes proportionally to the projected change in community demographics.

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The applicable thresholds are identified in brackets after the impact statement.

Impact 5.8-1: Implementation of TOP 2050 with the CCAP is projected to result in emissions below those of the Approved Project and meet the GHG reduction target established under SB 32 and Executive Order S-03-05 and progress toward the State's carbon neutrality goal. [Threshold GHG-1]

The 2010 Certified EIR identified significant GHG emissions impacts associated with the Approved Project as a result of the magnitude of population and employment growth projected by SCAG and TOP. Development under the Proposed Project would contribute to global climate change through direct and indirect emissions of GHG from land uses within the city. A general plan does not directly result in development without additional approvals. Before any development can occur in the city, it must be analyzed for consistency with TOP 2050, zoning requirements, and other applicable local and State requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

Horizon Year 2050 Emissions Forecast

TOP 2050 is an update to TOP to guide the city's development and conservation through 2050. The Proposed Project is a focused effort, with particular emphasis on conducting technical refinements to the Policy Plan to comply with state housing mandates; conform with new state laws related to community health, environmental justice, climate adaption, resiliency, and mobility; and bring long-term growth and fiscal projections into

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alignment with current economic conditions. The community GHG emissions inventory for TOP 2050 compared to TOP is shown in Table 5.8-7, *GHG Emission Forecast*. As shown in this table, the increase in residential units and population associated with the Approved Project compared to the Proposed Project results in an increase in residential building energy use and a slight increase in solid waste and water/wastewater generation compared to the current TOP. However, the GHG emissions efficiency of the Proposed Project, expressed in GHG emissions per service population, improves compared to the Approved Project. Overall, GHG emissions associated with the Proposed Project would be slightly higher compared to those of the Approved Project in the absence of local measures identified in the CCAP and would not meet the 2050 GHG target of 2.0 MTCO₂e per capita.

Table 5.8-7 GHG Emissions Forecast

Category	GHG Emissions (MTCO ₂ e/Year)			
	Approved TOP	TOP 2050	Net Change	Percent Change
Residential Energy	334,510	399,430	64,920	19%
Nonresidential Energy	963,220	910,720	-52,500	-5%
Transportation	1,515,090	1,520,380	5,290	<1%
Solid Waste	182,150	191,780	9,630	5%
Water and Wastewater	44,220	46,570	2,350	5%
Off-Road Equipment	149,720	150,540	820	1%
Land Use and Sequestration	1,290	1,290	0	0%
Total Community Emissions	3,190,200	3,220,710	30,510	25%
GHG Reductions from State Actions	-1,667,460	-1,689,220	21,760	1%
Total Community Emissions with State Actions	1,522,740	1,531,490	8,750	1%
MTCO ₂ e/SP	2.3	2.2	-0.1	-4%
CCAP 2050 per capita goal	2.0	2.0	NA	NA
Achieves CCAP 2050 per capita goal	No	No	NA	NA

Source: Appendix F.

Notes: Emissions may not total to 100 percent due to rounding. Based on GWPs in the IPCC Fifth Assessment Report (AR5).

Table 5.8-7 includes reductions from state measures that have been adopted to reduce GHG emissions, including:

- The RPS requires increases in renewable electricity supplies.
- The Clean Car Standards require increased fuel efficiency of on-road vehicles and decreased carbon intensity of vehicle fuels.
- The updated Title 24 Building Energy Efficiency Standards require new buildings to achieve increased energy efficiency targets.

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- The LCFS mandates reduced carbon intensity of fuels used in off-road equipment.
- The short-lived climate pollutants law (SB 1383) proposes a comprehensive strategy to reduce methane and other emissions of short-lived greenhouse gases through regulations on dairy operations and urban landfills, including higher diversion rates of food waste from landfills.

Local GHG Reduction Measures

The City of Ontario has been implementing the GHG reduction measures identified in the 2014 CCAP to reduce GHG emissions in the city.

To improve energy efficiency of municipal buildings and operations, the City launched the Smart Ontario initiative, which involves an energy audit, comprehensive upgrade of municipal utility infrastructure, and implementation of energy infrastructure improvements. As of March 2022, the City has retrofitted all citywide street lights with LED light fixtures and all interior and exterior light fixtures in city buildings (approximately 15,000); has replaced over 100 heating, ventilation, and air conditioning (HVAC) components in city facilities; and replaced 350 thermostats in all city buildings. The City has installed 1.8 megawatt solar photovoltaic systems at the Ontario Convention Center and the Ontario Police Department, generating 2,571,125 kilowatt-hours of energy in 2019. To reduce the GHG emissions of newly constructed city buildings, City policies support all new municipal buildings to be Leadership in Energy and Environmental Design (LEED) certified by the U.S. Green Building Council. In compliance with the California Building Standards Code of Title 24, in November 2019, the City passed an ordinance to amend the municipal code and adopt by reference the 2019 California Green Building Standards Code.

The City has also implemented numerous projects to reduce GHG emissions from the transportation sector, including the installation of 21 electric vehicle (EV) charging stations, adoption of an Active Transportation Master Plan, synchronization of 30 percent of traffic signals through the Traffic Management Center, and completion of pedestrian and bicycle infrastructure improvements through Safe Routes to School and Active Transportation Program grants. Future projects include a citywide e-scooter share program (launching in March 2023), the Multimodal Transportation Center (needs assessment completed in March 2022), and the West Valley Corridor Bus Rapid Transit, a zero-emission bus line (completion expected in 2024).

The Proposed Project includes implementation of the CCAP update. The 2022 update to the CCAP draws upon strategies from the 2014 CCAP and the San Bernadino GHG Reduction Plan, with new strategies to address current state regulations and local issues of concern. The CCAP identifies GHG emissions reductions targets for the City of Ontario that would ensure consistency with the State GHG reduction goals of EO S-03-05 and substantial progress toward the State's carbon neutrality goals under EO B-55-18. Table 5.8-8, *2022 CCAP GHG Reduction Measures*, shows the GHG reduction measures and reductions associated with the local measures in the draft CCAP at buildout of TOP 2050 that would help achieve those reductions.

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Table 5.8-8 2022 CCAP GHG Reduction Measures

Local GHG Reduction Measures	GHG Reductions (MTCO ₂ e)
Building electrification	102,640
Onsite solar energy for existing residential development.	<1
Onsite solar energy systems for non-residential development.	<1
Green roofs	<1
Urban cooling	12,730
Energy efficiency retrofits for low-income households	1,440
Energy efficiency retrofits	15,600
Smart Growth and Infill	<1
Transit-Oriented Development	1,440
Increase Transportation Ridership	31,450
Traffic signal synchronization and roadway management	<1
Community vehicle electrification	465,140
Active transportation networks	3,840
Vehicle idling	1,780
Parking policy and event parking	8,110
Electrification of construction and landscaping equipment	26,020
Idling ordinance for construction equipment	100
Methane capture at landfills	57,370
Waste diversion	38,670
Construction and Demolition Waste Recovery Ordinance	<1
Indoor water efficiency	2,540
Water efficient landscapes and water recycling	<1
Water system and wastewater operations efficiency	<1
Methane capture for dairy operations	<1
Methane capture for wastewater treatment	2,280
Climate change awareness and education	<1
Carbon sequestration	<1
Green Jobs	<1
All New Strategies	771,150
Existing/Planned Local Actions	1,940
Total GHG Reductions from Local Actions	773,090

Source: Appendix F for year 2050 and the draft 2022 update to the CCAP.

Notes: Emissions may not total to 100 percent due to rounding. Based on GWPs in the IPCC Fifth Assessment Report (AR5).

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Table 5.8-9, *TOP 2050 GHG Emissions Reduction Target Analysis with the CCAP*, shows that the City would achieve the GHG reduction targets for year 2050 with implementation of the CCAP.

Table 5.8-9 TOP 2050 GHG Emissions Reduction Target Analysis with the CCAP

Scenario	GHG Emissions (MTCO _{2e} /Year)
	2050
Total Community Emissions	3,219,910
GHG Reductions from State Actions	1,520,210
GHG Reductions from Local Actions	773,090
Total Community Emissions with State and Local Actions	926,610 (1.31 MTCO _{2e} per capita)
2050 GHG Reduction Target (MTCO _{2e} per capita)	2.0
Achieves GHG Reduction Target	Yes

Source: Appendix F and the draft 2022 update to the CCAP.

Notes: Emissions may not total to 100 percent due to rounding. Based on GWPs in the IPCC Fifth Assessment Report (AR5).

Furthermore, TOP 2050 includes policies that would reduce GHG associated with development projects.

- Land Use Element policies LU-2.1 through LU-2.5 would regulate new development impacts on nearby sensitive land uses.
- Environmental Resources Element policies ER-1.1 through ER-1.8 would reduce GHG emissions from water use and wastewater generation.
 - Policies ER-2.1 through ER-2.3 would reduce GHG emissions from solid waste disposal.
 - Policies ER-3.1 through ER-3.6 would ensure that new development is energy efficient.
 - Policies ER-4.1 through ER-4.9 would reduce air pollution from new development.
- Community Design Element policies CD-2.7 would ensure that sustainability is considered in the design of new projects.
- Mobility Element policies M-1.4 (complete streets), M-3.1 through M-3.11 (transit), and M-2.1 through M-2.4 (bicycle and pedestrian) would reduce VMT.

With implementation of the CCAP, TOP 2050 would result in a decrease in emissions from the Approved Project (see Table 5.8-10, *GHG Emissions Forecast with CCAP Implementation*). Further, as shown in Table 5.8-8, with implementation of the CCAP, the city would achieve the EO S-03-05 GHG emissions reduction targets, resulting in an 80 percent decrease in GHG emissions in the city by 2050 from existing conditions, and would make substantial progress toward the State's carbon neutrality goals under EO B-55-18. Therefore, TOP 2050, which includes the CCAP, would reduce GHG emissions impacts compared to the current TOP. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

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Table 5.8-10 GHG Emissions Forecast with CCAP Implementation

Category	GHG Emissions (MTCO ₂ e/Year)			
	Approved TOP with State Actions	TOP 2050 with State Actions and 2022 CAP Update	Net Change	Percent Change
Total Community Emissions	1,522,740	926,610	-596,130	-39%

Source: Appendix F.

Notes: Emissions may not total to 100 percent due to rounding. Based on GWPs in the IPCC Fifth Assessment Report (AR5).

Level of Significance Before Mitigation: Less than significant.

Impact 5.8-2: Implementation of TOP 2050 would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. [Threshold GHG-2]

The 2010 Certified EIR identified that the Approved Project was consistent with statewide strategies adopted for the purpose of reducing GHG emissions. Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan and SCAG's Connect SoCal. A consistency analysis with these plans is presented below.

CARB Scoping Plan

The CARB Scoping Plan is applicable to state agencies but is not directly applicable to cities/counties and individual projects (i.e., the Scoping Plan does not require local jurisdictions to adopt its policies, programs, or regulations to reduce GHG emissions). However, new regulations adopted by the State agencies from the Scoping Plan result in GHG emissions reductions at the local level. So local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that affect a local jurisdiction's emissions inventory from the top down. Statewide strategies to reduce GHG emissions include the LCFS and changes in the corporate average fuel economy standards.

Project GHG emissions shown in Table 5.8-8 includes reductions associated with statewide strategies that have been adopted since AB 32 and SB 32. Development projects accommodated under TOP 2050 are required to adhere to the programs and regulations identified by the Scoping Plan and implemented by state, regional, and local agencies to achieve the statewide GHG reduction goals of AB 32 and SB 32. Future development projects would be required to comply with these state GHG emissions reduction measures because they are statewide strategies. For example, new buildings associated with land uses accommodated by implementing TOP 2050 would be required to meet the CALGreen and Building Energy Efficiency Standards in effect at the time when applying for building permits. Furthermore, as discussed under the discussion for Impact 5.8-1, TOP 2050 includes goals, policies, and programs that would help reduce GHG emissions and therefore help achieve GHG reduction goals. Impacts associated with the Approved Project and Proposed Project are similar. Implementation of TOP 2050 would not obstruct implementation of the CARB Scoping Plan, and impacts

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would be less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to that of the Approved Project.

SCAG's Connect SoCal

Connect SoCal is Southern California's regional transportation plan to achieve the passenger vehicle emissions reductions identified under SB 375. Connect SoCal was adopted in September 2020. Connect SoCal's "core vision" centers on maintaining and better managing the transportation network for moving people and goods while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. Moreover, Connect SoCal identifies areas in the region that can house near-term and long-term growth and support a diverse economy and workforce. By integrating the Forecast Development Pattern with a suite of financially constrained transportation investments, Connect SoCal can reach the regional target of reducing GHGs from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels) (SCAG 2020).

As demonstrated in Section 5.11, *Land Use and Planning*, and Section 5.17, *Transportation*, TOP 2050 would be consistent with the Connect SoCal goals. Mobility Element policies M-1.4 (complete streets), M-3.1 through M-3.11 (transit), and M-2.1 through M-2.4 (bicycle and pedestrian) would reduce VMT per service population consistent with the regional goals. Furthermore, as discussed in Section 5.14, *Population and Housing*, implementation of the Proposed Project would improve and maintain the jobs-housing balance in the City. Thus, TOP 2050 would provide for residents to both live and work in the City instead of commuting to other areas, which would contribute to minimizing VMT and reducing VMT per service population. Therefore, TOP 2050 would not interfere with SCAG's ability to implement the regional strategies in Connect SoCal, and no impact would occur. The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

5.8.4 Cumulative Impacts

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, impacts identified under Impact 5.8-1 and Impact 5.8-2 are not project-specific impacts to global warming, but the Proposed Project's contribution to this cumulative impact. As discussed above, the City would experience a reduction in GHG emissions from existing conditions despite the anticipated population and employment growth. In addition, with implementation of the CCAP, the Proposed Project would achieve the state's GHG emissions efficiency target without implementation of additional local GHG reduction measures. Goals and policies in TOP 2050 and actions in the CCAP would minimize GHG emissions generated by the residential and nonresidential land uses in the City. Consequently, the Proposed Project's cumulative contribution to global climate change impacts is less than cumulatively considerable.

5.8.5 Relevant New and Modified TOP Policies

As described above, TOP 2050 includes the following policies relevant to GHG emissions: LU-2.1, LU-2.4, LU-2.5, ER-3.1, ER-3.4, ER-4.1, ER-4.6, M-1.4, M-3.6 through M-3.9, and M-3.11. A comprehensive list of

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policies and policy changes is provided in Appendix B of this SEIR. Modified TOP 2050 policies that reduce potential GHG impacts of the Proposed Project are summarized below:

- **ER-1.1: Local Water Supply.** We increase local water supplies to reduce our dependence on imported water. New and redevelopment projects are aligned with our available water supply and/or to enhance our available water supply.
- **ER-1.3: Conservation and Sustainable Water Supply.** ~~We require conservation strategies that reduce water usage.~~ We work with regional water providers and users to conserve water and ensure sustainable local water supplies as more frequent droughts reduce long term local and regional water availability.
- **ER-3.2: Green Development– Communities.** We ~~require~~ encourage the use of ~~best practices identified in green community~~ the LEED Neighborhood Development rating systems, or similar mechanism, to guide the planning and development of all new communities.
- **ER-3.3: Building and Site Design.** We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.
- **ER-3.5: Fuel-Efficient and Alternative Energy Vehicles and Equipment.** We should purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.
- **ER-3.6: Generation- Renewable Sources.** We promote the use of renewable energy sources ~~to serve~~ (e.g., solar, wind, biomass) in public and private sector development.
- **ER-4.3: Greenhouse Gases (GHG) Emissions Reductions.** We will reduce GHG emissions in accordance with regional, state, and federal regulations.
- **ER-4.5: Transportation.** We promote mass transit and non-motorized mobility options (~~e.g.~~ walking, biking) to reduce air pollutant emissions.
- **ER-4.7: Other Agency Collaboration.** We collaborate with other agencies within the South Coast Air Basin to improve regional air quality at the emission source, with a particular focus on sources that affect environmental justice areas in Ontario.
- **ER-4.8: Tree Planting.** We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the “heat island” effect.
- **S-9.1: Solar Energy.** We support and may incentivize the installation of residential and commercial solar panels and battery storage systems that can provide electricity during power outages.

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- **S-9.2: Renewable Energy.** Renovate existing city-owned facilities and plan future facilities to include renewable energy generation capacity and battery storage as part of an effort to make public facilities and services greener and more resilient to power outages.
- **S-9.3: Energy Efficiency Retrofits.** We support and may incentivize retrofits to residential and commercial buildings that improve energy efficiency and insulation from extreme temperatures, giving priority towards low-income applicants.
- **M-1.54: Complete Streets.** We work to provide a complete, balanced, context-aware-sensitive, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.
- **M-1.6: Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.
- **M-2.1: Bikeway Plan Active Transportation.** We maintain our Multipurpose Trails & Bikeway Corridor Active Transportation Master Plan to create a comprehensive system of on-and off-street bikeways that and pedestrian facilities that are safe, comfortable, accessible, and connect residential areas, businesses, schools, parks, and other key destination points.
- **M-2.2: Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our primary preferred paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.
- **M-2.3: Pedestrian Walkways.** We require walkways that streets to include sidewalks and visible crosswalks at major intersections where necessary to promote safe and convenient travel comfortable mobility between residential areas, businesses, schools, parks, recreation areas, and other key destination points.
- **M-2.4: Network Opportunities.** We explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of use public rights-of-way and easements such as, utility easements, levees, drainage corridors, road rights-of-ways, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed-use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity.
- **M-3.1: Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas.

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- **M-3.2: ~~Transit Facilities at New Development~~ Alternative Transit Facilities at New Development.** We require new development to provide adjacent to an existing or planned transit stop to contribute to the creation of transit facilities, such as bus shelters, transit bays and turnouts, as necessary and bicycle facilities, such as secure storage areas.
- **M-3.3: Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.
- **M-3.4: Bus Rapid Transit (BRT) Corridors.** We work with regional transit agencies to implement BRT service and to reduce vehicle miles traveled by targeting destinations and along corridors, as shown in the Transit Plan with the highest number of potential riders.
- **M-3.5: Light Rail.** We support extension of the Metro Rail Gold Line to Ontario, and will work to secure station locations adjacent to the Meredith site and at the proposed multimodal transit center.
- **M-3.10: Multimodal ~~Transit~~ Transportation Center.** We intend to ensure the development of a multimodal transit-transportation center near LAONT airport to serve as a transit hub with amenities for transit riders, pedestrians, and bicyclists transitioning to local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center eCirculator, and other future transit modes. We support locations for the multimodal transportation center that are north of ONT airport, between Vineyard Avenue and Interstate 15.
- **M-4.4: Environmental Considerations.** We support both local and regional efforts to reduce/eliminate the negative environmental impacts of goods movement through the planning and implementation of truck routing and the development of a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking.
- **CD-2.7: 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.

5.8.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.8-1 and 5.8-2.

5.8.7 Mitigation Measures

5.8.7.1 MITIGATION MEASURES FROM THE 2010 CERTIFIED EIR

The following mitigation measures were taken directly from the 2010 Certified EIR. However, Mitigation Measures 6-1 through 6-6 have since been implemented to achieve the AB 32 GHG reduction target for the City of Ontario in the CCAP and/or are no longer applicable to the Proposed Project. Modifications to the

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original mitigation measures are identified in ~~strikeout~~ text to indicate deletions and underlined to signify insertions.

Impact 5.8-1

6-1 ~~—————~~ The City of Ontario shall prepare a Climate Action Plan within 18 months after adopting The Ontario Plan. The goal of the Climate Action Plan shall be to reduce GHG emissions from all activities within the City boundaries to support the State's efforts under AB 32 and to mitigate the impact of climate change on the City, State, and world. Once completed, the City shall update The Ontario Plan and associated policies, as necessary, to be consistent with the Climate Action Plan and prepare a subsequent or supplemental Environmental Impact Report, if new significant impacts are identified. The Climate Action Plan shall include the following:

- ~~Emission Inventories:~~ The City shall establish GHG emissions inventories including emissions from all sectors within the City, using methods approved by, or consistent with guidance from, the CARB; the City shall update inventories every 3 years or as determined by state standards to incorporate improved methods, better data, and more accurate tools and methods, and to assess progress. If the City is not on schedule to achieve the GHG reduction targets, additional measures shall be implemented, as identified in the CAP:
 - ~~The City shall establish a baseline inventory of GHG emissions including municipal emissions, and emissions from all business sectors and the community.~~
 - ~~The City shall define a "business as usual" scenario of municipal, economic, and community activities, and prepare a projected inventory for 2020 based on that scenario.~~
- ~~Emission Targets:~~ The City will develop Plans to reduce or encourage reductions in GHG emissions from all sectors within the City:
 - ~~A Municipal Climate Action Plan which shall include measures to reduce GHG emissions from municipal activities by at least 30 percent by 2020 compared to the "business as usual" municipal emissions (including any reductions required by the California Air Resource Board under AB 32.~~
 - ~~A Business Climate Action Plan in collaboration with the business community, which shall include measures to reduce GHG emissions from business activities, and which shall seek to reduce emissions by at least 30 percent by 2020 compared to "business as usual" business emissions.~~
 - ~~A Community Climate Action Plan in collaboration with the stakeholders from the community at large, which shall include measures reduce GHG emissions from community activities, and which shall seek to reduce emissions by at least 30 percent by 2020 compared to "business as usual" community emissions.~~

6-2 ~~—————~~ The Climate Action Plan shall include specific measures to achieve the GHG emissions reduction targets identified in Mitigation Measure 6-1. The Climate Action Plan shall quantify

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~~the approximate greenhouse gas emissions reductions of each measure and measures shall be enforceable. Measures listed below, along with others, shall be considered during the development of the Climate Action Plan (CAP):~~

- ~~■ Require all new or renovated municipal buildings to seek Silver or higher Leadership in Energy and Environmental Design (LEED) standard, or compliance with similar green building rating criteria.~~
- ~~■ Require all municipal fleet purchases to be fuel efficient vehicles for their intended use based on the fuel type, design, size, and cost efficiency.~~
- ~~■ Require that new development projects in Ontario that require demolition prepare a demolition plan to reduce waste by recycling and/or salvaging a nonhazardous construction and demolition debris.~~
- ~~■ Require that new developments design buildings to be energy efficient by siting buildings to take advantage of shade, prevailing winds, landscaping, and sun screening to reduce energy required for cooling.~~
- ~~■ Require that cool roofs for non-residential development and cool pavement to be incorporated into the site/building design for new development where appropriate.~~
- ~~■ Evaluate the feasibility of implementing a Public Transit Fee to support Omnitrans in developing additional transit service in the City.~~
- ~~■ Require diesel emission reduction strategies to eliminate and/or reduce idling at truck stops, warehouses, and distribution facilities throughout the City.~~
- ~~■ Install energy efficient lighting and lighting control systems in all municipal buildings.~~
- ~~■ Require all new traffic lights installed be energy efficient traffic signals. Require the use of reclaimed water for landscape irrigation in all new development and on public property where such connections are within the service boundaries of the City's reclaimed water system.~~
- ~~■ Require all new landscaping irrigation systems installed within the City to be automated, high-efficient irrigation systems to reduce water use and require use of bubbler irrigation; low-angle, low-flow spray heads; or moisture sensors. Conduct energy efficiency audits of existing municipal buildings by checking, repairing, and readjusting heating, ventilation, and air conditioning systems, lighting, water heating equipment, insulation, and weatherization.~~
- ~~■ Ensure that its local Climate Action, Land Use, Housing, and Transportation Plans are aligned with, support, and enhance any regional plans that have been developed consistent with state guidance to achieve reductions in GHG emissions.~~
- ~~■ Mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure.~~

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- ~~Reduce heat gain from pavement and other similar hardscaping.~~
- ~~Work with appropriate agencies to create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking.~~
 - ~~Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets.~~
- ~~Facilitate employment opportunities that minimize the need for private vehicle trips, by:~~
- ~~Amending zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations.~~
- ~~Encouraging telecommuting options with new and existing employers, through project review and incentives, as appropriate.~~
- ~~Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events.~~
- ~~Support and promote the use of low and zero emission vehicles, by:~~
 - ~~Encouraging the necessary infrastructure to facilitate the use of zero emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations.~~
 - ~~Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate ZEV and/or plug in electric hybrids (PHEV).~~
 - ~~Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, PZEV or better fleet mixes.~~
 - ~~Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas electric hybrid vehicles.~~
- ~~Establish green building requirements and standards for new development and redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use.~~
- ~~Allow increased height limits and/or flexibility in other standards for projects that incorporate energy efficient green building practices where not prohibited by Airport Land Use Compatibility Plan (ALUCP)/Federal Aviation Administration (FAA).~~
- ~~Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques.~~
- ~~Support the use of green building practices by:~~

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- ~~● Providing information, marketing, training, and technical assistance about green building practices.~~
- ~~● Adopting a Green Building ordinance with guidelines for green building practices in residential and commercial development.~~
- ~~■ Adopt energy efficiency performance standards for buildings designed to achieve a greater reduction in energy and water use than currently required by state law, including:~~
 - ~~● Standards for the installation of “cool roofs.”~~
 - ~~● Standards for improved overall efficiency of lighting systems.~~
 - ~~● Requirements for the use of Energy Star appliances and fixtures in discretionary new development.~~
- ~~■ Encourage the performance of energy audits for residential and commercial buildings prior to completion of sale, and that audit results and information about opportunities for energy efficiency improvements be presented to the buyer.~~
- ~~■ Establish policies and programs that facilitate the siting of new renewable energy generation.~~
- ~~■ Require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible.~~
- ~~■ Prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities, including:~~
 - ~~● Conducting energy audits.~~
 - ~~● Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low-emissive window glass.~~
 - ~~● Implementing an energy tracking and management system for its municipal facilities.~~
 - ~~● Installing energy-efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations.~~
 - ~~● Installing energy-efficient lighting retrofits and occupancy sensors, and institute a “lights out at night” policy, subject to life/safety considerations.~~
 - ~~● Retrofitting heating and cooling systems to optimize efficiency (e.g. replace chillers, boilers, fans, pumps, belts, etc.).~~
 - ~~● Installing Energy Star® appliances and energy-efficient vending machines.~~
 - ~~● Improving water use efficiency, including a schedule to replace or retrofit system components with high-efficiency units (i.e. ultra-low-flow toilets, fixtures, etc.).~~

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- ~~● Installing irrigation control systems which maximize water use efficiency and minimize off-peak use.~~
- ~~● Adopting an accelerated replacement schedule for energy inefficient systems and components.~~
- ~~■ Ensure that staff receives appropriate training and support to implement objectives and policies to reduce GHG emissions, including:~~
 - ~~● Providing energy efficiency training to design, engineering, building operations, and maintenance staff.~~
 - ~~● Providing information on energy use and management, including data from the tracking and management system, to managers and others making decisions that influence energy use.~~
 - ~~● Providing energy design review services to departments undertaking new construction or renovation projects, to facilitate compliance with LEED standards.~~
- ~~■ Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off-peak demand schedules for heavy commercial and industrial users.~~
- ~~■ Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models.~~
- ~~■ Require the installation of outdoor electrical outlets on buildings to support the use, where practical, of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators.~~
- ~~■ Implement measures to reduce employee vehicle trips and to mitigate emissions impacts from municipal travel.~~
- ~~■ Conduct a comprehensive inventory and analysis of the urban forest, and coordinate tree maintenance responsibilities with all responsible departments, consistent with best management practices.~~
- ~~■ Evaluate existing landscaping and options to convert reflective and impervious surfaces to landscaping, and will install or replace vegetation with drought-tolerant, low-maintenance native species or edible landscaping that can also provide shade and reduce heat island effects.~~
- ~~■ Implement enhanced programs to divert solid waste from landfill operations, by:~~
 - ~~● Establishing a diversion target which meets or exceeds AB 939 requirements.~~
 - ~~● Promoting and expanding recycling programs, purchasing policies, and employee education to reduce the amount of waste produced.~~

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- ~~Reduce per capita water consumption consistent with state law by 2020.~~
 - ~~Establish a water conservation plan that may include such policies and actions as:~~
 - ~~Maintaining and refining the City's tiered rate structure for water use.~~
 - ~~Establishing restrictions on time of use for landscape watering, or other demand management strategies.~~
 - ~~Establishing performance standards for irrigation equipment and water fixtures, consistent with state law.~~
 - ~~Establish programs and policies to increase the use of recycled water, including:~~
 - ~~Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation.~~
 - ~~Ensure that building standards and permit approval processes promote and support water conservation, by:~~
 - ~~Establishing building design guidelines and criteria to promote water efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s).~~
 - ~~Establishing menus and check-lists for developers and contractors to ensure water-efficient infrastructure and technology are used in new construction, including low-flow toilets and shower heads, moisture-sensing irrigation, and other such advances.~~
 - ~~Organize workshops on waste reduction activities for the home or business, such as backyard composting, or office paper recycling, and shall schedule recycling dropoff events and neighborhood chipping/mulching days.~~
 - ~~Organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self-audit for energy use and efficiency.~~
- 6-3 ~~The City of Ontario will amend the Municipal Code within 18 months after adopting The Ontario Plan, with provisions implementing the following GHG emission reduction concepts:~~
- ~~Increase densities in urban core areas to support public transit, by, among other means:~~
 - ~~Removing barriers to the development of accessory dwelling units in existing residential neighborhoods.~~
 - ~~Reduce required road width standards wherever feasible to calm traffic and encourage alternative modes of transportation.~~
 - ~~Add bicycle facilities to city streets and public spaces, where feasible.~~
 - ~~Promote infill, mixed-use, and higher density development, and provide incentives to support the creation of affordable housing in mixed use zones.~~

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- ~~Plan for and create incentives for mixed-use development.~~
- ~~Identify sites suitable for mixed-use development and establish appropriate site-specific standards to accommodate mixed-uses which could include:~~
- ~~Increasing allowable building height or allow height limit bonuses, in appropriate areas and where safe to do so.~~
 - ~~Allowing flexibility in applying development standards (such as FAR2 and lot coverage) based on the location, type, and size of the units, and the design of the development.~~
 - ~~Allowing reduced and shared parking based on the use mix, and availability of and proximity to public transit stops.~~
 - ~~Allowing for tandem parking, shared parking and off-site parking leases.~~
- ~~Enable prototype mixed-use structures for use in neighborhood center zones that can be adapted to new uses over time with minimal internal remodeling.~~
- ~~Identify and facilitate the inclusion of complementary land uses not already present in local zoning districts, such as supermarkets, parks and recreational fields, schools in neighborhoods, and residential uses in business districts, to reduce the vehicle miles traveled and promote bicycling and walking to these uses.~~
- ~~Revise zoning ordinance(s) to allow local-serving businesses, such as childcare centers, restaurants, banks, family medical offices, drug stores, and other similar services near employment centers to minimize midday vehicle use.~~
- ~~Develop form-based community design standards to be applied to development projects and land use plans, for areas designated mixed-use.~~
- ~~Implement a Housing Overlay Zone for residential properties at transit centers and along transit corridors. This may include average minimum residential densities of 25 units per acre within one quarter miles of transit centers; average minimum densities of 15 units per acre within one quarter mile of transit corridors; and minimum FAR of 0.5:1 for non-residential uses within a quarter mile of transit centers or corridors.~~
- ~~Identify transit centers appropriate for mixed-use development, and promote transit-oriented, mixed-use development within these targeted areas, by:~~
 - ~~Providing maximum parking standards and flexible building height limitations.~~
 - ~~Providing density bonus programs.~~
 - ~~Establishing guidelines for private and public spaces for transit-oriented and mixed-use development.~~
 - ~~Discouraging auto-oriented development.~~

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- ~~Ensure new development is designed to make public transit a viable choice for residents, including:~~
 - ~~Locating medium to high density development near activity centers that can be served efficiently by public transit and alternative transportation modes.~~
 - ~~Locating medium to high density development near streets served by public transit whenever feasible.~~
 - ~~Linking neighborhoods to bus stops by continuous sidewalks or pedestrian paths.~~
- ~~Develop form-based community design standards to be applied to development projects and land use plans, for areas designated mixed-use.~~
- ~~Create and preserve distinct, identifiable neighborhoods whose characteristics support pedestrian travel, especially within, but not limited to, mixed-use and transit-oriented development areas, by:~~
 - ~~Designing or maintaining neighborhoods where the neighborhood amenities can be reached in approximately five minutes of walking.~~
 - ~~Encouraging pedestrian-only streets and/or plazas within developments, and destinations that may be reached conveniently by public transportation, walking, or bicycling.~~
 - ~~Allowing flexible parking strategies in neighborhood activity centers to foster a pedestrian-oriented streetscape.~~
 - ~~Providing continuous sidewalks with shade trees and landscape strips to separate pedestrians from traffic.~~
 - ~~Encouraging neighborhood parks and recreational centers near concentrations of residential areas (preferably within one quarter mile) and include pedestrian walkways and bicycle paths that encourage non-motorized travel.~~
- ~~Ensure pedestrian access to activities and services, especially within, but not limited to, mixed-use and transit-oriented development areas, by:~~
 - ~~Ensuring new development that provides pedestrian connections in as many locations as possible to adjacent development, arterial streets, and thoroughfares.~~
 - ~~Ensuring a balanced mix of housing, workplaces, shopping, recreational opportunities, and institutional uses, including mixed-use structures.~~
 - ~~Locating schools in neighborhoods, within safe and easy walking distances of residences served.~~
 - ~~Encouraging new development in which primary entrances are pedestrian entrances, with automobile entrances and parking located to the rear.~~

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- ~~Supporting development where automobile access to buildings does not impede pedestrian access, by consolidating driveways between buildings or developing alley access.~~
- ~~Utilizing street parking as a buffer between sidewalk pedestrian traffic and the automobile portion of the roadway.~~
- ~~Prioritizing the physical development of pedestrian connectors for existing areas that do not meet established connectivity standards.~~
- ~~Mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure.~~
- ~~Reduce heat gain from pavement and other similar hardscaping, by:~~
 - ~~Including low-water landscaping in place of hardscaping around transportation infrastructure and in parking areas.~~
 - ~~Establishing standards that provide for pervious pavement options.~~
 - ~~Removing obstacles to natural, drought-tolerant landscaping and low-water landscaping.~~
- ~~Coordinate with appropriate agencies to create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride-sharing, car-sharing, bicycling and walking, including, but not limited to:~~
 - ~~Providing safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets.~~
- ~~Upgrade and maintain the following transit system infrastructure to enhance public use, including:~~
 - ~~Ensuring transit stops and bus lanes are safe, convenient, clean and efficient.~~
 - ~~Ensuring transit stops have clearly marked street-level designation, and are accessible.~~
 - ~~Ensuring transit stops are safe, sheltered, benches are clean, and lighting is adequate.~~
 - ~~Working with transit providers to place transit stations along transit corridors within mixed-use or transit-oriented development areas at intervals appropriate for the mode of transit.~~
- ~~Facilitate employment opportunities that minimize the need for private vehicle trips, by:~~
 - ~~Amending zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations.~~
 - ~~Encouraging telecommuting options with new and existing employers, through project review and incentives, as appropriate.~~

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- ~~Establish standards for new development and redevelopment projects to support bicycle use, including:~~
 - ~~Amending the Development Code to include standards for pedestrian and bicyclist accommodations, including:~~
 - ~~Providing access for pedestrians and bicyclist to public transportation through construction of dedicated paths, where feasible.~~
 - ~~Requiring new development and redevelopment projects to include bicycle facilities, as appropriate with the new land use, including:~~
 - ~~Where feasible, promote the construction of weatherproof bicycle facilities and at a minimum, provide bicycle racks or covered, secure parking near the building entrances.~~
- ~~Establish a network of multi-use trails to facilitate direct off-street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations.~~
- ~~Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events.~~
- ~~Require new commercial and retail developments to provide prioritized parking for electric vehicles and vehicles using alternative fuels.~~
- ~~Support and promote the use of low and zero emission vehicles (NEV), by:~~
 - ~~Encouraging the necessary infrastructure to facilitate the use of zero emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations.~~
 - ~~Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate ZEV and/or plug-in electric hybrids (PHEV).~~
 - ~~Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, PZEV or better fleet mixes.~~
 - ~~Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas-electric hybrid vehicles.~~
- ~~Establish green building requirements and standards for new development and redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use.~~
- ~~Allow increased height limits and/or flexibility in other standards for projects that incorporate energy efficient green building practices where not prohibited by ALUCP/FAA.~~
- ~~Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure~~

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~~that all plan review and building inspection staff are trained in green building materials, practices, and techniques.~~

- ~~■ Support the use of green building practices by:
 - ~~● Establishing guidelines for green building practices in residential and commercial development.~~
 - ~~● Providing incentives, which may include reduction in development fees, administrative fees, and/or expedited permit processing for projects that use green building practices.~~~~
- ~~■ Adopt energy efficiency performance standards for buildings that achieve a greater reduction in energy and water use than otherwise required by current state law, including:
 - ~~● Standards for the installation of “cool roofs”.~~
 - ~~● Standards for improved overall efficiency of lighting systems.~~
 - ~~● Requirements for the use of Energy Star appliances and fixtures in discretionary new development.~~
 - ~~● Requirements for new residential lots and/or structures to be arranged and oriented to maximize effective use of passive solar energy.~~~~
- ~~■ Require that affordable housing development incorporate energy efficient design and features to the maximum extent feasible.~~
- ~~■ Identify possible sites for production of renewable energy (such as solar, wind, small hydro, and biogas).~~
- ~~■ Identify and remove or otherwise address barriers to renewable energy production, including:
 - ~~● Reviewing and revising building and development codes, design guidelines, and zoning ordinances to remove renewable energy production barriers.~~
 - ~~● Working with related agencies, such as fire, water, health and others that may have policies or requirements that adversely impact the development or use of renewable energy technologies.~~
 - ~~● Developing protocols for safe storage of renewable and alternative energy products with the potential to leak, ignite or explode, such as biodiesel, hydrogen, and/or compressed air.~~~~
- ~~■ Allow renewable energy projects in areas zoned for open space, where consistent with the Land Use element, and other uses and values.~~
- ~~■ Promote and encourage renewable energy generation, and co-generation projects where feasible and appropriate.~~

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- ~~Require that, where feasible, all new buildings be constructed to allow for easy, cost-effective installation of solar energy systems in the future, using such “solar ready” features as:~~
 - ~~Optimal roof orientation (between 20 to 55 degrees from the horizontal), with sufficient south-sloped roof surface, where such buildings architecture and construction are designed for sloped roofs.~~
 - ~~Clear access without obstructions (chimneys, heating and plumbing vents, etc.) on the south sloped roof.~~
 - ~~Roof framing that will support the addition of solar panels.~~
 - ~~Installation of electrical conduit to accept solar electric system wiring.~~
 - ~~Installation of plumbing to support a solar hot water system and provision of space for a solar hot water storage tank.~~
- ~~Require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible.~~
- ~~Prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities, including:~~
 - ~~Conducting energy audits.~~
 - ~~Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low-emissive window glass.~~
 - ~~Implementing an energy tracking and management system for its municipal facilities.~~
 - ~~Installing energy-efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations.~~
 - ~~Installing energy-efficient lighting retrofits and occupancy sensors, and institute a “lights out at night” policy, subject to life/safety considerations.~~
 - ~~Retrofitting heating and cooling systems to optimize efficiency (e.g. replace chillers, boilers, fans, pumps, belts, etc.).~~
 - ~~Installing Energy Star® appliances and energy-efficient vending machines.~~
 - ~~Improving water use efficiency, including a schedule to replace or retrofit system components with high-efficiency units (i.e. ultra-low-flow toilets, fixtures, etc.).~~
 - ~~Installing irrigation control systems maximizing water use efficiency and minimizing off-peak use.~~
 - ~~Adopting an accelerated replacement schedule for energy inefficient systems and components.~~

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- ~~Require that any newly constructed, purchased, or leased municipal space meet minimum standards, such as:~~
 - ~~The Energy Star® New Homes Program established by US EPA.~~
 - ~~The incorporation of passive solar design features in new buildings, including daylighting and passive solar heating.~~
- ~~Reduce per capita water consumption consistent with state law by 2020.~~
- ~~Establish a water conservation plan that may include such policies and actions as:~~
 - ~~Maintaining and refining the City's tiered rate structure for water use.~~
 - ~~Establishing restrictions on time of use for landscape watering, or other demand management strategies.~~
 - ~~Establishing performance standards for irrigation equipment and water fixtures, consistent with State Law.~~
- ~~The City will establish programs and policies to increase the use of recycled water, including:~~
 - ~~Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation.~~
- ~~Ensure that building standards and permit approval processes promote and support water conservation, by:~~
 - ~~Establishing building design guidelines and criteria to promote water efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s).~~
 - ~~Establishing menus and check lists for developers and contractors to ensure water-efficient infrastructure and technology are used in new construction, including low-flow toilets and shower heads, moisture-sensing irrigation, and other such advances.~~
- ~~Install water-efficient landscapes and irrigation, including:~~
 - ~~Requiring planting drought-tolerant and native species, and covering exposed dirt with moisture-retaining mulch or other materials such as decomposed granite.~~
 - ~~Requiring the installation of water-efficient irrigation systems and devices, including advanced technology such as moisture-sensing irrigation controls.~~
- ~~Promote the planting of shade trees and establish shade tree guidelines and specifications, including:~~
 - ~~Establishing guidelines for tree planting based on the land use (residential, commercial, parking lots, etc.).~~

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- ~~Establishing guidelines for tree types based on species size, branching patterns, whether deciduous or evergreen, whether roots are invasive, etc.~~
- ~~Establishing tree guidelines for placement, including distance from structures, density of planting, and orientation relative to structures and the sun.~~
- ~~Develop an Urban Forestry Program to consolidate policies and ordinances regarding tree planting, maintenance, and removal, including:~~
 - ~~Establishing guidelines for tree planting, including criteria for selecting deciduous or evergreen trees low-VOC-producing trees, and emphasizing the use of drought-tolerant native trees and vegetation.~~

~~6-4 Measures listed in Mitigation Measure 6-2 and 6-3 shall be considered by the City while reviewing all new development, as appropriate, between the time of adoption of The Ontario Plan and adoption of the Climate Action Plan (CAP).~~

~~6-5 Pursuant to a goal of overall consistency with the Sustainable Communities Strategies, the City of Ontario shall evaluate new development for consistency with the development pattern set forth in the Sustainable Communities Strategies plan, upon adoption of the plan by the Southern California Association of Governments.~~

~~6-6 The City of Ontario shall participate in the County of San Bernardino's Green Valley Initiative.~~

5.8.7.2 NEW MITIGATION MEASURES

No significant impacts were identified, and no new mitigation measures are warranted.

5.8.8 Level of Significance After Mitigation

With the implementation of the CCAP, TOP 2050 would not result in significant unavoidable adverse impacts relating to GHG emissions.

5.8.9 References

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5.9 HAZARDS AND HAZARDOUS MATERIALS

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential impacts of TOP 2050 (Proposed Project) on human health and the environment due to exposure to hazardous materials or conditions associated compared to that of the current TOP (Approved Project). Geologic hazards and flood hazards are addressed separately in Sections 5.7, *Geology and Soils*, and 5.10, *Hydrology and Water Quality*, respectively. Water quality and pollutant discharge are also addressed in Section 5.10. Fire hazards are discussed in Section 5.20, *Wildfires*. TOP 2050 is also evaluated for consistency with the Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide and the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal. Consistency analysis with Connect SoCal is discussed in Section 5.11, *Land Use Planning*.

5.9.1 Environmental Setting

5.9.1.1 REGULATORY BACKGROUND

Federal, state, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the project are summarized below.

Hazardous Materials and Waste

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (household cleaners, industrial solvents, paint, pesticides, etc.) and in the manufacturing of products (e.g., electronics, newspapers, plastic products). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses; businesses; hospitals; and households. Accidental releases of hazardous materials can occur from a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

Hazardous Materials and Waste Regulation

There are many federal, state, and local programs that regulate the use, storage, and transportation of hazardous materials and hazardous waste, and they are constantly changing. Federal and state statutes as well as local ordinances and plans regulate hazardous waste management. These regulations reduce the danger that hazardous substances may pose to people and businesses under normal daily circumstances and as a result of emergencies and disasters.

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HAZARDS AND HAZARDOUS MATERIALS

Federal and State Regulations

Hazardous Materials

Comprehensive Environmental Response, Compensation and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, commonly known as the Superfund, was enacted to protect the water, air, and land resources from the risks created by past chemical disposal practices such as abandoned and historical hazardous waste sites. Through CERCLA, the US Environmental Protection Agency (EPA) was given power to seek out those responsible for any release and ensure their cooperation in the cleanup. This federal law created a tax on the chemical and petroleum industries that went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA also enabled the revision of the National Contingency Plan, which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priority List of sites, which are known as Superfund sites. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.

Emergency Planning and Community Right-To-Know Act

In 1986, Congress passed the Superfund Amendments and Reauthorization Act. Title III of this regulation may be cited as the “Emergency Planning and community Right-to-Know Act of 1986” (EPCRA). The Act required the establishment of state commissions, planning districts, and local committees to facilitate the preparation and implementation of emergency plan. Under the requirements, local emergency planning committees are responsible for developing a plan for preparing for and responding to a chemical emergency, including:

- An identification of local facilities and transportation routes where hazardous materials are present.
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan).
- A plan for notifying the community that an incident has occurred.
- The names of response coordinators at local facilities.
- A plan for conducting drills to test the plan.

The emergency plan is reviewed by the State Emergency Response Commission and publicized throughout the community. The local emergency planning committee is required to review, test, and update the plan each year. The San Bernardino County Fire Protection District is responsible for coordinating hazardous material and disaster preparedness planning and appropriate response efforts with City departments and local and state agencies. The goal is to improve public- and private-sector readiness and to mitigate local impacts resulting from natural or human-made emergencies.

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Another purpose of the EPCRA is to inform communities and citizens of chemical hazards in their areas. Sections 311 and 312 of EPCRA require businesses to report to state and local agencies the location and quantities of chemicals stored onsite. Under section 313 of EPCRA, manufacturers are required to report chemical releases for more than 600 designated chemicals. In addition to chemical releases, regulated facilities are also required to report off-site transfers of waste for treatment or disposal at separate facilities, pollution prevention measures, and chemical recycling activities. The EPA maintains the Toxic Release Inventory (TRI) database to document the information that regulated facilities are required to report annually.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) of 1976 is the principal federal law that regulates the generation, management, and transportation of waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. Treatment is any process that changes the physical, chemical, or biological character of the waste to reduce its potential as an environmental threat. Treatment can include neutralizing the waste, recovering energy or material resources from the waste, rendering the waste less hazardous, or making the waste safer to transport, dispose of, or store.

The RCRA gave the EPA the authority to control hazardous waste from “cradle to grave,” that is, from generation to transportation, treatment, storage, and disposal. The RCRA also set forth a framework for the management of nonhazardous wastes. The 1986 amendments to RCRA enabled the EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. It should be noted that RCRA focuses only on active and future facilities and does not address abandoned or historical sites. The federal Hazardous and Solid Waste Amendments are the 1984 amendments to RCRA that required phasing out land disposal of hazardous waste. Some of the other mandates of this strict law include increased enforcement authority for the EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.

Title 29, Code of Federal Regulations, Section 1926.62

Title 29, CFR Section 1926.62, sets standards for occupational health and environmental controls for lead exposure in construction, regardless of the lead content of paints and other materials. The standards include requirements addressing exposure assessment, methods of compliance, respiratory protection, protective clothing and equipment, hygiene facilities and practices, medical surveillance, medical removal protection, employee information and training, signs, recordkeeping, and observation and monitoring.

Title 40, Code of Federal Regulations, Part 61 Subpart M

Title 40, CFR Part 61 Subpart M establishes national emission standards for asbestos containing materials during demolition and renovation. Furthermore, the regulation outlines procedures for asbestos emission control during demolition or renovation activities.

Toxic Substances Control Act (Title 40, Code of Federal Regulation Part 763 Subpart R)

The Toxic Substances Control Act of 1976 gives the EPA authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. The EPA repeatedly

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screens these chemicals and can require reporting or testing of any that may pose an environmental or human health hazard. It can ban the manufacture and import of chemicals that pose an unreasonable risk. Also, the EPA has mechanisms in place to track the thousands of new chemicals that industry develops each year with either unknown or dangerous characteristics. It can control these chemicals as necessary to protect human health and the environment. The act supplements other federal statutes, including the Clean Air Act and the TRI under EPCRA.

Responsible agencies that regulate hazardous materials and waste include:

US EPA. The EPA is the primary federal agency that regulates hazardous materials and waste. In general, the EPA works to develop and enforce regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for issuing permits and for monitoring and enforcing compliance. EPA programs promote handling hazardous wastes safely, cleaning up contaminated land, and reducing trash. Under the authority of the RCRA and in cooperation with state and tribal partners, the Waste Management Division manages a hazardous waste program, an underground storage tank program, and a solid waste program that includes development of waste reduction strategies such as recycling.

California EPA. CalEPA was created in 1991 by Governor's Executive Order. The six boards, departments, and office were placed under the CalEPA umbrella to create a cabinet-level voice for the protection of human health and the environment and to ensure the coordinated deployment of state resources. CalEPA oversees hazardous materials and hazardous waste compliance throughout California.

California Department of Toxic Substances Control. The DTSC is a department of CalEPA, which authorizes DTSC to carry out the RCRA program in California to protect people from exposure to hazardous wastes. The department regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (Title 22, California Code of Regulations, Divisions 4 and 4.5). Permitting, inspection, compliance, and corrective action programs ensure that people who manage hazardous waste follow state and federal requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. San Bernardino County, including the City of Ontario, is in DTSC's Southern California region.

DTSC cleans up or oversees approximately 220 hazardous substance release sites at any given time and completes an average of 125 cleanups each year. An additional 250 sites are listed on DTSC's EnviroStor database of properties that may be contaminated. DTSC also maintains a Site Mitigation and Brownfields Reuse Program Database.

Under the DTSC, the Statewide Compliance Division administers the technical implementation of the state's Unified Program, a consolidation of six environmental programs at the local level. This program was established under the amendments to the California Health and Safety Code made by Senate Bill 1082 in 1994. The six programs that make up the Unified Program are:

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- Hazardous Materials Business Plan/Emergency Response Plan
- Hazardous Waste/Tiered Permitting
- Underground Storage Tanks
- Aboveground Storage Tanks Spill Prevention Control and Countermeasures
- California Accidental Release Prevention Program (CalARP)
- Uniform Fire Code Hazardous Materials Management Plan

The division also conducts triennial reviews of Unified Program agencies to ensure their programs are consistent statewide, conform to standards, and deliver quality environmental protection at the local level. It carries out the inspections, enforcement, and complaint response at the state's hazardous waste generators, facilities, and transporters and oversees the hazardous waste generator and on-site waste treatment surveillance and enforcement program carried out by local Unified Programs.

Certified Unified Program Agency. A CUPA is a local agency that has been certified by CalEPA to implement the local Unified Program. The CUPA can be a county, city, or joint powers authority. A participating agency is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. A designated agency is a local agency that has not been certified by CalEPA to become a CUPA but is the responsible local agency that would implement the six Unified Programs until they are certified.

The Unified Program is related to the State Emergency Response Commission (SERC) and local emergency planning committees (LEPC) that were established under both federal (EPCRA) and state authority for the hazardous materials business plans and emergency response plans. Though the CUPA structure does not specifically incorporate the SERC and LEPCs, both SERC and CUPA have found it beneficial to establish strong communication and coordination on hazardous materials issues. The CUPA board now has a representative on the SERC, and members of LEPCs are also CUPA board members. Common issues include ensuring that hazardous materials, waste, and tank programs maintain strong coordination and communication for maximum consistency in program implementation. Shared data, joint resources, common forms, provision of emergency information, and regulatory review are other interests that are coordinated by the CUPA board and SERC/LEPCs.

San Bernardino County is a member of the Southern California Hazardous Waste Management Authority, and works on a regional level to solve hazardous waste problems. The San Bernardino County Fire Protection District (SBCFPD), Hazardous Materials Division (HMD) is designated by the state as the CUPA for the County of San Bernardino. The fire department focuses on the management of specific environmental programs at the local government level to address the disposal, handling, processing, storage, and treatment of local hazardous materials and waste products. The CUPAs are also responsible for implementing the leak prevention element of the Underground Storage Tank (UST) Program.

Programs that regulate hazardous materials and waste include:

UST Program. Releases of petroleum and other products from USTs are the leading source of groundwater contamination in the United States. The RCRA Subtitle I established regulations governing the storage of

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petroleum products and hazardous substances in USTs and the prevention and cleanup of leaks. In EPA Region 9 (California, Arizona, Hawaii, Nevada, Pacific Islands, and over 140 tribal nations) the UST program operates primarily through state agency programs with EPA oversight. In California, the State Water Resources Control Board (SWRCB), under the umbrella of CalEPA, provides assistance to local agencies enforcing UST requirements. The purpose of the UST program is to protect public health and safety and the environment from releases of petroleum and other hazardous substances. The program consists of four elements: leak prevention, cleanup, enforcement, and tank tester licensing. In September 2004, the SWRCB adopted regulations that require electronic submittal of information for groundwater cleanup programs, including groundwater analytical data, the surveyed locations of monitoring wells, and other data. The SWRCB's GeoTracker system currently has information submitted by responsible parties for over 10,000 leaking UST (LUST) sites statewide and has been extended to include all SWRCB groundwater cleanup programs including the LUST, non-LUST (Spill, Leaks, Investigation, and Cleanup), Department of Defense, and landfill programs.

The SBCFPD HMD is charged with the responsibility of conducting compliance inspections of regulated facilities in San Bernardino County. Regulated facilities are those that handle hazardous materials, generate or treat hazardous waste, and/or operate an underground storage tank. All new installations of underground storage tanks require an inspection, along with the removal of the old tanks under strict chain-of-custody protocol.

County of San Bernardino Hazardous Waste Management Plan. Assembly Bill 2948 (Chapter 1504, Statutes of 1986), commonly known as the Tanner Bill, authorized counties to prepare hazardous waste management plans (HWMP) in response to the need for safe management of hazardous wastes. The County of San Bernardino HWMP was adopted by the County and approved by the State in February 1990. The County HWMP serves as the primary planning document for the management of hazardous waste in San Bernardino County. It identifies the types and amounts of wastes generated in the county; establishes programs for managing these wastes; identifies an application review process for the siting of specified hazardous waste facilities; identifies mechanisms for reducing the amount of waste generated in the county; and identifies goals, policies, and actions for achieving effective hazardous waste management. Hazardous materials and waste are managed by the SBCFPD HMD. As further required by the state, all cities in San Bernardino County must also adopt a city HWMP.

Hazardous Materials Disclosure Programs. Both the federal government and the State of California require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials, termed a reporting quantity, to submit a hazardous materials business plan to its local CUPA (Code of Federal Regulations, EPA, SARA, and Title III; California Health and Safety Code, Division 20, Chapter 6.95, Sections 25500–25520; Title 19 California Code of Regulations, Chapter 2, Sub-Chapter 3, Article 4, Sections 2729–2734).

According to the SBCFPD HMD guidelines, the preparation, submittal, and implementation of a business plan is required by any business that handles a hazardous material or a mixture containing a hazardous material in quantities equal to or greater than those outlined below:

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- Any business that uses, generates, processes, produces, treats, stores, emits, or discharges a hazardous material in quantities at or exceeding 55 gallons, 500 pounds, or 200 cubic feet (compressed gas) at any one time in the course of a year.
- All hazardous waste generators, regardless of quantity generated.
- Any business that handles, stores, or uses Category I or II pesticides, as defined by the federal Insecticide, Fungicide, and Rodenticide Act, regardless of amount.
- Any business that handles DOT Hazard Class 1 (explosives, found in 49 CFR), regardless of amount.
- Any business that handles extremely hazardous substances in quantities exceeding the threshold planning quantity. Extremely hazardous substances are designated pursuant to the EPCRA Section 302, and are listed in 40 CFR Part 355.
- Any business subject to the EPCRA, also known as SARA Title III. Generally, EPCRA includes facilities that handle hazardous substances above 10,000 pounds or extremely hazardous substances above threshold planning quantities. There are some exceptions, including retail gas stations with up to 75,000 gallons of gasoline or 100,000 gallons of diesel fuel in USTs that meet the 1998 upgrade requirements.
- Any business that handles radioactive material that is listed in Appendix B of Chapter 1 of 10 CFR.

Businesses are required to update their business plans with the SBCFPD HMD annually. The entire plan must be reviewed and recertified every three years. In addition, the plan must be revised within 30 days of change of owner, business address, business name, emergency contact information, inventory, or other site conditions that may significantly impact emergency response.

Occupational Safety: Title 8

CalOSHA administers federal occupational safety requirements and additional state requirements in accordance with California Code of Regulations Title 8. CalOSHA requires preparation of an Injury and Illness Prevention Program (IIPP), which is an employee safety program of inspections, procedures to correct unsafe conditions, employee training, and occupational safety communication. This program is administered via inspections by the local CalOSHA enforcement unit.

CalOSHA regulates lead and asbestos exposure during construction activities under CCR Title 8, Section 1532.1, Lead, and CCR Title 8, Section 1529 which establishes the rules and procedures for conducting demolition and construction activities such that worker exposure to lead and asbestos contamination is minimized or avoided.

Hazardous Materials Incident Response

Under Title III of SARA, the LEPC is responsible for developing an emergency plan for preparing for and responding to chemical emergencies in that community. This emergency plan must include:

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- An identification of local facilities and transportation routes where hazardous materials are present.
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan).
- A plan for notifying the community that an incident has occurred.
- The names of response coordinators at local facilities.
- A plan for conducting exercises to test the plan.

The plan is reviewed by the SERC and publicized throughout the community. The LEPC is required to review, test, and update the plan each year. The SBCFPD HMD is responsible for coordinating hazardous material coordination and inspection in Ontario.

Hazardous Material Spill/Release Notification Guidance

All significant spills, releases, or threatened releases of hazardous materials must be immediately reported. Federal and state emergency notification is required for all significant releases of hazardous materials. Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. Many state statutes require emergency notification of a hazardous chemical release:

- Health and Safety Codes Sections 25270.7, 25270.8, and 25507
- Vehicle Code Section 23112.5
- Public Utilities Code Section 7673, (PUC General Orders #22-B, 161)
- Government Code Sections 51018, 8670.25.5 (a)
- Water Code Sections 13271, 13272
- California Labor Code Section 6409.1 (b)10

In addition, all releases that result in injuries or workers harmfully exposed must be immediately reported to California Occupational Safety and Health Administration (California Labor Code Section 6409.1[b]). For additional reporting requirements, also refer to the Safe Drinking Water and Toxic Enforcement Act of 1986, better known as Proposition 65, and Section 9030 of the California Labor Code.

CalARP became effective on January 1, 1997, in response to Senate Bill 1889. CalARP replaced the California Risk Management and Prevention Program. Under the CalARP, the Governor's Office of Emergency Services must adopt implementing regulations and seek delegation of the program from the EPA. CalARP aims to be proactive and therefore requires businesses to prepare risk management plans, which are detailed engineering analyses of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. In most cases, local governments will have the lead role for working directly with businesses in this program. The County of San Bernardino Fire Department is the CUPA designated as the administering agency for CalARP.

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Hazardous Materials Business Plans

Both the federal government (Code of Federal Regulations) and the State of California (California Health and Safety Code) require all businesses that handle more than a specified amount—or “reporting quantity”—of hazardous or extremely hazardous materials to submit a hazardous materials business plan to its CUPA. According to the Environmental Health Department (EHD) guidelines, the preparation, submittal, and implementation of a business plan is required by any business that handles a hazardous material or a mixture containing a hazardous material in specified quantities.

Business plans must include an inventory of the hazardous materials at the facility. Businesses must update the whole plan at least every three years and the chemical portion every year. Also, business plans must include emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans need to identify the procedures for immediate notification of all appropriate agencies and personnel, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all company emergency coordinators, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

The EHD currently reviews submitted business plans and updates. Businesses that handle hazardous materials are required by law to provide an immediate verbal report of any release or threatened release of hazardous materials if there is a reasonable belief that the release or threatened release poses a significant present or potential hazard to human health and safety, property, or the environment. The EHD is also charged with the responsibility of conducting compliance inspections of regulated facilities in San Bernardino County.

California Accidental Release Prevention Program

CalARP became effective on January 1, 1997, in response to Senate Bill 1889. CalARP aims to be proactive and therefore requires businesses to prepare risk management plans, which are detailed engineering analyses of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. This requirement is coupled with the requirements for preparation of hazardous materials business plans under the Unified Program, implemented by the CUPA.

Leaking Underground Storage Tanks

Leaking USTs have been recognized since the early 1980s as the primary cause of groundwater contamination from gasoline compounds and solvents. In California, regulations aimed at protecting against UST leaks have been in place since 1983 (Health and Safety Code). This occurred one year before RCRA was amended to add Subtitle I, requiring UST systems to be installed in accordance with standards that address the prevention of future leaks. The SWRCB has been designated the lead California regulatory agency in the development of UST regulations and policy.

Older tanks are typically single-walled steel tanks. Many of these have leaked as a result of corrosion, punctures, and detached fittings. As a result, the State of California required the replacement of older tanks with new double-walled fiberglass tanks with flexible connections and monitoring systems. UST owners were given 10 years to comply with the new requirements—the deadline was December 22, 1998. However, many UST owners did not act by the deadline, so the state granted an extension for their replacement ending January 1, 2002. The

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California Regional Water Quality Control Boards, in cooperation with the Office of Emergency Services, maintain an inventory of leaking USTs in a statewide database.

California Code of Regulations, Title 22, Division 4.5

Title 22, Division 4.5, of the California Code of Regulations sets forth the requirements for hazardous-waste generators; transporters; and owners or operators of treatment, storage, or disposal facilities. These regulations include the requirements for packaging, storage, labeling, reporting, and general management of hazardous waste prior to shipment. In addition, the regulations identify standards applicable to transporters of hazardous waste. These regulations specify the requirements for transporting shipments of hazardous waste, including manifesting, vehicle registration, and emergency accidental discharges during transportation.

California Health and Safety Code, Sections 17920.10, 105255, and 39650

California Health and Safety Codes 17920.10, 105255, and 39650 require that emissions of toxic air contaminants, such as lead and asbestos should be controlled to levels which prevent harm to the public health during demolition activities.

Airport-Related Hazards

State Aeronautics Act

Airport authorities and other agencies regulate aircraft activity. The State Aeronautics Act (Public Utilities Code Section 21001 et seq.) is implemented by Caltrans's Division of Aeronautics. Key purposes of the act include to: 1) foster and promote safety in aeronautics; 2) ensure that state laws and regulations relating to aeronautics are consistent with federal aeronautics laws and regulations; and 3) ensure that persons residing within the vicinity of airports are protected against intrusions by unreasonable levels of aircraft noise. The Division of Aeronautics issues permits for and annually inspects hospital heliports and public-use airports, makes recommendations regarding proposed school sites within two miles of an airport runway, and authorizes helicopter landing sites at/near schools.

The State Aeronautics Act also establishes statewide requirements for airport land use compatibility plans (ALUCP). These plans are intended to provide for the orderly growth of a public airport and the area surrounding the airport while safeguarding the general welfare of inhabitants near the airport and the public in general. Caltrans's *California Airport Land Use Planning Handbook* provides guidelines for preparing ALUCPs that establish policies applicable to a range of issues, including the influence areas of airports, aircraft noise standards and criteria, accident potential zones, and building height zones near airports. San Bernardino County opted for an alternative to the Airport Land Use Commission and delegated responsibility to prepare an ALUCP to each airport's jurisdiction. Other public agencies also provide policy guidance or promulgate standards that address regional transportation and safety issues related to airport land use compatibility planning. Land use compatibility assessments are part of both the Ontario International Airport (ONT) and Chino Airport Master Land Use Plans.

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Federal Aviation Administration

The basic responsibilities of the Federal Aviation Administration (FAA), under the US Department of Transportation, are the regulation of civil aviation to promote safety, airspace and air traffic management, and the regulation of commercial space transportation. CFR contains standards for aircraft noise emission levels.

Air Safety Zones

The California ALUC Planning Handbook provides planning guidance to ALUCs and counties and cities with jurisdiction over airport area land uses. The purpose of the handbook is to support the State Aeronautics Act. The handbook allows jurisdictions flexibility in determining air safety zones that represent areas of assumed accident potential.

Fire Hazards

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) is dedicated to the fire protection and stewardship of over 31 million acres of California's wildlands. The Office of the State Fire Marshal (OSFM) supports the CDF mission to protect life and property through fire prevention engineering programs, law and code enforcement, and education. The OSFM provides for fire prevention by enforcing fire-related laws in state-owned or -operated buildings, investigating arson fires in California, licensing those who inspect and service fire protection systems, approving fireworks for use in California, regulating the use of chemical flame retardants, evaluating building materials against fire safety standards, regulating hazardous liquid pipelines, and tracking incident statistics for local and state government emergency response agencies.

California Fire Code

The California Fire Code (California Code of Regulations Title 24 Part 9) sets forth requirements for building materials and methods pertaining to fire safety and life safety, fire protection systems in buildings, emergency access to buildings, and handling and storage of hazardous materials. The City adopts the update to the California Fire Code every three years.

California Building Code

The California Building Code requires the installation and maintenance of smoke alarms in residential dwelling units, as well as carbon monoxide detectors in every hallway leading to bedrooms.

- **California Code of Regulations Title 24, Part 2, Section 907.2.11.2.** Smoke alarms shall be installed and maintained on the ceiling or wall outside of each separate sleeping area in the immediate vicinity of bedrooms. In each room used for sleeping purposes, and in each story within a dwelling unit. The smoke alarms shall be interconnected.

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Emergency Preparedness

Senate Bill 379

Senate Bill No. 379 requires that upon the next revision of a local hazard mitigation plan on or after January 1, 2017, or, if the local jurisdiction has not adopted a local hazard mitigation plan, beginning on or before January 1, 2022, require the Safety Element to be reviewed and updated as necessary to address climate adaptation and resiliency strategies applicable to that city or county.

San Bernardino County Office of Emergency Services

The OES is also a division of the SBCFPD and is responsible for disaster planning and emergency services coordination throughout the county, including the City of Ontario. The goal of the OES is to improve public and private sector readiness, and to mitigate local impacts resulting from natural or man-made emergencies through disaster preparedness planning and appropriate response efforts with city departments and local and state agencies. While OES does not directly manage field operations, it manages an Incident Command Post to ensure coordination of disaster response and recovery efforts through its day-to-day program management and during an incident/disaster. The division also manages and operates the Emergency Operations Center (EOC), which is the primary coordination point for disasters and major emergencies.

In the event of a disaster or an incident requiring complex coordination, preselected and trained responders report to the San Bernardino County Operational Area EOC. The 100-plus responders have been trained to perform specific functions designated under the Standardized Emergency Management System to coordinate emergency management of disasters. These responders are available 24 hours a day 7 days a week. OES conducts annual exercises in the EOC to test the readiness of various types of disasters and large-scale emergencies.

The OES is also responsible for the countywide Emergency Management Plan, which is currently under revision. The plan identifies hazards and response, roles and responsibilities, and other key activities of government during a disaster. The office also maintains copies of the emergency management plans for the 24 cities/towns in the operational area. The OES assists county unincorporated communities and residents by assigning an OES officer to assist in meeting their local planning goals and needs. These mostly isolated areas of the county may have the need for special considerations in a disaster.

Evacuation Routes

Government Code Section 65302 requires the safety element of a general plan to address evacuation routes. The CAL FIRE Safety Element checklist also requires cities to address evacuation routes. In addition, Senate Bill 99 (2018) requires a safety element, upon the next revision of the housing element on or after January 1, 2020, to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes.

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Regional Laws

Hazardous Materials

South Coast Air Quality Management District & Environmental Protection Agency South Coast AQMD Rule 1403 and EPA govern the demolition of buildings containing asbestos and lead materials. Both, rule 1403 and EPA specifies work practices with the goal of minimizing asbestos and lead emissions during building demolition and renovation activities, including the removal and associated disturbance of asbestos and lead-containing material. The requirements for demolition and renovation activities include asbestos and lead surveying, notification, removal procedures, time schedules, handling and cleanup procedures, and storage and disposal requirements for asbestos and lead-containing waste materials.

5.9.1.2 EXISTING CONDITIONS

Hazardous Materials

Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a business or implementing agency has a reasonable basis for believing would be injurious to public health and safety or harmful to the environment if released into the workplace or the environment.

Hazardous Waste Generators

The RCRA manages and keeps an inventory of hazardous waste handlers with a national program called RCRA Info. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies pass on the information to regional and national EPA offices. As of August 2021, the City of Ontario has 53 facilities reporting the processing, handling, or use of hazardous materials.

Hazardous Materials Sites

A database search found hazardous materials cleanup sites in Ontario on four databases—the EPA’s Superfund Enterprise Management System and Brownfields databases; the Department of Toxic Substances Control’s EnviroStor database; and the State Water Resources Control Board’s GeoTracker database (see Table 5.9-1). Only open EnviroStor and GeoTracker cases are listed in Table 5.9-1, *Hazardous Material Sites in the City*, and mapped on Figure 5.9-1, *Hazardous Materials Cleanup Sites*). Brownfield sites are properties whose use or reuse is constrained by the presence or potential presence of hazardous materials.

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Table 5.9-1 Hazardous Materials Sites in the City

Site Name Address	Reason for Listing and Regulatory Status
Superfund Enterprise Management System, US Environmental Protection Agency	
Certified Towing Abandoned Drums 1135 East State Street	Removal only site (no site assessment work needed)
*Milliken Sanitary Landfill 2050 South Milliken Avenue	Other Cleanup Activity: State-Lead Cleanup
*Ontario Drums 1516 South Bon View Avenue	Removal only site (no site assessment work needed)
*Ponzi Scheme Paints 1 4290 Brickell Street	Removal only site (no site assessment work needed)
*Ponzi Scheme Paints 2 2830 Old Guasti Road	Removal only site (no site assessment work needed)
*Vineyard Mercury Spill 2570 South Vineyard Avenue	Removal only site (no site assessment work needed)
Brownfield Sites, US Environmental Protection Agency	
Kik Pool Additives INC. 5160 East Airport Drive	Site assessment completed 2013
Koppers Company INC. 12200 Airport Drive	Site assessment completed 1997
General Electric Company 234 East Main Street	Site assessment completed 2001
GeoTracker Database, State Water Resources Control Board	
Leaking Underground Storage Tank (LUST): Open Cases	
Location, GeoTracker ID, and Address	Cleanup Status and Contamination Information
Fast Fuel Service Station #920 ID: T0607100388 1315 4th Street Ontario, CA 91764	Open (05/18/1995) – Site Assessment as of 12/24/2008 <ul style="list-style-type: none"> Contaminant of concern: Gasoline. Media of concern: Soil. Site was transferred by the SBCFPD to the RWQCB. Work directive sent to property owner from RWQCB on 01/29/2020.
EPA Toxic Release Inventory (TRI) Facilities	
Location, TRI Facility ID, and Address	TRI Data Summary for Reporting Year 2020
Summit Machining LLC ID: 9176WSMMTM288EP 2880 East Philadelphia Street	Total Releases: 3lb Total Waste Management: 681,248lb
Danco En ID: 9176WDNCNX1745E 1745 East Monticello Court	Total Releases: 0lb Total Waste Management: 62,155lb
*Danco Anodizing ID: 91761NMLDB1750M 1750 East Monticello Court	Total Releases: 0lb Total Waste Management: 45,204lb
Alltech Inc. ID: 9176WLLTCH172SC 1702 South Cucamonga Avenue	Total Releases: 3,488lb Total Waste Management: 3,488lb
Elite Comfort Solutions ID: 9176WPCFCR1671S 1671 South Champagne Avenue	Total Releases: 255lb Total Waste Management: 719lb

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Table 5.9-1 Hazardous Materials Sites in the City

Site Name Address	Reason for Listing and Regulatory Status
Lighting Resources LLC ID: 9176WLGHTN85EFR 805 East Francis Street	Total Releases: 0lb Total Waste Management: 124,216lb
*Linde Inc. ID: 91761NNCRB5705E 5705 East Airport Drive	Total Releases: 3,012lb Total Waste Management: 3,012lb
*Southwest Concrete Products ID: 91762STHWS519SB 519 South Benson Avenue	Total Releases: 0lb Total Waste Management: 14lb
Armorcast Products Co. ID: 9176WRMRC5SDUP 500 South Dupont Avenue	Total Releases: 19,563lb Total Waste Management: 19,563lb
*L&P Financial Services Co. ID: 91761LGGTT1050S 1050 South Dupont Avenue	Total Releases: 12lb Total Waste Management: 12lb
*New Indy Containerboard ID: 91761NLNDC5100J 5100 East Jurupa Street	Total Releases: 34,891lb Total Waste Management: 35,508lb
*PRC Composites LLC ID: 91761WMBRR1400S 1400 South Campus Avenue	Total Releases: 500lb Total Waste Management: 500lb
Holliday Rock ID: 9176WCLPRT84SCU 840 South Cucamonga Avenue	Total Releases: 0lb Total Waste Management: 0lb
Hudson Technologies Co. ID: 9176WPLRTC747EF 747 East Francis Street	Total Releases: 4,125lb Total Waste Management: 4,147lb
Alger Precision Machining ID: 91761LGRMF724SB 724 South Bon View Avenue	Total Releases: 0lb Total Waste Management: 30,490lb

Resource Conservation and Recovery Act Sites

Site Name and Address	Type of Hazardous Waste and North American Industry Classification System (NAICS) Code
AAMP of America 2500 East Francis Street	All Other Waste Management Services NAICS Code 56299
Abba Roller LLC 1351 Philadelphia Street	NAICS Code 326291 Rubber Product Manufacturing for Mechanical Use
All Time Machine, Inc. 2050 South Del Rio Way	NAICS Code 33271 Machine Shop
Alliance Bus Lines Inc 1247 West Brooks Street	NAICS Code 48541 School and Employee Bus Transportation
Alltech Inc 1702 South Cucamonga Avenue	NAICS Code 311611 Slaughterhouse
Alpha Surplus Inc 1980 Elm Court	NAICS Code 42169 Electronic Parts and Equipment Wholesale
APMD CLS Powder Coating Inc 1151 Acacia Court	NAICS Code 32551 Paint and Coating Manufacturing

5. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

Table 5.9-1 Hazardous Materials Sites in the City

Site Name Address	Reason for Listing and Regulatory Status
Axium Plastics LLC 5701 Clark Street	NAICS Code 32616 Plastics Bottle Manufacturing
Beneficial Ag Services 8271 Chino Avenue	NAICS Code 56299 All Other Waste Management Services
Benson Auto Dismantling 1555 West State Street	NAICS Code 42114 Motor Vehicle Parts Wholesalers
Broco Inc 400 South Rockefeller Avenue	NAICS Code 335311 Power, Distribution, and Specialty Transformer Manufacturing
Calidad Inc 1730 Balboa Avenue	NAICS Code 331491 Nonferrous Metal (except copper and aluminum) Rolling, Drawing, and Extruding
California Die Casting Inc 1820 Grove Avenue	NAICS Code 331521 Aluminum Die-Casting Foundries
Can Am Auto Salvage Inc 1125 East California Street	NAICS Code 44131 Automotive Parts and Accessories Stores
Cardenas Markets Distribution Center 2501 East Guasti Road	NAICS Code 454390 Direct Selling Establishment
Cardinal Logistics Management 1800 Wineville Road	Large Quantity Generator NAICS Code 423120 and 441310 Motor Vehicle Supplies and New Parts Merchant Wholesalers Automotive Parts and Accessories Stores
Castle Industries Inc. of Ca. 601 South Dupont Avenue	NAICS Code 332912, 33271, 54171, 336411, and 336413 Fluid Power Valve and Hose Fitting Manufacturing Machine Shops Research and Development in the Physical, Engineering, and Life Sciences Aircraft manufacturing Aircraft Parts and Auxiliary Equipment Manufacturing
Chino Basin Water Dist. Rp-1 2662 Walnut Street	NAICS Code 22132 Sewage Treatment Facilities
Coast Plastics Inc 936 Francis Street	NAICS Code 337215 Showcase, Partition, Shelving, and Locker Manufacturing
Coastal Pacific Food Distributors, Inc. 1520 East Mission Boulevard	NAICS Code 311611 and 42241 Slaughterhouse General Line Grocery Wholesalers
Cox A Division of KLS Doors 4755 Zinfandel Court	NAICS Code 333514 Special Die and Tool, Die Set, Jig, and Fixture Manufacturing
Dependable Highway Express Ontario 1351 South Campus Avenue	NAICS Code 532120 Truck, Utility Trailer, and Recreational Vehicle Rental and Leasing
Dunn-Edwards Corporation 2401 Vineyard Avenue	NAICS Code 44419 and 44412 Building Material Dealers Paint and Wallpaper Retailers
Eagle Signs 1028 Acacia Street	NAICS Code 23521 Painting and Wall Covering Contractors
Elite Comfort Solutions 1671 South Champagne Avenue	NAICS Code 32615 Urethane and Other Foam Product (Except Polystyrene) Manufacturing
Flint Group Packaging Inks North America Corp 4663 Guasti Road	Small Quantity Generator NAICS Code 325910 Printing Ink Manufacturing

5. Environmental Analysis
HAZARDS AND HAZARDOUS MATERIALS

Table 5.9-1 Hazardous Materials Sites in the City

Site Name Address	Reason for Listing and Regulatory Status
Fuji Natural Foods 13500 Milliken Avenue	NAICS Code 56299 Other Waste Management Services
Gerard Daniel Worldwide 1420 Vintage Avenue	NAICS Code 332618 Fabricated Wire Product Manufacturing
Hera Technologies LLC 1590 Milliken Avenue	NAICS Code 56299 Other Waste Management Services
Hudson Technologies Company 747 Francis Street	NAICS Code 325199 Basic Organic Chemical Manufacturing
IDX-Los Angeles 5005 Philadelphia Street	NAICS Code 56299 Other Waste Management Services
JJT Logistics 1090 Belmont Street	NAICS Code 488949 Support Activities for Road Transportation
JLMC Inc 1944 Bon View Avenue	Small Quantity Generator NAICS Code N/A
Lamb Engineering Inc 1811 Lake Place	NAICS Code 33271 and 56299 Machine Shop Other Waste Management Services
Legacy Supply Chain Services 1000 Cucamonga Avenue	NAICS Code 48423 Specialized Fright Trucking, Long-Distance
Leggett and Platt Inc 1050 Dupont Avenue	NAICS Code 32615 Urethane and Other Foam Product (Except Polystyrene) Manufacturing
Lowe's #2270 2390 Grove Avenue	Small Quantity Generator NAICS Code 444110 Home Centers
M & M Precision Co 2125 Hellman Avenue	NAICS Code 56299 Other Waste Management Services
Marlee Manufacturing Inc 4711 Guasti Road	NAICS Code 335222 Household Refrigerator and Home Freezer Manufacturing
Melmarc Products Inc 752 Campus Avenue	NAICS Code 33636 Motor Vehicle Seating and Interior Trim Manufacturing
Mueller Plastics Corp Inc 3070 Cedar Street	NAICS Code 326199 Other Plastics Product Manufacturing
National Distribution Centers, LLC 4100 Mission Boulevard	NAICS Code 53113 Lessors of Mini-Warehouse and Self-Storage Units
Net Shapes Inc 1705 Baker Avenue	NAICS Code 331512 Steel Investment Foundries
New Flyer of America 2880 Jurupa Street	NAICS Code 336992 Military Armored Vehicle, Tank, and Tank Component Manufacturing
Nordstrom Distribution Center 1600 Milliken Avenue	NAICS Code 49319 Warehousing and Storage
O W Lee Co Inc 1822 Francis Street	NAICS Code 337124 Metal Household Furniture Manufacturing
OPEPAC Building Products 2401 Philadelphia Street	NAICS Code 42131 Lumber, Plywood, Millwork, and Wood Panel Wholesalers
Passport Food Group LLC 2539 Philadelphia Street	NAICS Code 311999 Other Miscellaneous Food Manufacturing

5. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

Table 5.9-1 Hazardous Materials Sites in the City

Site Name Address	Reason for Listing and Regulatory Status
Praxair, Inc 5705 Airport Drive	NAICS Code 327331 Concrete Block and Brick Manufacturing
Primo's Cylinder Head Inc 630 South Bon View Avenue	NAICS Code 56299 Other Waste Management Services
Proactive Packaging & Display Inc 602 Rockefeller Avenue	NAICS Code 56299 Other Waste Management Services
Pt Engineering 4025 Guasti Road	NAICS Code 56299 Other Waste Management Services
Raymond Handling Solutions 1945 Burgundy Place	NAICS Code 331512 and 42183 Steel Investment Foundries Industrial Machinery and Equipment Wholesalers
S & H Glenco Manufacturing LLC 707 Hope Avenue	NAICS Code 332722 Bolt, Nut, Screw, Rivet, and Washer Manufacturing
Santa Rosa Lead Products LLC 3949 Guasti Road	NAICS Code 42133 Roofing, Siding, and Insulation Material Wholesalers
Savage BMW 1251 Auto Center Drive	Small Quantity Generator NAICS Code 44111 New Car Dealers
Soup Bases Loaded 2355 Francis Street	NAICS Code 31611 Leather and Hide Tanning and Finishing
Specialized Dairy Service Inc 1710 Philadelphia Street	NAICS Code 81149 Other Personal and Household Goods Repair and Maintenance
Stiles Animal Removal 2107 Milliken Avenue	NAICS Code 56299 Other Waste Management Services
Test Rite Product Corp 1900 Burgundy Place	NAICS Code 56299 Other Waste Management Services
The Newark Group, Inc. 4502 Airport Drive	NAICS Code 322214 Fiber Can, Tube, Drum, and Similar Products Manufacturing
The Winsford Corporation DBA Forbes Industries 1933 Locust Street	NAICS Code 326121 Unlaminated Plastics Profile Shape Manufacturing
WAC LLC 1555 Vintage Avenue	NAICS Code 332214 Kitchen Utensil, Pot, and Pan Manufacturing
Yillik Precision Carbides 1621 Cucamonga Avenue	NAICS Code 56299 Other Waste Management Services
GeoTracker Cleanup Program Sites: Open Cases	
Location, GeoTracker ID, and Address	Cleanup Status and Contamination Information
Alger Manufacturing Company, Inc. ID: SL208413896 724 South Bon View Avenue Ontario, CA 91761	Open (05/01/1992) – Assessment and Interim Remedial Action as of 05/02/2017. <ul style="list-style-type: none"> • Contaminants of concern: Tetrachloroethylene (PCE), trichloroethylene (TCE). • Medias of concern: soil, soil vapor, indoor air and aquifer used for water supply. • Soil vapor extraction and treatment system fully operational October 23, 2000. Groundwater and vapor monitoring wells installed in 2010 and 2013 – 2014.

5. Environmental Analysis HAZARDS AND HAZARDOUS MATERIALS

Table 5.9-1 Hazardous Materials Sites in the City

Site Name Address	Reason for Listing and Regulatory Status
General Electric – Flat Iron ID: SL0607132486 234 Main Street Ontario, CA 91762	Open (07/01/1987) – Assessment and Interim Remedial Action as of 05/02/2017. <ul style="list-style-type: none"> Groundwater contaminants of concern: Trichloroethene (TCE), tetrachloroethene (PCE), and chromium (Cr) in both Trivalent and Hexavalent states. Soil contaminants of concern: PCE, TCE, Cr, total xylenes, toluene, ethylbenzene, 1,1,1,-trichloroethane, and 1,1,2-trichloroethane. Implementation of the Phase I Expansion of the Interim Measures sent to property owner from Wood Environment & Infrastructure Solutions on 04/08/2021.
General Electric Company – Jet Engine Test Cell Facility ID: SL208133868 2264 East Avion Street Ontario, CA 91761	Open (05/18/1990) – Verification Monitoring as of 02/05/2010. <ul style="list-style-type: none"> Contaminants of concern: Tetrachloroethylene (PCE), trichloroethylene (TCE). Media of concern: Aquifer used for drinking water supply. Work Plan for Soil Vapor and Groundwater Investigation at Upgradient and Cross-Gradient Locations prepared in 2021.
Ontario International Airport Joint Investigation ID: SLT8R032391 Ontario International Airport Ontario, CA 91761	Open (07/01/1994) – Site Assessment as of 07/01/1994. <ul style="list-style-type: none"> Contaminants of concern: Other chlorinated hydrocarbons and trichloroethylene (TCE). Media of concern: Aquifer used for drinking water. This site is a joint investigation at Ontario International Airport by the California Air Natl Guard; Northrop; Douglass Aircraft; Aerojet General; and Lockheed Aircraft.
South Archibald TCE Plume ID: T10000004658 East Riverside Drive and South Archibald Avenue Ontario, CA 91761	Open (03/21/2013) – Site Assessment as of 03/21/2013. <ul style="list-style-type: none"> Contaminants of concern: Nitrate, trichloroethylene (TCE). Media of concern: Aquifer used for drinking water supply. Annual estimation for cost recovery program sent to property owner from RWQCB on 05/27/2021.
Sunshine Cleaners ID: T10000005696 2234 – 2254 South Euclid Avenue Ontario, CA 91762	Open (02/28/2014) – Site Assessment as of 02/28/2014. <ul style="list-style-type: none"> Contaminants of concern tetrachloroethylene (PCE), trichloroethylene (TCE) Media of concern: soil and soil vapor. This project was transferred to DTSC for oversight on August 4, 2016.

EnviroStor Database, Department of Toxic Substances Control

Leaking Underground Storage Tank (LUST): Open Cases

Location, EnviroStor ID, and Address	Cleanup Status and Contamination Information
Fast Fuel Service Station #920 ID: T0607100388 1315 4th Street Ontario, CA 91764	Open (05/18/1995) – Site Assessment as of 12/24/2008 <ul style="list-style-type: none"> Contaminant of concern: Gasoline. Media of concern: Soil. Site was transferred by the San Bernardino Fire Department to the RWQCB. Work directive sent to property owner from RWQCB on 01/29/2020.

EnviroStor Cleanup Sites:

Location, EnviroStor ID, and Address	Cleanup Status and Contamination Information
1425 South Vineyard Avenue ID: 60002476 1425 South Vineyard Avenue Ontario, CA 91761	Active (8/22/2018) – Voluntary Cleanup as of 8/22/2018 <ul style="list-style-type: none"> Contaminants of concern: Tetrachloroethylene (PCE) Media of concern: Soil Vapor Removal Action Workplan is scheduled to be completed in February 2022.
Alger Manufacturing Company, Inc. ID: SL208413896 724 South Bon View Avenue Ontario, CA 91761	Open (05/01/1992) – Assessment and Interim Remedial Action as of 05/02/2017. <ul style="list-style-type: none"> Contaminants of concern: Tetrachloroethylene (PCE), trichloroethylene (TCE). Medias of concern: soil, soil vapor, indoor air and aquifer used for water supply. Soil vapor extraction and treatment system fully operational October 23, 2000. Groundwater and vapor monitoring wells installed in 2010 and 2013 – 2014.

5. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

Table 5.9-1 Hazardous Materials Sites in the City

Site Name Address	Reason for Listing and Regulatory Status
Alger Manufacturing Company, Inc. ID: 36350005 724 South Bon View Avenue Ontario, CA 91761	Referred (8/30/1995) – No Further Action as of 10/25/1994 <ul style="list-style-type: none"> • Historical Site • Contaminants of concern: Halogenated solvents, oxygenated solvents, waste oil and mixed oils, metals (inorganic solid waste), and metals (sludge). • Media of concern: None specified Site Screening conducted 1988 recommended No Further Action determination due to no documented releases. In 1994 the DTSC reviewed project and concurred with the recommendation for a No Further Action determination.
Aluminum – Art Plating Company, Inc. ID: 60001398 803 West State Street Ontario, CA 91762	Active (2/1/2011) – State Response or National Priority List <ul style="list-style-type: none"> • Contaminants of concern: Total chromium (1:6 ratio CR VI: CR III). • Media of concern: Indoor air, soil, and soil vapor. In 2019, nested soil gas monitoring wells and a SVE system were installed to monitor and remediate VOCs. Additional supplemental remedial investigation fieldwork is planned, and a Remedial Action Plan is scheduled to be completed in February 2022.
American Metals Recycling ID: 36280142 2202 South Milliken Avenue Ontario, CA 91761	Inactive – Needs Evaluation as of 1/14/2008 <ul style="list-style-type: none"> • Contaminants of concern: lead, copper, 1,2-DCAm 1,3-dichlorobenzene, chlorobenzene, methylene chloride, and BTEX. • Media of concern: Soil.
Cruz Property ID: 36000010 757 East Emporia Street Ontario, CA 91761	Referred (3/16/2001) – No Further Action Recommended as of 3/13/2001 <ul style="list-style-type: none"> • Contaminants of concern: None specified. • Media of concern: Soil. County of San Bernardino County Fire Department Hazardous Materials Division reviewed documented site investigation and remedial action for contaminated soil and recommended that no further action is required.
Danco ID: 71004100 1750 Monticello Court Ontario, CA 91761	Inactive – Needs Evaluation <ul style="list-style-type: none"> • Contaminants of concern: None specified • Media of concern: None specified.
Elite Cleaners ID: 36720002 213 West Holt Avenue Ontario, CA 91762	Referred (6/3/2004) – Referred to Local Agency <ul style="list-style-type: none"> • Contaminants of concern: None specified • Media of concern: None specified
Forestar Countryside ID: 60002726 9581 Chino Avenue Ontario, CA 91761	Certified (3/23/2021) <ul style="list-style-type: none"> • Contaminants of concern: DDD, DDE, DDT, Nitrate, and Toxaphene. • Media of concern: Soil. A removal action occurred 11/4/2020 and site certification was given 3/23/2021.
Koppers – Ontario ID: 36240001 5101 East Airport Drive Ontario, CA 91761	Certified O&M Land Use Restrictions Only as of 12/21/2010 <ul style="list-style-type: none"> • Contaminants of concern: Arsenic, chromium III, chromium VI, copper compounds, and lead. • Media of concern: Soil. Site closure procedures were performed in 1986. On October 14, 1988, the RWQCB accepted the soil removal action and concurred with industrial cleanup levels for the Site. A land Use Covenant was signed on April 15, 1991.
SoCal Gas/Ontario MGP ID: 36490109 CNR Campus Avenue, Maitland Street, Monterey Avenue & Mission Boulevard Ontario, CA 91761	Certified (8/20/1993) <ul style="list-style-type: none"> • Contaminants of concern: Polynuclear aromatic hydrocarbons (PAHS), TPH-motor oil, TPH-diesel, and TPH-gas. • Media of concern: Soil. A PEA was submitted in June 1993 and site certification was given 8/20/1993.

5. Environmental Analysis HAZARDS AND HAZARDOUS MATERIALS

Table 5.9-1 Hazardous Materials Sites in the City

Site Name Address	Reason for Listing and Regulatory Status
Oakwood Interiors Site ID: 36340065 1333 South Bon View Avenue Ontario, CA 91761	Certified O&M Land Use Restrictions Only as of 12/15/2008 <ul style="list-style-type: none"> Contaminants of concern: Arsenic. Media of concern: Soil and other groundwater. <p>The site was investigated and certified with a land use covenant due to contamination left in place with LUC inspections conducted annually to ensure that the contamination under the cap is not disturbed.</p>
Ontario Village ID: 60002435 562-668 West Holt Boulevard Ontario, CA 91761	Certified O&M Land Use Restrictions Only as of 4/18/2018 <ul style="list-style-type: none"> Contaminants of concern: Tetrachloroethylene (PCE). Media of concern: Soil vapor. <p>A Phase I ESA was conducted in July 15 and a land Use Covenant was signed on April 18, 2018.</p>
Mission Cleaners ID: 60002385 120 West G Street Ontario, CA 91761	Inactive – Needs Evaluation as of 5/9/2017 <ul style="list-style-type: none"> Contaminants of concern: Tetrachloroethylene (PCE) and trichloroethylene (TCE) Media of concern: indoor air and soil
Ontario Site Discovery ID: 60003127 Bound By West State Street and South Palmetto Avenue	Active (4/27/2021) <ul style="list-style-type: none"> Contaminants of concern: None specified. Media of concern: None specified. <p>This is a site discovery project to investigate a potential source that lead to the high concentrations of tetrachloroethylene (PCE) and trichloroethylene (TCE) observed off-site of Alumin Art Plating.</p>
Isaac Cohen and Son Inc ID: 36360019 717 South Taylor Avenue Ontario, CA 91762	Certified (6/30/1989) <ul style="list-style-type: none"> Contaminants of concern: Organic liquids with metals and unspecified acid solutions. Media of concern: Soil. <p>The DTSC determined that all appropriate response actions were completed and that no further removal/remedial action was necessary.</p>
Ontario Plaza ID: 60001166 1028 West 4th Street Ontario, CA 91762	Active (10/13/2020) <ul style="list-style-type: none"> Contaminants of concern: Tetrachloroethylene (PCE). Media of concern: Soil and soil vapor.
Ontario Air National Guard ID: 36970008 2500 Jurupa Street Ontario, CA 91761	Certified (9/11/2000) <ul style="list-style-type: none"> Contaminants of concern: Sludge – paint, unspecified oil containing waste, and unspecified solvent mixtures. Media of concern: Soil. <p>Current site conditions and analytical test data indicated that no further action is warranted.</p>
General Electric, Main Facility ID: 71002298 1923 East Avion Street Ontario, CA 91761	Inactive – Needs Evaluation <ul style="list-style-type: none"> Contaminants of concern: None specified. Media of concern: None specified.
*General Electric Test Cell Facility (General Electric Aircraft) ID: CAT000622357 234 East Main Street Ontario, CA 91761	State Response (3/15/1983) – Referred to Regional Water Quality Control Board as of 5/7/2019 <ul style="list-style-type: none"> Contaminants of concern: Chromium VI and volatile organics Media of concern: Groundwater, soil, and soil vapor. <p>Preliminary site assessment occurred 1/1/1985. Remedial action, consisting of soil vapor extraction began 10/9/1996 and monitoring of soil vapor extraction continues.</p>

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HAZARDS AND HAZARDOUS MATERIALS

Table 5.9-1 Hazardous Materials Sites in the City

Site Name Address	Reason for Listing and Regulatory Status
General Electric – Flat Iron ID: SL0607132486 234 Main Street Ontario, CA 91762	Open (07/01/1987) – Assessment and Interim Remedial Action as of 05/02/2017. <ul style="list-style-type: none"> Groundwater contaminants of concern: Trichloroethene (TCE), tetrachloroethene (PCE), and chromium (Cr) in both Trivalent and Hexavalent states. Soil contaminants of concern: PCE, TCE, Cr, total xylenes, toluene, ethylbenzene, 1,1,1,-trichloroethane, and 1,1,2-trichloroethane. Implementation of the Phase I Expansion of the Interim Measures sent to property owner from Wood Environment & Infrastructure Solutions on 04/08/2021.
General Electric Company – Jet Engine Test Cell Facility ID: SL208133868 2264 East Avion Street Ontario, CA 91761	Open (05/18/1990) – Verification Monitoring as of 02/05/2010. <ul style="list-style-type: none"> Contaminants of concern: Tetrachloroethylene (PCE), trichloroethylene (TCE). Media of concern: Aquifer used for drinking water supply. Work Plan for Soil Vapor and Groundwater Investigation at Upgradient and Cross-Gradient Locations prepared in 2021.
Ontario International Airport Joint Investigation ID: SLT8R032391 Ontario International Airport Ontario, CA 91761	Open (07/01/1994) – Site Assessment as of 07/01/1994. <ul style="list-style-type: none"> Contaminants of concern: Other chlorinated hydrocarbons and trichloroethylene (TCE). Media of concern: Aquifer used for drinking water. This site is a joint investigation at Ontario International Airport by the California Air Nat'l Guard; Northrop; Douglass Aircraft; Aerojet General; and Lockheed Aircraft.

Sources: SWRCB 2021; DTSC 2021; USEPA 2022; RCRAInfo 2022.
Note: * indicates that these facilities were also listed in the 2010 Certified EIR.

The major concentration of industrial land uses in the City are near the Ontario International Airport in the central area of the City (see Figure 3-4, *Existing Land Use*).

There is one large area of intensive commercial agriculture in the southern portion of Ontario. The Ontario Ranch is an area with active dairy operations and is south of East Riverside Drive, between Euclid Avenue and Milliken Avenue. This area is part of a master-planned community undergoing a transition from agricultural uses to residential and commercial development.

Two hospitals are in Ontario—Kindred Hospital Ontario at 550 North Monterey Avenue, and Kaiser Permanente Ontario Medical Center at 2295 South Vineyard Avenue.

Hazardous Material Transport

Releases of explosive, highly flammable, or toxic materials can cause fatalities and injuries, necessitate evacuations, destroy property, or result in serious environmental effects if toxic materials seep into surface or groundwater supplies. In Ontario, hazardous materials and wastes are transported on the SR-60 and I-10. The City has no direct authority to regulate the transport of hazardous materials on federal and state highways or rail lines. When transporting explosives, inhalation hazards or other potentially dangerous materials, and controlled quantities of radioactive materials, state and federal governmental agencies require transporters to include safeguards to reduce the risks of hazardous materials release.

Figure 5.9-1
**Hazardous Material
 Cleanup Sites**



- Ontario City Boundary
- County Boundary
- Rail Network

Hazardous Material Cleanup Sites (Open Cases)

- 1, Alger Manufacturing Company Inc.
- 2, General Electric – Flat Iron
- 3, General Electric Co – Jet Engine Test Cell Facility
- 4, Ontario International Airport Joint Investigation
- 5, South Archibald TCE Plume
- 6, Sunshine Cleaners
- 7, 1425 South Vineyard Avenue
- 8, Aluminum – Art Plating Company Inc.
- 9, American Metals Recycling
- 10, Danco
- 11, Mission Cleaners
- 12, Ontario Plaza

Cleanup sites include those where soil or groundwater has been affected or is suspected to be affected by a chemical release from past or present land uses (referred to as “environmental cases”) and are identified on federal, state, and local regulatory agency lists. These lists are developed to document and record disturbance activities on identified sites. The status of each environmental case varies and can be either active (with ongoing investigations or remediation), closed (remediation or clean-up completed and approved by the regulatory agency), or unresolved (usually indicating that efforts toward remediation have stalled or been suspended).

This exhibit shows cleanup sites with open cases in Ontario which include sites with an active or unresolved status.



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HAZARDS AND HAZARDOUS MATERIALS

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5. Environmental Analysis HAZARDS AND HAZARDOUS MATERIALS

The DTSC's active hazardous waste transporter database for San Bernardino County shows five active transporters in Ontario:

- Vazquez & Sons Trucking, 1028 W. Vesta Street (Registration No. 6598)
- Swift Oil & Vacuum Inc., 1274 S. Almond Avenue (Registration No. 2789)
- JM Trucking, 837 Magnolia Avenue, Apartment C (Registration No. 4693)
- JMF Trucking, 321 S. San Antonio Avenue (Registration No. 5456)
- Rodriguez Transportation, 1758 E. Olive Street (Registration No. 5400)

The EPA's RCRA Database has details for 39 hazardous waste transporters in the City of Ontario, shown in Table 5.9-2, *EPA Hazardous Waste Transporters in Ontario in 2021*.

Table 5.9-2 EPA Hazardous Waste Transporters in Ontario in 2021

Site Facility/Name	Address	Handler ID
Able Degassing INC DBA Able Environmental Services	1326 E Francis Street	CAR000288795
Armando Rodriguez DBA A Rodriguez Transportation	1758 E Olive Street	CAR000173518
Aztec Oil	1839 E Elm Street	CAD982411548
Carny Chemical Corp	915 S Grove Avenue	CAD981674401
Century Waste Control INC	10796 Vernon Avenue	CAD982484800
EEX INC	2301 E Francis Street	CAD981686694
Fng Transport INC	1017 W Francis Street	CAR000209221
Gary Gileno INC	930 S Rockefeller Ave	CA0001018191
Gerardo Ramirez	1908 S Mountain Avenue	CAR000182063
Gold Bull Transportation INC	1024 California Street	CAR000240259
Ingalls Power Products	2051 Lynx Place	CAR000099911
Inland Counties Environmental	1910 S Archibald Avenue, Ste A	CAD983591769
J M Trucking	837 Magnolia Avenue	CAR000159020
Jose Manuel Flores	321 S San Antonio Avenue	CAR000175745
Juan Luis Vazquez	1028 W Vesta Street	CAR000276444
Koppers Company INC	12200 Airport Drive	CAT000617324
Lighting Resources INC	805 Francis Street	CAL000827758
Lighting Resources LLC	805 Francis Street	CAR000156125
McAlister Oil CO	10810 Monte Vista Avenue	CAT080012420
McAlister Oil CO	1539 S Palmetto Avenue	CAT080013147
Mendez Trucking	1722 N Hacienda Drive	CAR000053728
Pollution Control Engineering	2541 S Plum Lane	CAD980895825
Porter Cable	3949 Guasti Road, Unit A	CAR000067918

5. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

Table 5.9-2 EPA Hazardous Waste Transporters in Ontario in 2021

Site Facility/Name	Address	Handler ID
R&W Trucking	11222 Benson Avenue	CAD980585269
Ramar Electric INC	10792 Vernon Avenue	CAD048841613
Ramon Arturo Lopez DBA AL Trucking	5848 Chino Street	CAR000197657
Rick Erickson	2419 S Holmes Place	CAD982516569
Road West	1315 E Holt Boulevard	CAD021222070
Ruuhwa Dann & Associates DBA CAL Micro Recycling	461 S Dupont Avenue	CAR000198721
Sanchez Trucking	2737 S Parco Avenue	CAR000184457
Stinky INC.	5095 State Street	CAD990669806
Swift Oil & Vacuum INC	1274 S Almond Avenue	CAR000293316
Tyco Electronics	1643 S Parco Avenue	CAR000202895
Union Battery Disposal INC	1702 S Grove Avenue	CAR000254102
Vasquez & Son Trucking	1028 W Vesta Street	CAL000430325
Wallace J D Waste Oil	1561 S Oaks Avenue	CAT080031222
Waste Environmental Services & Trans INC	10746 Vernon Avenue	CAD982441792
Western Pumping	1334 N Vine Avenue	CAD982349060
Westley Cardoza	7990 Edison Avenue	CAR000217141

Source: EPA 2021; RCRA Data.

Emergency Response Planning

The role of the Ontario Fire Department in emergency response planning in Ontario, and the City's Emergency Operations Plan and Local Hazard Mitigation Plan, are described in Section 5.9.1.1, *Regulatory Framework*.

Commercial Hazardous Waste Collection

Businesses that generate no more than 27 gallons or 220 pounds of hazardous waste, or 2.2 pounds of extremely hazardous waste, per month are very small quantity generators (VSQG). The most common VSQGs in San Bernardino County are painters, print shops, auto shops, builders, and property managers. The VSQG Program is a mobile hazardous waste pick-up disposal service for eligible businesses in San Bernardino County. The SBCFPD HMD provides trained staff to properly label and mark hazardous wastes and remove it for disposal. All legal documentation is provided as part of the service. Hazardous waste collected by the VSQG Program is transported to a state-permitted processing facility in San Bernardino. The waste is further processed at this point and packaged for off-site recycling (oil filters, oil, latex paint, antifreeze, and batteries) or destructive incineration (pesticides, corrosives, flammables, and oil-based paints).

Businesses that produce more than 27 gallons or 220 pounds of hazardous waste must coordinate with the San Bernardino County CUPA for assistance with hazardous waste management. Radioactive wastes, water-reactive

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HAZARDS AND HAZARDOUS MATERIALS

wastes, explosives, pyrotechnics or firearms, compressed gas cylinders, asbestos, medical wastes, or hazardous waste site remediation waste are not accepted.

Household Hazardous Waste

Household hazardous waste is defined under the California Health and Safety Code as “any hazardous waste generated incidental to owning or maintaining a place of residence. Household hazardous waste does not include any waste generated in the course of operating a business concern at a residence.” Households often generate solid wastes that could technically be hazardous wastes (e.g., old solvents, paints, pesticides, fertilizer, poisons); however, it would be impossible to regulate every house in the United States that occasionally threw away a can of paint thinner or a bottle of rat poison. Therefore, the EPA developed the household waste exemption. Under this exemption, wastes generated by normal household activities (e.g., routine house and yard maintenance) are exempt from the definition of hazardous waste. The EPA has expanded the exemption to include household-like areas, such as bunkhouses, ranger stations, crew quarters, campgrounds, picnic grounds, and day-use recreation areas.

In California, household hazardous waste is managed as solid waste by the California Integrated Waste Management Board. In the City of Ontario, the Municipal Utilities Agency provides a household hazardous waste program that offers numerous options for residents to dispose of household hazardous waste, including collection facilities that accept weed killers, cleaners, gasoline, antifreeze, wood preservatives, paints and paint products, paint thinner, auto and furniture polish, chemical drain cleaners, pesticides and fertilizers, pool and hobby supplies, auto and household batteries, motor oil, oil filters, and cathode ray tubes. The county also provides household hazardous waste roundups to county residents. The City’s household hazardous waste collection facility is currently at 1430 South Cucamonga Avenue. The county’s household hazardous waste program is at 2824 East “W” Street, Bldg. 302, at the San Bernardino International Airport.

High Pressure Pipelines

High-pressure pipelines and electrical lines run throughout the City under the administration of utility agencies. The National Pipeline Mapping System shows two hazardous liquid pipelines. One pipeline is operated by Kinder Morgan and runs parallel to Airport Drive. The other pipeline is operated by Zenith Energy West Coast Terminals and runs parallel to Milliken Avenue. The National Pipeline Mapping System also shows two gas transmission pipelines, one running parallel to Etiwanda Avenue and the other parallel to Arrow Route. The risk associated with these pipelines is the exposure of people to hazardous materials or electrical currents because of breakage during an earthquake or ground excavation. Although the City’s jurisdiction does not contain any active earthquake faults, it is surrounded by areas that experience fault ruptures, liquefaction, and landslides. A seismic event that involves one of these hazards may affect a pipeline or electrical line in a surrounding area and could impact the services being provided to Ontario through pipelines and electrical lines. The excavation of areas near pipelines is required to follow the regulatory procedures of the Underground Service Alert of Southern California.

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Airport Hazards

The Ontario International Airport (ONT) and the Chino Airport operate in and around Ontario. ONT is centrally located in the northern part of the City, and the Chino Airport borders Ontario on the south. Figure 5.9-2, *Airport Safety Zones*, shows the airport safety zones associated with ONT and Chino Airport. Figure 5.13-3, *Airport Noise Contours*, in Section 5.13, *Noise*, identifies the noise compatibility zones for ONT and Chino Airport.

Ontario International Airport

ONT has the capacity to provide regional air traffic for domestic and international commercial and cargo service, and the necessary support facilities for major and smaller airlines. Prior to the closure of the Ontario Army Airfield in 1995, the site was operated by the Ontario Air National Guard. In 1967, there was a joint powers agreement between the City of Ontario and the Los Angeles Department of Airports to operate and manage ONT. The City of Ontario and San Bernardino County formed the Ontario International Airport Authority in August 2012 by enacting a joint powers agreement. ONT operates as a medium-hub, full-service airport serving major US and international cities with an average of 67 daily departures (ONT 2019). In 2019, 5.5 million passengers and 781,993 tons of air freight traveled through the airport (ONT 2022).

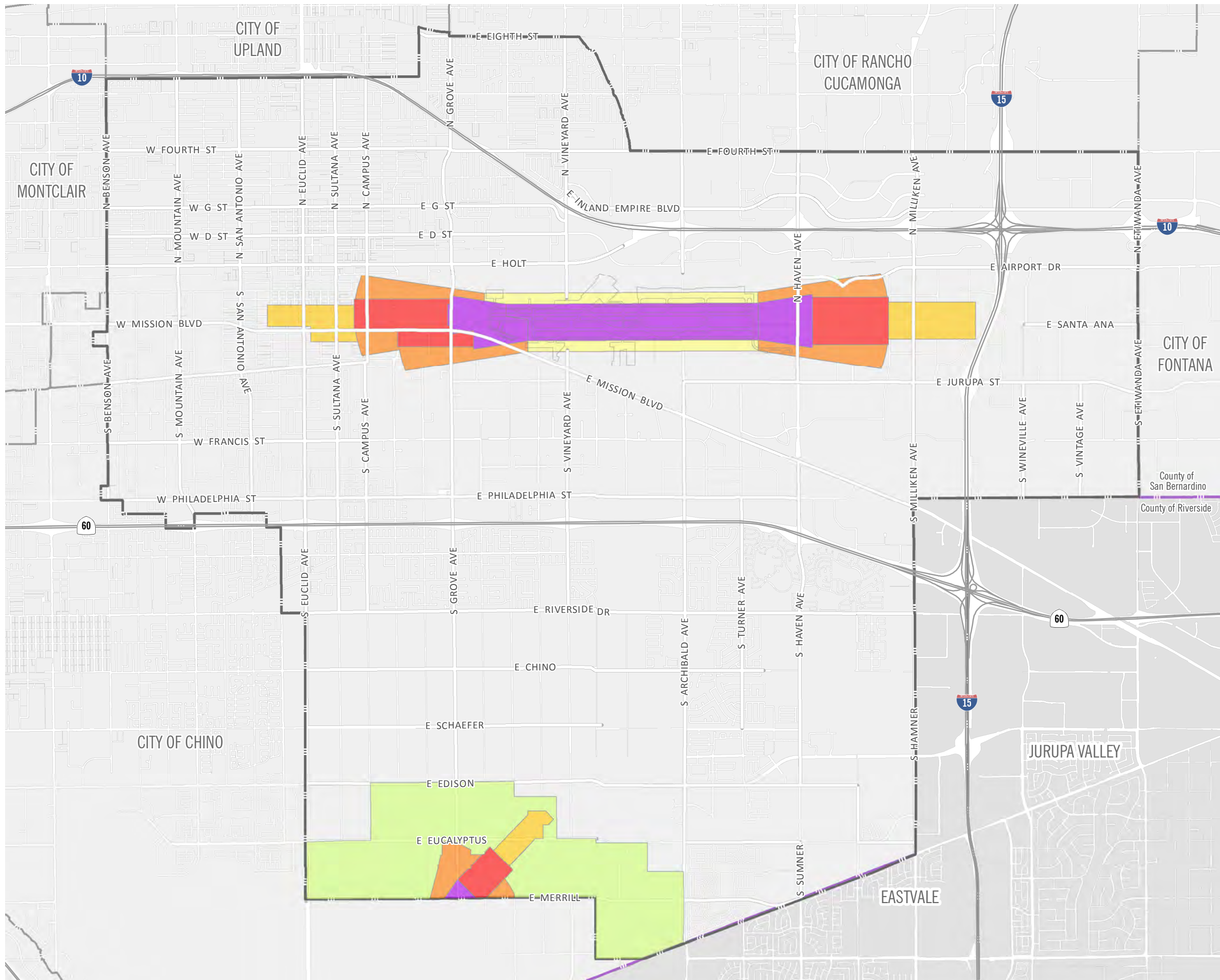
The Ontario International Airport Land Use Compatibility Plan was adopted on April 19, 2011, by the Ontario City Council to promote compatibility with surrounding land uses and amended in July 2018. The ALUCP provides guidance and promotes compatibility between the airport and the land that surrounds it to avoid potential compatibility conflicts (Ontario 2018). The Ontario International Airport–Inter Agency Collaborative (ONT-IAC) was formed to implement the policies and criteria of the ALUCP to prevent potential incompatible land uses surrounding ONT and minimizing the public’s exposure to excessive noise and safety hazards related to the airport. ONT-IAC is responsible for reviewing proposed major airport and land use actions for consistency with the policies in the ONT ALUCP; preparing written consistency evaluations; and soliciting input and comments from the FAA, Caltrans Division of Aeronautics, pilot groups, and others regarding compatibility planning matters, when necessary.

Safety Zones

The following is a summary of the safety zone information for the ONT provided in the ALUCP:

- **Safety Zone 1** reflects the airport’s established Runway Protection Zone. Land use restrictions in this zone include:
 - Prohibited livestock uses; outdoor assembly areas; local parks; camping grounds; cemeteries; all residential and lodging uses; all educational and institutional uses; all commercial, offices, and services uses; all industrial, manufacturing, and storage uses; airport terminals; rail and bus stations; communication facilities; power plants; electrical substations; wastewater facilities; solid waste disposal facilities; and solid waste transfer facilities. Conditional allowance for natural land area, flood plains/reservoirs, transportation routes, and auto parking.

Figure 5.9-2
Airport Safety Zones



- Ontario City Boundary
- County Boundary
- Ontario International Airport Safety**
 - ZONE-1
 - ZONE-2
 - ZONE-3
 - ZONE-4
 - ZONE-5
- Chino Airport Safety Zones**
 - Safety Zone 1
 - Safety Zone 2
 - Safety Zone 3
 - Safety Zone 4
 - Safety Zone 6

2 · 0 · 5 · 0

THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: City of Ontario, 2019 and 2022 Date: 4/20/2022

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- **Safety Zone 2** reflects the airport's established Inner Approach/Departure. Land use restrictions in the Safety Zone 2 include:
 - Prohibited outdoor major facilities, group recreation, local parks, camping grounds, all residential and lodging uses, all educational and institutional uses, major and local retail, eating establishments, vehicle fueling, hazardous materials production, heavy industrial, research and development, communication facilities, and power plants.
 - Conditional allowance for flood plains/reservoirs, nonresidential agriculture, small recreation, limited retail/wholesale, offices, personal and miscellaneous services, light industrial, indoor storage, rail and bus stations, electrical substations, wastewater facilities, and solid waste disposal facilities.
 - Normally compatible with natural land areas, livestock uses, cemeteries, outdoor storage, mining and extraction, airport terminals, transportation routes, auto parking, and solid waste transfer facilities.
- **Safety Zone 3** reflects the airport's established Inner Turning Zone. Land use restrictions in the Safety Zone 3 include:
 - Prohibited outdoor major facilities, residential and lodging uses (except short-term lodging), most educational and institutional uses (except what is listed below), and hazardous materials production.
 - Conditional allowance for flood plains/reservoirs, nonresidential agriculture, group recreation areas, local parks, camping grounds, short-term lodging, adult education spaces, community libraries, indoor assembly facilities, indoor recreation, in-patient and out-patient medical, public safety facilities, commercial, office, and service uses, heavy industrial uses, light industrial, research and development, communications facilities, and power plants.
 - Normally compatible with natural land areas, livestock uses, cemeteries, vehicle fueling, indoor storage, outdoor storage, mining and extraction, airport terminals, rail and bus stations, transportation routes, auto parking, electrical substations, wastewater facilities, solid waste disposal facilities, and solid waste transfer facilities.
- **Safety Zone 4** reflects the airport's established Outer Approach/Departure. Land use restrictions in the Safety Zone 4 include:
 - Prohibited outdoor major facilities, residential and lodging uses (except short-term lodging), most educational and institutional uses (except what is listed below), and hazardous materials production.
 - Conditional allowance for flood plains/reservoirs, nonresidential agriculture, group recreation areas, camping grounds, local parks, short-term lodging, adult education spaces, community library, large indoor assembly facilities, indoor recreation, in-patient and out-patient medical, public safety facilities, major retail, local retail, eating establishments, offices, personal and miscellaneous services, heavy industrial uses, light industrial, research and development, communications facilities, and power plants.

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- Normally compatible with natural land areas, livestock uses, cemeteries, limited retail/wholesale, vehicle fueling, indoor storage, outdoor storage, mining and extraction, airport terminals, rail and bus stations, transportation routes, auto parking, electrical substations, wastewater facilities, solid waste disposal facilities, and solid waste transfer facilities.
- **Safety Zone 5** reflects the airport’s established Sideline Zone. Land use restrictions in the Safety Zone 5 include
 - Prohibited outdoor major facilities, group recreation areas, camping grounds, residential and lodging uses, educational and institutional uses, major retail, local retail, hazardous materials production, heavy industrial, light industrial–high intensity, research and development, power plants, solid waste disposal facilities, and solid waste transfer facilities.
 - Conditional allowance for local parks, nonresidential agriculture, public safety facilities, eating establishments, offices, personal and miscellaneous services, vehicle fueling, light industrial, rail and bus stations, communications facilities, electrical substations, and wastewater facilities.
 - Normally compatible with natural land areas, livestock uses, cemeteries, limited retail/wholesale, indoor storage, outdoor storage, mining and extraction, airport terminals, transportation routes, and auto parking.

Chino Airport

Chino Airport is operated by San Bernardino County Department of Airports, and is designated a reliever airport for ONT and San Bernardino International Airport. The Chino Airport is south of Ontario across Merrill Avenue and operates on 1,100 acres and services private, business, and corporate tenants and customers from the Inland Empire (2010 Certified EIR). The Chino Airport adopted its own Airport Comprehensive Land Use Plan (ACLUP) in November 1991 and the Chino Airport Master Plan (AMP) in December 2003. The ACLUP dated 1991 does not reflect the latest adopted AMP and is not useful for long-range planning purposes. Also, the existing Chino Airport Land Use Compatibility Plan does not reflect the 2011 Caltrans Airport Land Use Planning Handbook. Public Utilities Code Section 21670.1(c) that requires local jurisdictions under the “alternative process” to “rely upon” the California Airport Land Use Planning Handbook for preparing Compatibility Plans and to utilize the Handbook’s height, land use, noise, safety, and density criteria. Although the City of Ontario does not have the formal responsibility under the “alternative process” to prepare a compatibility plan for Chino Airport, the City of Ontario has adopted the Chino Airport Overlay Zone that addresses Chino Airport’s impacts on Ontario, consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook.

Safety Zones

The following is a summary of the Safety Zone information applicable for Chino Airport consistent with the Caltrans 2011 California Airport Land Use Planning Handbook:

- **Safety Zone 1 Runway Protection Zone.** Land use restrictions in Safety Zone 1 include:

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- Normally allowed uses: none
 - Limited uses: none
 - Avoided uses: Nonresidential uses except if very low intensity in character and confined to the outer sides; and Parking lots, streets, and roads.
 - Prohibited uses: All new structures and residential land uses.
- **Safety Zone 2 Inner Approach/Departure Zone.** Land use restrictions in the Safety Zone 2 include:
- Normally allowed uses: Agriculture, non-group recreational uses, low-hazard materials storage, warehouse, low-intensity industrial uses, auto repair, aircraft repair, and marine repair services.
 - Limited uses: Single-story office buildings and nonresidential uses to activities that attract few people.
 - Avoided uses: All residential uses except as infill in developed areas, multi-story uses, uses with high density or intensity, shopping centers, and most eating establishments.
 - Prohibited uses: Theaters, meeting halls, other assembly uses, office buildings greater than three stories, labor intensive industrial uses, children's schools, large daycare centers, hospitals, nursing homes, stadiums, group recreational uses, and hazardous uses.
- **Safety Zone 3 Inner Turning Zone.** Land use restrictions in the Safety Zone 3 include:
- Normally allowed uses: Uses allowed in Zone 2, greenhouses, low-hazard materials storage, mini-storage, warehouses, light industrial, and vehicle repair services.
 - Limited uses: Residential uses to very low densities and office and other commercial uses to low intensities.
 - Avoided uses: Commercial and other nonresidential uses having higher usage intensities, building with more than 3 aboveground habitable floors, and hazardous uses.
 - Prohibited uses: Major shopping centers, theaters, meeting halls, other assembly facilities, children's schools, large daycare centers, hospitals, nursing homes, stadiums, and group recreational uses.

Safety Zone 4 Outer Approach/Departure Zone. Land use restrictions in the Safety Zone 4 include:

- Normally allowed uses: Uses allowed in Zone 3, restaurant, retail, and industry.
- Limited uses: Residential uses to low density.
- Avoided uses: High-intensity retail or office buildings.
- Prohibited uses: Children's schools, large daycare centers, hospitals, nursing homes, stadiums, and group recreational uses.

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Safety Zone 6 Traffic Pattern Zone. Land use restrictions in the Safety Zone 6 include:

- Normally allowed uses: Residential uses (however, noise and overflight impacts should be considered where ambient noise levels are low).
- Limited uses: Children's schools, large daycare centers, hospitals, nursing homes, and processing and storage of bulk quantities of highly hazardous materials.
- Avoided uses: Outdoor stadiums and similar uses with very high intensities.
- Prohibited uses: None.

City of Ontario Office of Emergency Management

The City of Ontario's Office of Emergency Management (OEM) leads efforts to protect life, property and the environment by developing, coordinating and managing programs that prevent, prepare for, respond to, recover from, and mitigate natural and man-made disasters and emergencies in the City of Ontario. The OEM supports the fire chief, police chief, City manager, mayor, councilmembers, and all City staff to coordinate response and recovery efforts. OEM also works with residents, businesses, and community-based organizations to be prepared. The OEM provides information and training on how to build an emergency kit, create an emergency communications plan, and identify how to stay informed so you know what to do next (Ontario 2022c).

The OEM is responsible for the management and oversight of the City of Ontario's Emergency Operations Center, disaster preparedness, grants, Homeland Security, emergency plans, and the Community Emergency Response Team Volunteer Program. OEM ensures that City employees and residents are as prepared as possible for disasters. This is accomplished through:

- Maintaining the City's Hazard Mitigation Plan
- Maintaining the City's Emergency Operations Plan
- Providing employee and citizen education in preparedness
- Training employees in disaster response, management, and recovery (Ontario 2022c)

City of Ontario Local Hazard Mitigation Plan

In 2018, the City of Ontario prepared a local hazard mitigation plan (LHMP) to identify the City's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to reduce or eliminate long-term risk to people and property from natural and man-made hazards. Wildfire hazard is rated the highest risk of the 23 hazards evaluated, followed by flooding. The LHMP contains a series of goals and mitigation programs to address each of the hazards.

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City of Ontario Emergency Operations Plan

The City of Ontario has prepared an Emergency Operations Plan to address the City's planned response to natural disasters, technological incidents, and national security emergencies. The plan does not address normal day-to-day emergencies or the well-established and routine procedures used in coping with such emergencies. Its operational concepts focus on potential large-scale disasters that can generate unique situations requiring unusual emergency responses.

City of Ontario Fire Department

The Ontario Fire Department has six bureaus consisting of Operations/Airport Operations, Fire Prevention, Training and Professional Services, Support Services, EMS, and Administrative Services. The fire department operates 10 fire stations, including the ONT fire station, and the fire stations house nine 4-person paramedic engine companies, three 4-person truck companies, an 8-person aircraft rescue and firefighting station, one fire investigation supervisor, and two battalion chiefs. Overall, Ontario Fire Department mandates 4-person engine companies, which include two paramedics, and 4-person truck companies at all times (OFD 2022). Ontario Fire Department lists a total of 227 personnel—186 sworn firefighters and 41 professional staff members (Ontario 2022b). Fire hazard risk in Ontario is discussed in Section 5.20, *Wildfires* (see Figure 5.20-2, *Fire Hazard Severity Zones*).

The Ontario Fire Department Fire Prevention Bureau is responsible for the Fire and Life Safety Inspection Program, Plan Review, Public Education, Fire Investigation, and Fireworks Enforcement. The Fire Prevention Bureau also provides permitting, inspection of, and standby for events such as firework shows, concerts, conventions, etc. The Bureau enforces the 2019 California Fire, Building, Electrical, Mechanical, Plumbing, and Residential Codes, as amended by the Ontario Municipal Code; National Fire Protection Association Standards; Title 19 of the California Public Safety Code; and the California Health and Safety Code (Ontario 2022a).

5.9.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- H-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- H-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- H-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.
- H-4 Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

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- H-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would result in a safety hazard or excessive noise for people residing or working in the project area.
- H-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- H-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

5.9.3 Environmental Impacts

5.9.3.1 2010 CERTIFIED EIR

The 2010 Certified EIR for the Approved Project concluded that upon implementation of regulatory requirements and TOP policies and programs, impacts to hazards and hazardous materials would be less than significant.

5.9.3.2 PROPOSED PROJECT

The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.9.1: Implementation of TOP 2050 would involve the transport, use, and/or disposal of hazardous materials, but existing regulations and TOP 2050 Policies would ensure no adverse impacts on the environment. [Thresholds H-1, H-2, and H-3]

The 2010 Certified EIR identified that implementation of the policies in the Safety Element in addition to existing regulations would ensure less than significant impacts from transport, use, and/or disposal of hazardous materials.

TOP 2050 involves the designation of commercial, industrial, and residential land uses in Ontario, as well as continued redevelopment and large amounts of infill development. Development associated with TOP 2050 would result in a concentration of commercial, hospitality, office, and industrial uses around ONT and numerous mixed-use projects throughout the City. Implementation of TOP 2050 would increase the number of businesses and residents in the City, thereby increasing the amount of hazardous materials being transported, stored, and manufactured, and the number of people exposed to these materials. Buildout in accordance with TOP 2050 would result in an increase in the frequency of transport, use, and disposal of hazardous materials associated with commercial and industrial growth in Ontario, especially in the Ontario Ranch and around ONT. Though businesses and users are required by federal, state, and local regulations to properly transport, use, and dispose of hazardous material, it is possible that upset or accidental conditions may arise that result in the release of hazardous materials into the environment.

The City also has a number of pipelines and electrical lines that run through it. A major high-pressure distribution pipeline, operated by Kinder Morgan, serves ONT with jet fuel. Although this pipeline is registered with the EPA as a large-quantity generator of hazardous materials, the number of tons of material it generates

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is not known at this time. This pipeline and others running throughout the City are monitored by pipeline operators who are responsible for the upkeep of pipelines and the authorization of excavations around pipeline locations. Buildout of TOP 2050 would increase the exposure of people and the environment to potential hazards related to pipeline or electrical line rupture. As with all development in California, development in Ontario would be required to follow the procedural requirements of the Underground Service Alert of Southern California, or DigAlert.

The City of Ontario has around 127 facilities or sites that generate, transport, treat, store, and/or dispose of hazardous waste, as recorded by the national RCRA Envirofacts Database. Tables 5.8-1 and 5.8-2 show the known contaminated sites and facilities in Ontario based on the CERCLIS and EnviroStor databases. An increase in the transport of hazardous waste from an increased demand for transport, use, and disposal within or outside the City could result in more accidents leading to the release of hazardous materials. An increase in the transport of hazardous materials as a result of the proposed project would be limited to areas along interstates and rail lines, where commercial and industrial uses would be concentrated. Some transport of hazardous materials may occur near small commercial pockets proposed throughout various areas of the City.

Furthermore, demolition activities that have the potential to expose construction workers and/or the public to asbestos-containing materials or lead-based paint will be conducted in accordance with applicable regulations, including, but not limited to: South Coast Air Quality Management District's Rule 1403; California Health and Safety Code (Section 39650 et seq.); California Code of Regulations (Title 8, Section 1529); California Occupational Safety and Health Administration regulations (California Code of Regulations, Title 8, Section 1529 [Asbestos] and Section 1532.1 [Lead]); and Code of Federal Regulations (Title 40, Part 61 [asbestos], Title 40, Part 763 [asbestos], and Title 29, Part 1926 [asbestos and lead]).

~~Pursuant to the current Development Code, Hazardous Waste Overlay Districts do not allow the placement of any facility that handles, manufactures, or transports hazardous waste, including household hazardous waste collection facilities, within 2,000 feet of a residential or institutional lot line (Ontario Development Code Sections 9-1.2815, 9-1.2830). As a result, TOP 2050 would not result in the placement of hazardous waste-generating facilities within a quarter mile of a school. Development associated with the proposed land use plan would follow the regulations set by the current Development Code.~~

In conclusion, current federal and state regulations, City ordinances, and TOP 2050 policies would regulate the handling of hazardous substances to reduce potential releases; exposure; and risks of transporting, storing, treating, and disposing of hazardous materials and wastes. Compared to the Approved Project, TOP 2050 would have similar impacts because the Proposed Project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification. Therefore, like the Approved Project, additional hazardous waste transport, use, and/or disposal that would occur upon the buildout of TOP 2050 would be less than significant with adherence to the existing regulations. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

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IMPACT 5.9-2: Land uses in Ontario are on a list of hazardous materials sites; however, existing regulations and Safety Element policies of TOP 2050 would ensure that development would not exacerbate existing hazards. [Threshold H-4]

The 2010 Certified EIR identified that implementation of the policies in the Safety Element in addition existing regulations ensured that development of the Approved Project would not exacerbate existing hazards associated with existing hazardous materials sites.

Development in accordance with TOP 2050 would involve redevelopment and reuse of some sites listed as hazardous materials sites on environmental databases (see Section 5.9.1.2 under “Hazardous Materials Sites”).

The listings document the presence of hazardous materials on those sites but do not document hazardous releases. Redevelopment of these sites could potentially expose future residents and workers to hazards from known hazardous materials releases on and near the sites.

Site assessments for hazardous materials and remediation of hazardous materials releases would be required for redevelopment projects developed in accordance with TOP 2050 and the regulations and policies of the agency assigned to the site (i.e., DTSC, Water Quality Control Board, CUPA, EPA). There are several TOP policies that address development on and around known hazardous waste sites. These policies include:

- **LU-2.1: Land Use Decisions.** We minimize adverse impacts on adjacent properties when considering land use and zoning requests.
- **LU-2.3: 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.
- **LU-2.9: 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.
- **S-6.2: Response to Hazardous Materials Releases.** We respond to hazardous materials incidents and coordinate these services with other jurisdictions.
- **S-6.5: Location of Hazardous Material Facilities.** We regulate facilities that will be involved in the production, use, storage, or disposal of hazardous materials, pursuant to federal, state, county, and local regulations, so that impacts to the environment and sensitive land uses are mitigated. We prohibit new hazardous waste facilities in close proximity to sensitive land uses and environmental justice areas.
- **S-6.6: 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.
- **S-6.8: 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.

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- **S-6.9: Remediation of Methane.** We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.

Compared to the Approved Project, TOP 2050 would have similar impacts because the Proposed Project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification. Therefore, like the Approved Project, buildout of TOP 2050 would not expose people to substantial hazards from hazardous materials sites listed on environmental databases. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.9-3: TOP 2050 is within the airport influence area of the Ontario International Airport and Chino Airport; however, land uses are consistent with the airport safety zones. [Threshold H-5]

Airport safety hazards include hazards posed to aircraft and hazards posed by aircraft to people and property on the ground. With proper land-use planning, aircraft safety risks can be reduced, primarily by avoiding incompatible land uses. The Federal Aviation Administration and Caltrans Division of Aeronautics provide guidance for land use safety near airports. With adherence to these guidelines, high concentrations of people are not exposed to potential airplane accidents along runways or near airports while airplanes are departing and arriving. There are also guidelines on the placement of housing, schools, and other sensitive land uses near airports because of the noise pollution caused by airplanes (see also Section 5.13, *Noise*). The 2010 Certified EIR identified that the Approved Project would have a less than significant impact associated with consistency with the ONT ALUCP and the Caltrans 2011 California Airport Land Use Planning Handbook for Chino Airport. ONT-IAC made a determination of consistency for the Approved Project with the ALUCP, and no comments from Chino Airport were received.

Ontario International Airport

ONT has the capacity to provide regional air traffic for domestic and international commercial and cargo service, and the necessary support facilities for major and smaller airlines. It operates as a medium-hub, full-service airport serving major US cities and international cities with an average of 67 daily departures. The City of Ontario prepared an ALUCP for ONT in accordance with the Caltrans Division of Aeronautics' California Airport Land Use Planning Handbook.

The Land Use Element of TOP 2050 states that all new developments surrounding ONT should be consistent with the adopted ALUCP and should meet standards and recommendations of Part 77 of the FAA, adopted through Ordinance 2758 in the Ontario Municipal Code. A consistency determination analysis for the ONT was prepared by the City and submitted to ONT-IAC and found that TOP 2050 is consistent with ALUCP for ONT (ONT-IAC 2022). Therefore, like the Approved Project, TOP 2050 is consistent with the ALUCP for ONT because the general land use designations within the airport influence area are the same.

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Chino Airport

The Chino Airport is predominantly a recreational airport. Because the airport is not planned for expansion and would remain primarily recreational, and only lower elevation buildings surround it and would continue to surround it upon project implementation, the Chino Airport poses no unique hazards. Buildout of TOP 2050 would involve development within the Chino Airport influence area. The proposed land uses include Medium Density Residential, Mixed Use, Business Park, Industrial, and Open Space–Recreation.

Projects accommodating TOP 2050 in this area would be required to meet the conditions of the Chino Airport Authority and the 2011 Caltrans Airport Land Use Planning Handbook, including those determining appropriate land uses, maximum population density, maximum site coverage, height restrictions, and required notification/disclosure areas based on the noise contours and runway protection, approach, and Part 77 zones of the adopted Chino Airport Master Plan. Additionally, implementation of TOP 2050 would result in a beneficial impact for land use compatibility near Chino Airport as a result of the change from residential and business park to warehouse/industrial land uses.

The Airport Planning section of TOP 2050 Land Use Element includes policies that would ensure airport planning compatibility and consistency. These policies include:

- **LU-5.1: Coordination with Airport Authorities.** We collaborate with FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other shareholders in the preparation, update, and maintenance of airport-related plans.
- **LU-5.2: 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 airport land use compatibility plans for ONT and Chino Airport.
- **LU-5.3: Airport Impacts.** We work with agencies to maximize resources to mitigate the impacts and hazards related to airport operations – their homes.
- **LU-5.4: ONT Growth Forecast.** We support and promote an ONT that accommodates 30 million annual passengers and 1.6 million tons of cargo per year, as long as the impacts associated with that level of operations are planned for and mitigated.
- **LU-5.5: Airport Compatibility Planning for ONT.** We create and maintain the Airport Land Use Compatibility Plan for ONT.
- **LU-5.6: Alternative Process.** We fulfill our responsibilities and comply with state law with regard to the Alternative Process for proper airport land use compatibility planning.
- **LU-5.7: ALUCP Consistency with Land Use Regulations.** We comply with state law that requires general plans, specific plans, and all new development to be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public-use airport.

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- **LU-5.8: Chino Airport.** We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.
- **M-5.2. Land Use Compatibility with Regional Transportation Facilities.** We work with ONT, railroads, Caltrans, SBCTA, and other transportation agencies to minimize impacts.

Consequently, TOP 2050 ensures compatibility with ONT and Chino Airport.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.9-4: Implementation of TOP 2050 would not impair implementation of or physically interfere with an adopted emergency response plan. [Threshold H-6]

The 2010 Certified EIR found that the Approved Project would not interfere with an emergency evacuation plan. According to the Vulnerability Analysis conducted as part of TOP 2050, the threat of flood is Ontario's greatest hazard as large portions of the City are within the flood zone. The majority of the population growth associated with TOP 2050 would occur in Ontario Ranch. As identified in the City's Roadway Classification map (see Figure 5.17-3), there is substantial improvements in transportation infrastructure planned to accommodate the increase in population in the City in the event of an emergency. A review of emergency access is included as part of the City's Design Review process. According to the City's LHMP (2018), interstate highways would serve as major emergency response and evacuation routes (see Figure 5.17-6, *Evacuation Routes*). Additionally, the Ontario Fire Department reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.9-5 TOP 2050 would not result exacerbate wildfire risks in Ontario. [Threshold H-7]

The 2010 Certified EIR found that the Approved Project would result in less than significant risks from wildfire hazards. The City is outside of the state responsibility area, and CAL FIRE has determined that the City contains no areas subject to very high wildfire risk (see Figure 5.20-2). However, the City recognizes that even though fuel loading is light and fire risk comes primarily from urban fires, not wildfires, there is some risk related to wildfires.

There are many resources available to address wildland fires should they arise, including the CAL FIRE 2019 *Strategic Fire Plan for California*, the California Fire Code, County of San Bernardino Multi-jurisdiction Hazard Management Plan, the Ontario LHMP, and fire services from the Ontario Fire Department. With adherence to these building practices, development and infrastructure associated with TOP 2050 would not exacerbate risk or result in post-wildfire hazards (e.g., landslides, mudflows, and flooding).

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In addition, the Safety Element contains the following policies to prevent wildfire hazards and support the community during wildfire events:

- **S-3.4: Special Team Services.** We maintain effective special rescue services.
- **S-3.6: 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.
- **S-3.8: Fire Prevention through Environmental Design.** We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings.
- **S-3.9: Resource Allocation.** We analyze fire data to evaluate the effectiveness of our fire prevention and reduction strategies and allocate resources accordingly.
- **S-8.3: Emergency/Disaster Training and Exercises.** We conduct training and exercises to prepare for and evaluate emergency/disaster response and recovery procedures.
- **S-8.5: Interdepartmental Coordination.** We utilize all City departments to help support emergency/disaster mitigation, preparedness, response, mitigation, and recovery.
- **CD-2.8: 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, maintaining visibility and accessibility, and using lighting.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to that of the Approved Project.

Level of Significance Before Mitigation: Less than significant impact.

5.9.4 Cumulative Impact

Hazardous Materials

The cumulative setting for hazardous materials is the City of Ontario. Impacts arising from hazardous materials and hazardous materials releases are site-specific and generally do not combine to cause cumulative impacts. Therefore, hazards and hazardous materials impacts are less than significant and would not be cumulatively considerable.

Airport Hazards

The areas considered for cumulative airport-related hazards impacts are the airport influence areas of ONT and Chino Airport. Development proposed within the airport influence area of ONT and Chino Airport would be required to be evaluated under the ALUCP for ONT and the 2011 Handbook for Chino Airport to ensure that the projects proposed within such zones would comply with land use regulations for the respective safety

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zones set forth by the affected agencies. Cumulative impacts would be less than significant after compliance with such regulations, and impacts of TOP 2050 would not be cumulatively considerable.

Fire Hazards

The areas considered for cumulative impacts related to wildfires are fire hazard severity zones in the City. Projects within wildfire hazards zones are required to comply with regulations governing development in such zones, including CBC Chapter 7A, CFC Chapter 49, and California Public Resources Code Sections 4291 et seq. TOP 2050 policies regarding wildfire would also reduce cumulative impacts. Wildfire impacts of TOP 2050 would not be cumulatively considerable.

Emergency Response and Evacuation

According to the City's Local Hazard Mitigation Plan (2018), interstate highways would serve as major emergency response and evacuation routes. Additionally, the Ontario Fire Department reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Review of emergency access is also included as part of the City's Design Review process. Therefore, impacts to emergency response and evacuation are less than significant; and therefore, less than cumulatively considerable.

5.9.5 Relevant New and Modified TOP Policies

As described above, TOP 2050 includes the following policies relevant to hazards and hazardous materials: LU-2.1, LU-2.9, LU-5.3 through LU-5.6, LU-5.8, S-3.4, S-3.6, S-3.9, S-6.2, S-6.8, S-6.9, and S-8.3. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. Modified TOP 2050 policies that reduce potential hazards and hazardous materials of the Proposed Project are:

- **LU-2.3: 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.
- **LU-5.1: Coordination with Airport Authorities.** We collaborate with FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other shareholders in the preparation, update, and maintenance of airport-related plans.
- **LU-5.2: 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 airport land use compatibility plans for ONT and Chino Airport.
- **LU-5.7: ALUCP Consistency with Land Use Regulations.** We comply with state law that requires general plans, specific plans, and all new development to be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public-use airport.
- **S-3.8: Fire Prevention through Environmental Design.** We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings.

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- **S-6.5: Location of Hazardous Material Facilities.** We regulate facilities that will be involved in the production, use, storage or disposal of hazardous materials, pursuant to federal, state, county, and local regulations, so that impacts to the environment and sensitive land uses are mitigated. We prohibit new hazardous waste facilities in close proximity to sensitive land uses and environmental justice areas.
- **S-6.6: 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.
- **S-8.5: Interdepartmental Coordination.** We utilize all City departments to help support emergency/disaster preparedness, response, mitigation, and recovery.
- **M-5.2: Land Use Compatibility with Regional Transportation Facilities.** We work with ~~LAWA-ONT~~, railroads, Caltrans, ~~SANBAG~~, SBCTA, and other transportation agencies to minimize impacts.
- **CD-2.8: 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~~ maintaining visibility and accessibility, and ~~use of~~ using lighting.

5.9.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, impacts would be less than significant: 5.9-1, 5.9-2, 5.9-3, 5.9-4, 5.9-5, 5.9-6, and 5.9-7.

5.9.7 Mitigation Measures

5.9.7.1 MITIGATION MEASURES FROM THE 2010 CERTIFIED EIR

No mitigation measures were included in the 2010 Certified EIR.

5.9.7.2 NEW MITIGATION MEASURES

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to that of the Approved Project. No impacts are identified, and no new mitigation measure are warranted.

5.9.8 Level of Significance After Mitigation

Impacts associated with hazards and hazardous materials are less than significant.

5.9.9 References

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5.10 HYDROLOGY AND WATER QUALITY

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential hydrology and water quality impacts of TOP 2050 (Proposed Project) compared to those of the current TOP (Approved Project). Hydrology deals with the distribution and circulation of water, both on land and underground. Water quality deals with the quality of surface water and groundwater. Surface water includes lakes, rivers, streams, and creeks; groundwater is under the earth's surface. Groundwater supply and management is discussed in Section 5.19, *Utilities and Service Systems*.

The analysis in this section is based in part on the following technical report(s):

- *Infrastructure Report for Hydrology, Sewer, Water, and Water Quality for City of Ontario General Plan Update – The Ontario Plan*, Fuscoe Engineering, Inc., April 8, 2022.

A complete copy of this study is included as Appendix G to this SEIR.

Terminology

- BMPs: best management practices
- Design capture volume: required amount of stormwater to be retained due to a development project
- LID: low impact development
- MS4: municipal separate storm sewer system
- SWPPP: Stormwater Pollution Prevention Plan
- TMDL: Total Maximum Daily Load. A TMDL is an estimate of the total load of pollutants from point, nonpoint, and natural sources that a water body may receive without exceeding applicable water quality standards, with a factor of safety included. Required by Clean Water Act for impaired water bodies.
- 100-year storm: rainfall total that has a one percent probability of occurring in a year.

5.10.1 Environmental Setting

5.10.1.1 REGULATORY BACKGROUND

Federal

Clean Water Act

The federal Water Pollution Control Act (also known as the Clean Water Act [CWA]) is the principal statute governing water quality. The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the US Environmental Protection Agency (EPA) the authority to implement pollution control programs, such as setting wastewater standards for industry. The statute's goal is

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to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates both the direct and indirect discharge of pollutants into the nation's waters and sets water quality standards for all contaminants in surface waters. It is unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges, requires states to establish site-specific water quality standards, and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA also funded the construction of sewage treatment plants and recognized the need for planning to address nonpoint sources of pollution. Section 402 of the CWA requires a permit for all point source (a discernible, confined, and discrete conveyance, such as a pipe, ditch, or channel) discharges of any pollutant into waters of the United States.

Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. As defined by the CWA, water quality standards consist of two elements: (1) designated beneficial uses of the water body in question and (2) criteria that protect the designated uses. Section 304(a) requires the EPA to publish advisory water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use. In California, the EPA has delegated authority to the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs) to identify beneficial uses and adopt applicable water quality objectives.

When water quality does not meet CWA standards and compromises designated beneficial uses of a receiving water body, Section 303(d) of the CWA requires that water body be listed as "impaired," and a total maximum daily load (TMDL) must be developed for the impairing pollutant(s). Once established, the TMDL allocates the load among the pollutant sources to the water body.

National Pollutant Discharge Elimination System

Under the National Pollutant Discharge Elimination System (NPDES) program promulgated under Section 402 of the CWA, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a NPDES permit. The term pollutant broadly includes any type of industrial, municipal, and agricultural waste discharged into water. Point sources include discharges from publicly owned treatment works (POTWs), discharges from industrial facilities, and discharges associated with urban runoff. While the NPDES program addresses certain specific types of agricultural activities, the majority of agricultural facilities are nonpoint sources and are exempt from NPDES regulation. Pollutants come from direct and indirect sources. Direct sources discharge directly to receiving waters, and indirect sources discharge wastewater to POTWs, which in turn discharge to receiving waters. Under the national program, NPDES permits are issued only to direct point-source discharges. The National Pretreatment Program addresses industrial and commercial indirect dischargers. Municipal sources are POTWs that receive primarily domestic sewage from residential and commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows, and the Municipal Storm Water Program. Nonmunicipal sources include industrial and commercial facilities. Specific NPDES program areas applicable to these industrial/commercial sources are: Process Wastewater Discharges, Non-process Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues individual and general permits.

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Under Provision XI, Section E of the NPDES Permit, the co-permittees are required to include appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address stormwater runoff pollutant discharges and prevent increases in runoff flows from new development and redevelopment projects. In addition, projects must address the potential for causing hydrologic conditions of concern if they disturb more than one acre of land and are not in an exempt area, as shown on the San Bernardino HCOC Exemption Map (San Bernardino County 2022).

Federal Emergency Management Agency

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate the Federal Emergency Management Agency (FEMA) to evaluate flood hazards. FEMA provides Flood Insurance Rate Maps (FIRMs) for local and regional planners to promote sound land use and floodplain development, identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies called flood insurance studies. The most recent study and FIRMs were completed and published for Ontario on September 2, 2016. Using information gathered in these studies, cartographers delineate Special Flood Hazard Areas on FIRMs.

The Flood Disaster Protection Act requires owners of all structures in identified special flood hazard areas to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. Community members in designated areas are able to participate in the National Flood Insurance Program afforded by FEMA. The program is required to offer federally subsidized flood insurance to property owners in those communities that adopt and enforce floodplain management ordinances that meet minimum criteria established by FEMA. The National Flood Insurance Reform Act of 1994 further strengthened the program by providing a grant program for state and community flood mitigation projects. The act also established the Community Rating System, a system for crediting communities that implement measures to protect the natural and beneficial functions of their floodplains, as well as managing erosion hazards.

The City of Ontario, under the National Flood Insurance Program, has created standards and policies to ensure flood protection. These policies address development and redevelopment, compatibility of uses, required predevelopment drainage studies, compliance with discharge permits, enhancement of existing waterways, and cooperation with the US Army Corps of Engineers (USACE) and the San Bernardino County Flood Control District for updating, method consistency with the RWQCB, and proposed BMPs.

State

Porter-Cologne Water Quality

The Porter-Cologne Water Quality Control Act (Water Code sections 13000 et seq.) is the basic water quality control law for California. Under this act, the SWRCB has ultimate control over state water rights and water quality policy. The EPA has delegated authority to issue NPDES permits to the SWRCB. The state is divided into nine regions related to water quality and quantity characteristics. The SWRCB, through its nine RWQCBs carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a water quality control plan, or basin plan, that recognizes and reflects the regional

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differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems. The City of Ontario is in the Santa Ana River Basin, Region 8, in the Upper Santa Ana Watershed. The Basin Plan for this region was adopted in 1995 (revised 2019). It gives direction on the beneficial uses of the state waters in Region 8; describes the water quality that must be maintained to support such uses; and provides programs, projects, and other actions necessary to achieve the established standards.

SWRCB Construction General Permit

Construction activities that disturb one or more acres of land that could impact hydrologic resources must comply with the requirements of the SWRCB Construction General Permit 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ (CGP). Under the terms of the permit, applicants must file permit registration documents (PRD) with the SWRCB prior to the start of construction. The PRDs include a Notice of Intent, risk assessment, site map, Stormwater Pollution Prevention Plan (SWPPP), annual fee, and a signed certification statement. The PRDs are submitted electronically to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS) website. On May 28, 2021, the SWRCB issued a draft of the revised Statewide CGP, which, when approved, would supersede Order 2009-0009-DWQ and its amendments.

Applicants must also demonstrate conformance with applicable best management practices (BMPs) and prepare a SWPPP with a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP must list BMPs that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. Additionally, the SWPPP must contain a visual monitoring program, a chemical monitoring program for nonvisible pollutants if there is a failure of the BMPs, and a sediment-monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

SWRCB Trash Amendments

On April 7, 2015, the SWRCB adopted an amendment to control trash that applies to the Water Quality Control Plan for Ocean Waters of California and the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California. They are collectively referred to as the "Trash Amendments." The Trash Amendments apply to all surface waters of California and include a land-use-based compliance approach to focus trash controls on areas with high trash-generation rates. Areas such as high density residential, industrial, commercial, mixed urban, and public transportation stations are considered priority land uses. The Santa Ana RWQCB implements the statewide Trash Amendments through Water Code Section 13383 Orders that contain region specific requirements.

There are two compliance tracks:

- **Track 1.** Permittees must install, operate, and maintain a network of certified full capture systems in storm drains that capture runoff from priority land uses.

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- **Track 2.** Permittees must implement a plan with a combination of full capture systems, multi-benefit projects, institutional controls, and/or other treatment methods that have the same effectiveness as Track 1 methods.

The Trash Amendments provide a framework for permittees to implement their provisions. Full compliance must occur within 10 years of the permit, and permittees must also meet interim milestones such as average load reductions of 10 percent per year.

SWRCB General Industrial Permit

The Statewide General Permit for Stormwater Discharges Associated with Industrial Activities, Order No. 2014-0057-DWQ amended by 2015-0122-DWQ (2018), implements the federally required stormwater regulations in California for stormwater associated with industrial activities that discharge to waters of the United States. This regulation covers facilities that are required by federal regulations or by the RWQCBs to obtain an NPDES permit. Dischargers are required to eliminate non-stormwater discharges, develop SWPPPs that include BMPs, conduct monitoring of stormwater runoff, and submit all compliance documents via the SWRCB's SMARTS program.

Water Conservation in Landscaping Acts

Assembly Bill (AB) 325 of 1990 created the Water Conservation in Landscaping Act requiring the Department of Water Resources (DWR) to develop a Model Water Efficient Landscape Ordinance (MWELo). In 2006, AB 1881 was enacted requiring DWR to update the Model Water Efficient Landscape Ordinance. The Water Conservation in Landscaping Act includes the State of California's MWELo, which requires cities and counties to adopt landscape water conservation ordinances. The MWELo was revised in July 2015 via Executive Order B-29-15 to address the ongoing drought and build resiliency for future droughts. The Bill establishes that it is the responsibility of the State to promote the conservation and efficient use of water and prevent the waste of this valuable resource. It identifies that landscapes are essential to the quality of life in California by providing areas for active and passive recreation and as an enhancement to the environment by cleaning air and water, preventing erosion, offering fire protection, and replacing ecosystems to development. The MWELo update recognizes that landscape planned, designed, installed, managed, and maintained with the watershed-based approach can improve California's environmental conditions, provide benefits, and realize sustainability goals. These landscapes will make the urban environment resilient in the face of climatic extremes. The update to the ordinance intends to improve the urban setting by creating conditions that support life in the soils, minimize energy use, conserve water by capturing and reuse, protect air and water quality and existing habitat and create new habitats.

State law requires all land use agencies, which includes cities and counties, to adopt an ordinance that is at least as efficient as the MWELo prepared by the Department of Water Resources (DWR). The 2015 revisions to the MWELo improve water conservation in the landscaping sector by promoting efficient landscapes in new developments and retrofitted landscapes. The revisions increase water efficiency by requiring more efficient irrigation systems, incentives for grey water usage, improvements in on-site stormwater capture, and limiting the portion of landscapes that can be covered in high-water-use plants and turf. New development projects that include landscape areas of 500 square feet or more are subject to the MWELo. This applies to residential,

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commercial, industrial, and institutional projects that require a permit, plan check, or design review. The previous landscape size threshold for new development projects ranged from 2,500 square feet to 5,000 square feet (DWR 2015). The size threshold for rehabilitated landscapes has not changed and remains at 2,500 square feet. The City of Ontario has enacted these provisions into its Landscape Development Guidelines.

Senate Bill 92

On June 27, 2017, Governor Brown signed Senate Bill (SB) 92, which set new requirements focused on dam safety. As part of this legislation, dam owners must now submit inundation maps to the DWR. After the maps are approved, the dam owner must submit an emergency action plan to the California Office of Emergency Services. The dam owner must submit updated plans and inundation maps every 10 years, or sooner under certain conditions. The California Office of Emergency Services reviews and approves the emergency action plans. This legislation set forth additional provisions for the emergency action plans including compliance requirements, exercises of the plan, and coordination with local public safety agencies (Cal OES 2019).

California Water Code Section 13751

In 1949, the California Legislature concluded that collecting information on newly constructed, modified or destroyed wells would be valuable in the event of underground pollution, and would also provide geologic information to better manage California's groundwater resources. Section 13751 of the Water Code requires Well Completion Report forms to be filed with DWR within 60 days from the date that construction, alteration, abandonment, or destruction of a well is completed. Completed forms are sent to the DWR regional office whose boundaries include the well (DWR 2022).

Regional

Santa Ana RWQCB

The City of Ontario is within the jurisdiction of the Santa Ana RWQCB (Region 8). The Santa Ana RWQCB addresses regionwide water quality issues through the creation and triennial update of the *Santa Ana River Basin Plan*. The Basin Plan was adopted in 1995 and most recently amended June 2019. It designates beneficial uses of the State waters in Region 8; describes the water quality that must be maintained to support such uses; and provides programs, projects, and other actions necessary to achieve the standards it established (Santa Ana RWQCB 2019). The Santa Ana RWQCB also administers the NPDES permit for municipalities in San Bernardino County, including the City of Ontario, and implements the statewide Trash Amendments through Water Code Section 13383 Orders. Additional information regarding this permit is provided in the San Bernardino County Regional MS4 Permit section, below.

San Bernardino County Regional MS4 Permit

In the San Bernardino County area of the Santa Ana River Basin, management and control of the municipal separate storm sewer system (MS4) is shared by a number of agencies, including the San Bernardino County Flood Control District, San Bernardino County, and the cities of Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa.

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On January 29, 2010, the Santa Ana RWQCB issued an area-wide MS4 permit to the county and municipalities in the county. Waste discharge requirements for stormwater entering municipal storm drainage systems are in the MS4 permit, Order No. R8-2010-0036, NPDES No. CAS618036. This permit expired on January 29, 2015. On August 1, 2014, the San Bernardino County Flood Control District submitted a Report of Waste Discharge on behalf of San Bernardino County and its 16 incorporated cities. The submitted report serves as the permit renewal application for the MS4 permit.

San Bernardino County Stormwater Program

The *Technical Guidance Document for Water Quality Management Plans (WQMP)* for the Region 8 area of San Bernardino County is the guidance document for the project's stormwater design in compliance with Santa Ana RWQCB requirements for Priority Projects or Transportation Projects. The MS4 permit requires that a preliminary project-specific WQMP be prepared early in the project development process and that a Final WQMP be submitted prior to the start of construction. A project specific WQMP is required to address the following (Santa Ana RWQCB 2013):

- Develop site design measures using low impact development (LID) principles.
- Establish project-specific design capture volume and applicable hydrologic conditions of concern requirements.
- Evaluate feasibility of on-site LID BMPs.
- Maximum hydrologic source control, infiltration, and biotreatment BMPs.
- Select applicable source control BMPs.
- Address post-construction BMP maintenance requirements.

Local

City of Ontario Master Plan of Drainage

The City of Ontario's Master Plan of Drainage is a planning level drainage study that includes the following (Ontario 2012):

- Update and evaluation of inventory and capacities of the existing City-owned storm drain facilities.
- Preparation of hydrology studies to quantify peak flow rates for runoffs during major storm events, that are based on built-out conditions as per the Land Use Plan adopted by City Council on January 27, 2010, and the current TOP.
- Identification and quantification of upgrades to existing City-owned storm drain systems to provide adequate flood protection and mitigate development impacts, based on the City's latest policies and goals.

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- Evaluation of alternatives to eliminate drainage deficiencies using the existing facilities to the maximum extent.
- Development of a master plan that establishes preliminary alignment and sizes for recommended future backbone drainage facilities that ensures adequate flood protection.
- Development of project costs and prioritization for the implementation of the recommended master plan facilities.

City of Ontario Local Hazard Mitigation Plan

In 2018, the City of Ontario prepared a local hazard mitigation plan to identify the City's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to reduce or eliminate long-term risk to people and property from natural and man-made hazards. Wildfire hazard is rated the highest risk of the 23 hazards evaluated, followed by flooding. The plan contains a series of goals and mitigation programs to address each of the hazards.

City of Ontario Standard Conditions of Approval for New Development

The City's standard conditions of approval for new development for the Original Model Colony (OMC) and Ontario Ranch projects (Resolution No. 2017-027) include the following regulations:

- **SC 3.65 (OMC); SC 3.66 (Ontario Ranch):** A hydrology study and drainage analysis, prepared in accordance with the San Bernardino County Hydrology Manual and the City of Ontario's Standards and Guidelines, and signed by a Civil Engineer registered in the State of California, shall be submitted to the Engineering Department prior to Grading Plan approval. Additional drainage facilities may be required as a result of the findings of the study.
- **SC 3.67 (OMC); SC 3.68 (Ontario Ranch):** Prior to Grading Plan approval and the issuance of a grading permit, an Erosion and Sediment Control Plan shall be submitted to, and approved by, the Engineering Department. The Erosion and Sediment Control Plan shall identify the BMPs that would be implemented by development projects during construction in order to reduce the discharge of sediment and other pollutants into the City's storm drain system.
- **SC 3.68 (OMC); SC 3.69 (Ontario Ranch):** Prior to Grading Plan approval and the issuance of a grading permit, a completed WQMP shall be submitted to, and approved by, the Engineering Department. The WQMP shall be submitted using the San Bernardino County Stormwater Program's model template and shall identify all Post Construction, Site Design, Source Control, and Treatment Control BMPs, that will be incorporated into development project, in order to minimize any potential adverse impacts to receiving waters.

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City of Ontario Municipal Code

Title 8, Chapter 13: Flood Damage Prevention Program

The City of Ontario's Flood Damage Prevention Program is in Title 8, Chapter 13 of the City's Municipal Code. The program applies to all areas of special flood hazards, areas of flood-related erosion hazards, and areas of mudflow hazards in the City. It includes standards for construction, for utilities, subdivisions, manufactured homes, and floodways. Construction standards include requirements for anchoring, floodproofing, and minimum elevations of floors.

Title 6, Chapter 6: Stormwater Drainage Systems

Section 6-6.206 prohibits specified types of discharges into the City's stormwater drainage system or into any street leading to the drainage system. Section 6-6.208 requires that any persons conducting activities that could potentially contribute to stormwater pollution comply with all applicable BMPs as listed in the California Stormwater Best Management Practice Handbooks or the current San Bernardino County Stormwater Program's "Report of Waste Discharge," to reduce pollutants in stormwater runoff and reduce non-stormwater discharges to the City's stormwater drainage system to the maximum extent practicable or to the extent required by law. Sections 6-6.501 through 6-6.506 govern discharges into stormwater from construction activities.

5.10.1.2 EXISTING CONDITIONS

Regional Hydrology

The vast majority of the City of Ontario is within the Chino Creek subwatershed, which is part of the larger Santa Ana River Watershed. As shown on Figure 5.10-1, *Subwatersheds*, the Chino Creek subwatershed encompasses parts of San Bernardino County, Riverside County, and Los Angeles County and includes the cities of Rancho Cucamonga, Upland, Montclair, Ontario, Fontana, Chino, and Chino Hills. It drains a basin of approximately 218 square miles from the San Gabriel Mountains to the Santa Ana River near Corona. The portion of Ontario east of Interstate 15 (I-15) is in the Middle Santa Ana River subwatershed, which encompasses 292 square miles, including the cities of Fontana, Bloomington, Rancho Cucamonga, Eastvale, Jurupa Valley, Corona, Norco, and Riverside. The subwatersheds are intensely developed for residential, industrial, and agricultural use. As a result, the creek and its tributaries are highly polluted and receive effluent from multiple wastewater treatment plants, storm drains, and agricultural runoff.

Local Hydrology

The City of Ontario is divided into two distinct areas generally divided by Riverside Drive: Original Model Colony (OMC) and Ontario Ranch (OR). The City presently owns and maintains over 136 miles of storm drains, mostly serving the OMC area of the City. In addition to the City-owned storm drains are the State-owned storm drains along Caltrans's I-10 and SR-60 corridors. All the City and State storm drain facilities discharge to regional backbone facilities owned and operated by San Bernardino County Flood Control District.

The City of Ontario lies in the western portion of the Santa Ana River's watershed, upstream of the Prado Flood Control Basin. It is in a 277-square-mile area referred to as Zone 1 by San Bernardino County Flood Control District. Zone 1 generally slopes toward the south. There are three major regional channels that convey

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stormwater from the City: San Antonio Channel, Cucamonga Channel, and Day Creek Channel. Areas located in the southwest portion of the City that do not drain to these areas are diverted via other regional and backbone facilities in the City of Chino to the Prado Flood Control Basin (Ontario 2012).

Surface Water Quality

Section 303(d) of the 1972 Federal Clean Water Act requires states to identify water bodies that do not meet water quality objectives and are not supporting their beneficial uses. Each state must submit an updated list, called the 303(d) list, to the EPA every two years. In addition to identifying the water bodies that do not support beneficial uses, the list identifies the pollutant or stressor causing impairment and establishes a priority for developing a control plan to address the impairment. The list also identifies water bodies where 1) a total maximum daily load has been approved by the EPA and an implementation is available, but water quality standards are not yet met, and 2) water bodies where the water quality problem is being addressed by an action other than a TMDL, and water quality standards are not yet met.

The Santa Ana River RWQCB monitors surface water quality through implementation of the Basin Plan and designates beneficial uses for surface water bodies within the City. The Basin Plan lists Cucamonga Creek, Reach 1 as the only surface water body within the City (Santa Ana RWQCB 2019). The beneficial uses listed for Cucamonga Creek, Reach 1 are for groundwater recharge (GWR), limited warm freshwater habitat (LWRM), and wildlife habitat (WILD).

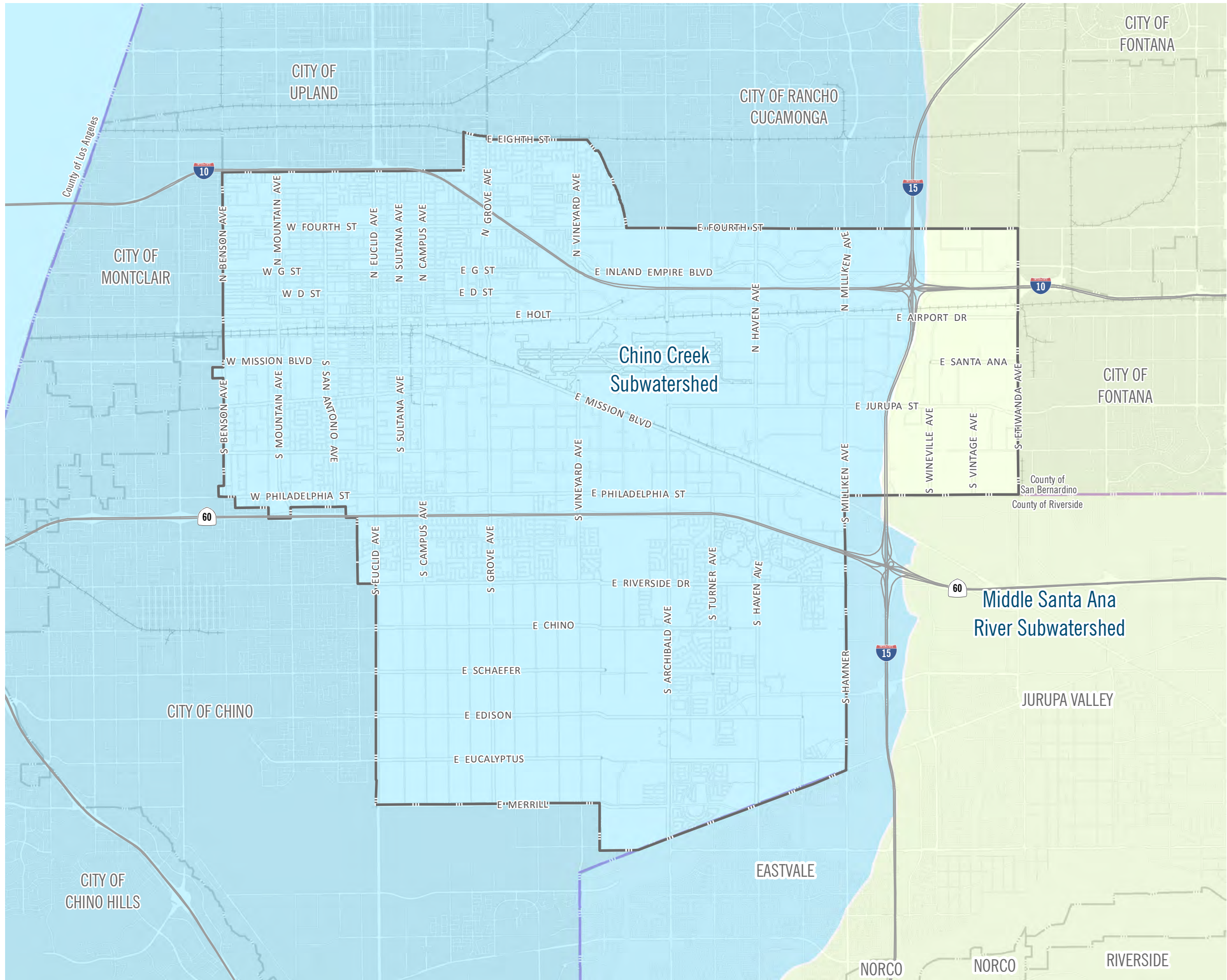
The EPA denotes surface water bodies on its list of Water Quality Limited Segments pursuant to Section 303(d) of the Clean Water Act (SWRCB 2018). For 303(d) listed water bodies, a limit is established that defines the maximum amount of pollutants that can be received by that water body. Listed impaired water bodies to which stormwater from the City drains and their associated pollutants of concern are presented in Table 5.10-1, *Listed Impaired Water Bodies*.

Table 5.10-1 Listed Impaired Water Bodies

Name	Pollutants of Concern
Cucamonga Creek, Reach 1	Zinc, copper, cadmium, lead
San Antonio Creek	pH
Chino Creek, Reach 2	Indicator bacteria, pH
Chino Creek, Reach 1B	Nutrients, indicator bacteria, COD
Prado Basin Management Zone	pH
Prado Park Lake	Nutrients, indicator bacteria






Source: SWRCB 2018

Once a water body has been placed on the 303(d) list of impaired waters, states are required to develop a TMDL threshold to address each pollutant causing impairment. A TMDL defines how much of a pollutant a water



HYDROLOGY

Figure 5.10-1
Subwatersheds

-  Ontario City Boundary
-  County Boundary
-  Rail Network
-  Chino Creek Watershed
-  Middle Santa Ana River Watershed



THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT
Source: USGS 2012 Date: 3/4/2022

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body can tolerate and still meet water quality standards. A TMDL has been approved by the EPA for indicator bacteria in Chino Creek Reach 2, Chino Creek Reach 1B and Prado Park Lake.

Groundwater

The City of Ontario obtains its groundwater from the Chino Groundwater Basin. The Chino Basin is one of the largest groundwater basins in southern California and encompasses about 235 square miles of the Upper Santa Ana River watershed. It lies in portions of San Bernardino, Riverside, and Los Angeles counties. The Chino Basin has approximately five to seven million acre-feet of water in storage and an estimated one million acre-feet of additional unused storage capacity. Prior to 1978, the Basin was in overdraft. After 1978, the Basin has been managed via adjudication by the Chino Basin Watermaster. The Chino Basin Watermaster has determined the safe yield for the basin and has assigned individual pumping allocations to each water purveyor to ensure that the total groundwater production does not exceed the safe yield. Groundwater supply and management is discussed further in Section 5.19, *Utilities and Service Systems*.

Chino Basin Watermaster 2020 State of the Basin Report

The 2020 State of the Basin Report addresses groundwater supply and demand trends across the Chino Groundwater Basin. The report noted groundwater levels increased by approximately 10 feet in the western portion of Ontario and decreased by between 10 to 30 feet in the eastern portion of the City between 2000 and 2020 and attributed the changes to effective basin management, changes in groundwater flows over time, and increased use of recycled water and alternative water sources throughout the Basin (Chino Basin Watermaster 2021a).

Groundwater Quality

Groundwater quality in Chino Basin is generally good, with better quality in the northern portion of the basin where recharge occurs. Generally, salinity, measured as total dissolved solids, exceeds 500 milligrams per liter, and nitrate concentrations exceed 50 milligrams per liter south of Riverside Drive. There also are several groundwater contamination plumes that affect the City of Ontario's groundwater supply—General Electric Flatiron, Alger Manufacturing Inc., General Electric Jet Engine Test Cell Plume, and South Archibald. See Section 5.9, *Hazards and Hazardous Materials*, which discusses the effect of groundwater contamination on potable water supply for the City.

Flood Zones

FEMA identifies floodplain zones to assist cities with mitigating flooding hazards through land use planning. FEMA also outlines specific regulations for any construction within a 100-year floodplain. The 100-year floodplain is defined as an area that has a one percent chance of being inundated during a 12-month period. FEMA also prepares maps for 500-year floods, which means that in any given year, the risk of flooding in the designated area is 0.2 percent. The portions of the City that are within the 100-year floodplain are shown on Figure 5.10-2, *Flood Hazard Zones*.

In some locations, FEMA also provides measurements of base flood elevations for the 100-year flood, which is the minimum height of the flood waters during a 100-year event. Base flood elevation is reported in feet

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above sea level. Depth of flooding is determined by subtracting the land's height above sea level from the base flood elevation. Areas in the 100-year flood hazard area that are financed by federally backed mortgages are subject to mandatory federal insurance requirements and building standards to reduce flood damage.

On the current digital FIRM for Ontario, large portions of the City are outside the 100-year floodplain, and only small portions—adjacent to flood control channels, detention basins, and creeks—are in the 100-year floodplain (see Figure 5.10-2). The western portion of the OR is labeled Zone D—undetermined flood hazard, and no hazard analysis has been completed for this area (FEMA 2021).

Dam Inundation Zones

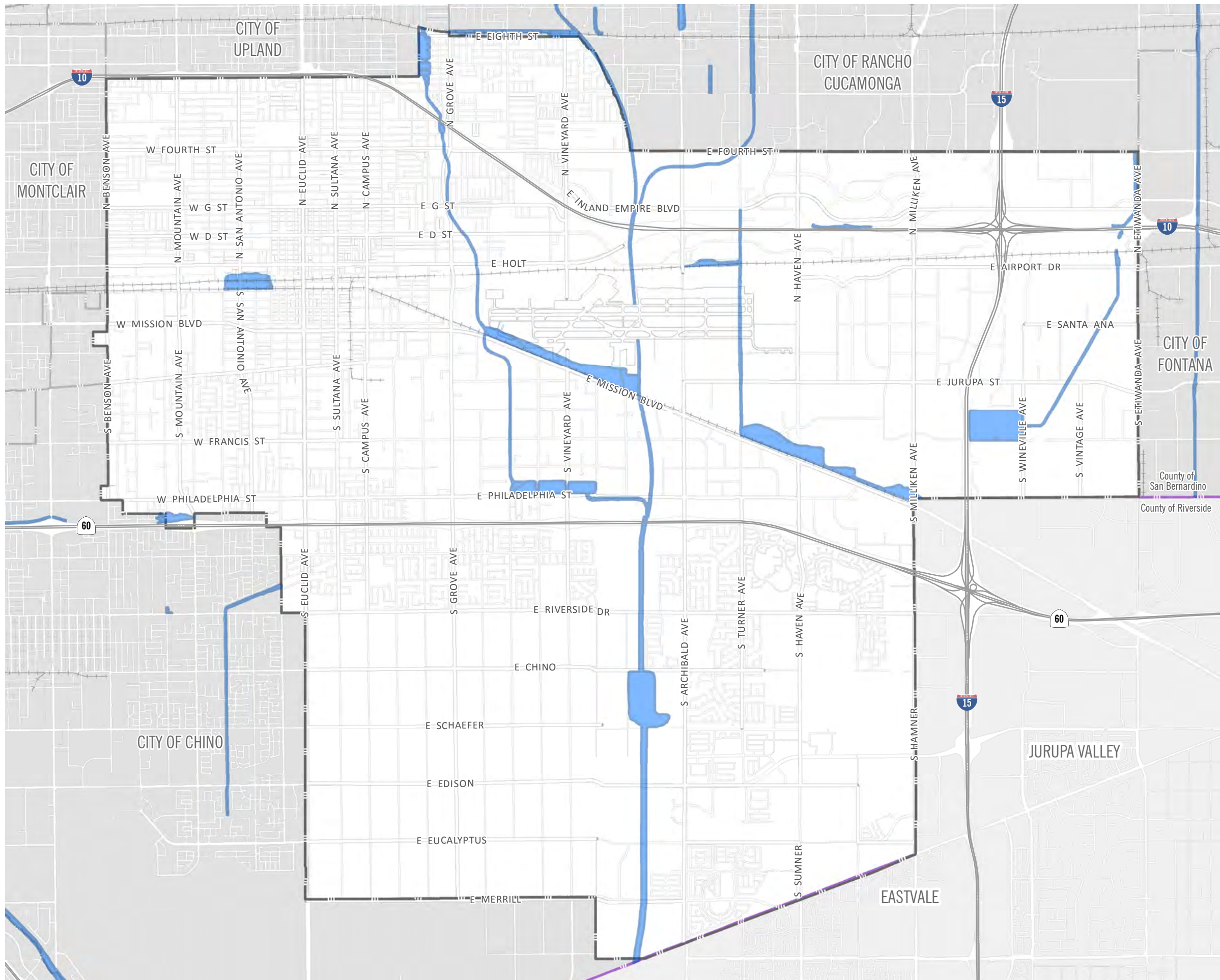
The western and southern portions of the City are in the dam inundation zone for the San Antonio Dam, shown on Figure 5.10-3, *Dam Inundation Zones*. The San Antonio Dam is a flood control and debris dam on San Antonio Creek owned and operated by the USACE. The reservoir behind the dam is usually dry but can fill with up to 11,880 acre-feet of water after large storm events. The dam is approximately 4.7 miles north of the northern city boundary at the base of the San Gabriel Mountains. Additionally, there are several inundation zones from debris basins that impact the northern and eastern portion of the City (see Figure 5.10-3). According to maps from DWR, the Cucamonga Creek Basin and Day Creek Debris Basin inundation zones impact small areas of the City north of Inland Empire Boulevard, and the San Sevaine Basin #5 and Hickory Basin inundation zones impact areas east of I-15.

There are no State or local restrictions for development in dam inundation zones; however, each dam owner is required to prepare an emergency action plan (EAP) and coordinate its response to a dam break with local authorities. The EAP is required to include warning and notification procedures that typically involve the Standard Emergency Management System, the San Bernardino County Sheriff's Department, the County, and the Ontario Fire Department.

Seiches and Tsunamis





A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin such as a reservoir, harbor, lake, or storage tank. Seiches can be created by winds, earthquakes, or tsunamis. Bodies of water such as bays, harbors, lakes, reservoirs, or large aboveground storage tanks can experience seiches. The City's water system includes 12 reservoirs/aboveground water tanks, ranging in capacity from 2 million gallons to 20 million gallons (Ontario 2020). The nearest body of water is the San Antonio Dam, approximately 12 miles to the north. A seiche at San Antonio Dam would cover a much smaller area than a catastrophic failure of the dam, and it is highly unlikely that any flood waters would reach the City. Additionally, seismic activity at enclosed aboveground water tanks in the City are unlikely to result in a seiche.

A tsunami is a great sea wave produced by undersea disturbances such as tectonic displacement or large earthquakes. The project site is approximately 30 miles from the ocean and therefore not at risk of flooding from a tsunami.



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Figure 5.10-2
Flood Hazard Zones

-  Ontario City Boundary
-  County Boundary
-  Rail Network
- Flood Zone**
-  FEMA 100-Year Floodplain



2 · 0 · 5 · 0
THE ONTARIO PLAN
SUPPLEMENTAL EIR



Source: The City of Ontario 2021 Date: 3/4/2022

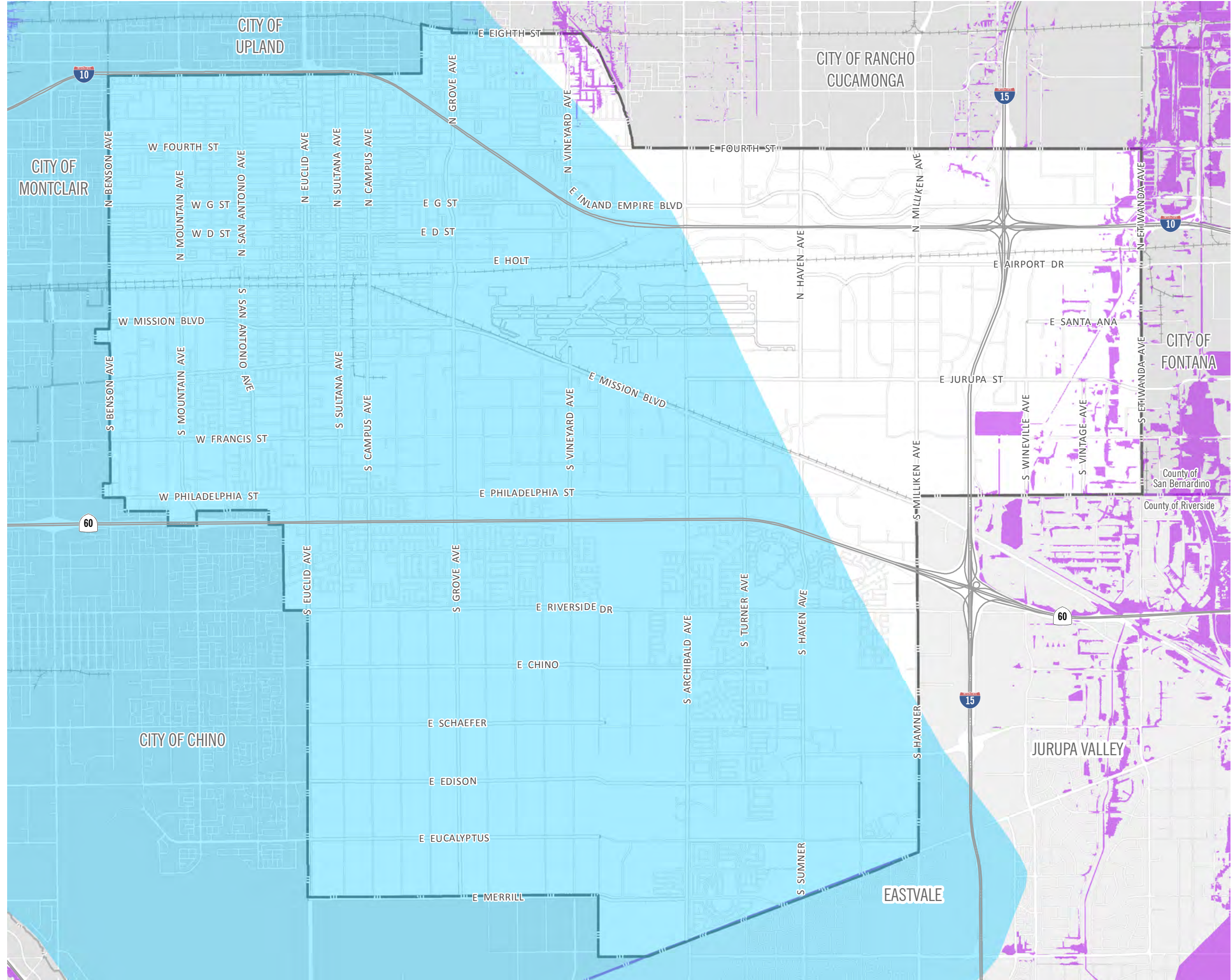
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HYDROLOGY

Figure 5.10-3
Dam Inundation Zones



- Potential Inundation from San Antonio Dam
- Potential Inundation from Debris Basins
- Ontario City Boundary
- County Boundary
- Rail Network

2 · 0 · 5 · 0

THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: DWR 2021 Date: 3/4/2022

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5.10.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- HYD-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
- HYD-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
- i) Result in a substantial erosion or siltation on- or off-site.
 - ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.
 - iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
 - iv) Impede or redirect flood flows.
- HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

5.10.3 Environmental Impacts

5.10.3.1 2010 CERTIFIED EIR

The 2010 Certified EIR concluded that impacts would be less than significant for all Hydrology and Water Quality thresholds (HYD-1 thru HYD-10) upon implementation of regulatory requirements, including LID strategies and post-construction BMPs and the policies and programs for the Approved Project. Since no significant adverse impacts were identified, no mitigation measures were identified, and there were no significant unavoidable adverse impacts related to hydrology and water quality.

5.10.3.2 PROPOSED PROJECT

The applicable thresholds are identified in brackets after the impact statement.

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Impact 5.10-1: The Proposed Project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. [Threshold HYD-1]

The 2010 Certified EIR identified less than significant impacts related to water quality from development activities associated with the Approved Project. Nearly the entire OMC is developed, and implementation of TOP 2050 would not substantially alter the amount of developed land in the OMC. Most of Ontario Ranch, however, is agricultural land which is designated for future urban use development by the current TOP and TOP 2050.

Construction

Clearing, grading, excavation, and construction activities associated with TOP 2050 have the potential to impact water quality through soil erosion and increasing the amount of silt and debris carried in runoff. Additionally, the use of construction materials, such as fuels, solvents, and paints, may present a risk to surface water quality. Finally, the refueling and parking of construction vehicles and other equipment on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the storm drain system.

To minimize these potential impacts, future development associated with TOP 2050 would require compliance with the SWRCB CGP Water Quality Order 2009-0009-DWQ as amended by Order No. 2010-0014-DWQ and 2012-006-DWQ. The SWRCB mandates that projects that disturb one or more acres of land must obtain coverage under the Statewide CGP. The CGP also requires that prior to the start of construction activities, the project applicant must file PRDs with the SWRCB, which includes a notice of intent, risk assessment, site map, annual fee, signed certification statement, and SWPPP.

A SWPPP requires the incorporation of BMPs to control sediment, erosion, and hazardous materials contamination of runoff during construction and prevent contaminants from reaching receiving water bodies. The construction contractor is always required to maintain a copy of the SWPPP at the site and implement all construction BMPs identified in the SWPPP during construction activities. Prior to the issuance of a grading permit, the project applicant is required to provide proof of filing of the PRDs with the SWRCB, which include preparation of SWPPP.

In addition, the City of Ontario requires that an erosion and sediment control plan be submitted prior to grading plan approval and the issuance of a grading permit. Implementation of the erosion control plan would address any potential erosion issues associated with proposed grading and site preparation activities associated with future buildout under TOP 2050.

Submittal of the PRDs and implementation of the SWPPP and the erosion control plan throughout the construction phase of the Proposed Project would address anticipated and expected pollutants of concern as a result of construction activities. The Proposed Project would comply with all applicable water quality standards and waste discharge requirements. As a result, water quality impacts associated with TOP 2050 construction activities would be less than significant.

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Operation

Pollutants from the post-construction phases of projects include sediment, metals, nutrients, pesticides, and hydrocarbons. TOP 2050 includes policies ER-1.5, ER-1.6, and ER-1.7 direct the City to reduce pollutants in the City's stormwater system. Projects approved under TOP 2050 would be required to control pollutants in discharges of stormwater from postconstruction activities under NPDES Permit No. CAS618036 through preparation of a WQMP identifying BMPs for prevention of stormwater pollution during the post-construction phase, including site-design, source-control, and/or treatment BMPs.

Site design BMPs are measuring for reducing or eliminating runoff—such as maximizing permeable areas and natural drainage systems such as swales and using stormwater detention and retention basins. Source control BMPs are designed to minimize the potential for pollutants to contact stormwater, which would limit the potential for water quality impacts downstream. Structural source control measures minimize stormwater pollution by such means as paving trash storage areas and fueling areas with impervious surfaces and grading such areas to redirect run-on. Nonstructural source control measures are intended to minimize stormwater pollution through such means as education of owners, tenants, and occupants; employee training; activity restrictions, including prohibiting the discharging of fertilizers, pesticides, or waste to streets or storm drains; and a spill contingency plan. Treatment control BMPs (single or in combination) remove pollutants of concern from on-site runoff. All treatment BMPs would be designed in accordance with the procedures and spreadsheets in the “San Bernardino County Technical Guidance Document for WQMPs” (Santa Ana RWQCB 2013).

TOP 2050 would continue policies of the Approved Project to reduce pollutants from entering the City's stormwater system, and future development projects associated with TOP 2050 would be required to control pollutants in discharges of stormwater from post-construction activities through WQMP preparation and implementation. Therefore, water quality standards and waste discharge requirements would not be exceeded, and surface water and groundwater quality would not be degraded.

The Proposed Project would not result in a new or a substantial increase in the magnitude of impacts related to water quality associated with development activities compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.10-2: The Proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. [Threshold HYD-2]

The 2010 Certified EIR identified less than significant impacts related to groundwater recharge and supply for the Approved Project. Buildout of TOP 2050 is forecast to increase residential units by 25,399 and increase nonresidential square footage by 1,092,508 square feet compared to the Approved Project. Future development would increase the amount of impermeable surfaces in the City and reduce the amount of permeable surfaces available for groundwater recharge.

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Nearly all of the OMC is developed with urban uses and not available for groundwater recharge. Therefore, most of the increase in impermeable surfaces in the City would result from development of the Ontario Ranch in accordance with land use designations in TOP 2050. Planned drainage improvements in Ontario Ranch would increase the capability of conveying stormwater to the county's existing regional storm drain system and minimize the potential for flooding to occur in City streets. Many of these projects have already been completed, as documented in Table 5.19-10 in the *Utilities and Service Systems* section of the SEIR. Projects considered for approval under the Approved Project and TOP 2050 would have to meet the following requirements for limiting impacts to groundwater recharge:

- BMPs for compliance with NPDES regulations, for instance, preservation of existing vegetation.
- Preparation of project-specific hydrology studies estimating project impacts on drainage, in accordance with procedures in the *San Bernardino County Technical Guidance Document for WQMPs* (2013).

TOP 2050 contains policies that would promote infiltration of runoff and groundwater recharge, including Policies ER-1.5 and ER-1.6. Policy ER-1.6 encourages use of LID strategies to intercept runoff, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems. Potential LID strategies that could be implemented by development in the City include bioretention, dry wells, filter strips, grassed swales, infiltration trenches, inlet pollution removal devices, permeable pavement, permeable pavers, rain barrels and cisterns, soil amendments, tree box filters, vegetated buffers, and vegetated roofs. Groundwater supply and management is discussed in Section 5.19, *Utilities and Service Systems*.

In compliance with the Chino Basin Watermaster's Well Procedure for Developers, a well use/destruction plan and schedule for all existing private/agricultural wells shall be submitted to the City of Ontario for approval prior to the issuance of permits for any construction activity. If a private well is actively used for water supply, the developer shall submit a plan to abandon such well and connect users to the City's water system (residential to the domestic water system and agricultural to the recycled water system) when available. Wells shall be destroyed/abandoned per the California Water Resource Guidelines, which requires permitting from San Bernardino County Health Department. A copy of the permit and Form DWR 188 Well Completion Form shall be provided to the City's Community Development Engineering Department and the Ontario Municipal Utilities Company (OMUC) Engineering Department prior to issuance of grading and/or building permits. If the developer proposes temporary use of an existing agricultural well for purposes other than agriculture, such as grading, dust control, etc., the developer shall make a formal request to the City for that use prior to issuance of permits for any construction activity. Upon approval, the developer shall enter into an agreement with the City and pay any applicable fees.

Future urban development in Ontario Ranch would be served by domestic water provided by the City. Approximately 46 percent of the City's water supply is groundwater pumped by the City from the Chino Groundwater Basin; groundwater pumping is managed by OMUC so that domestic demands do not exceed the safe yield for the basin, consistent with the Chino Basin Watermaster's Optimum Basin Management Program, commonly called the "OBMP Peace Agreement". The City also recharges stormwater and recycled water into the Chino Groundwater Basin and therefore is entitled to groundwater recharge credits (Ontario 2021).

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With the implementation of City policies that promote LID and infiltration for new development projects and compliance with the Chino Basin Watermaster's safe yield restrictions, the potential for the project to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin is considered less than significant.

The Proposed Project would not result in a new or a substantial increase in magnitude of impacts that would impede sustainable groundwater management of the basin compared to the Approved Project. The Chino Groundwater Basin is adjudicated and is considered by DWR to be a very low priority groundwater basin. Each water purveyor has an allotted amount of water that can be pumped from the basin so that the safe yield is not exceeded. The City has access to additional water supplies that can accommodate the proposed increase in growth with buildout of the TOP and would not interfere with sustainable management of the groundwater basin. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Impact 5.10-3: The Proposed Project would increase impervious surfaces but would not substantially increase the rate or amount of surface runoff in a manner which would impact water quality or cause flooding. [Threshold HYD-3]

The 2010 Certified EIR identified less than significant impacts related to increased surface runoff for the Approved Project.

Erosion and Siltation

Similar to the Approved Project, future development associated with TOP 2050 would involve site improvements that require grading, excavation, and soil exposure during construction, with the potential for erosion or siltation to occur. If not controlled, the transport of these materials to local waterways could temporarily increase suspended sediment concentrations and release pollutants attached to sediment particles. To minimize this impact, the project would be required to comply with the requirements in the State's CGP, including preparation of a notice of intent and SWPPP prior to the start of construction activities (see Impact 5.10-1). The SWPPP would describe the BMPs to be implemented during the project's construction activities. The implementation of the BMPs during the construction phase would include the following measures to minimize erosion and siltation:

- Minimize disturbed areas of the site.
- Install on-site sediment basins to prevent off-site migration of erodible materials.
- Implement dust control measures, such as silt fences and regular watering of open areas.
- Stabilize construction entrances/exits.
- Install storm drain inlet protection measures.
- Install sediment control measures around the site, including silt fences or gravel bag barriers.

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In addition, the City of Ontario requires preparation of an erosion and sediment control plan and implementation of BMPs to control erosion, debris, and construction-related pollutants. This would further reduce the potential for erosion and siltation during the construction phase.

For post-construction, projects approved under TOP 2050 would be required to control stormwater discharges under NPDES Permit No. CAS618036 through preparation of a WQMP identifying BMPs for reducing or eliminating runoff (see Impact 5.10-1). Additionally, TOP 2050 policies ER-1.5, ER-1.6, and ER-1.7 direct the City to incorporate strategies to capture, slow, or treat run-off that would reduce the potential for erosion and siltation during the operational phase of future development projects.

Collectively, implementation of BMPs outlined in SWPPPs, erosion and sediment control plans, WQMPs, and TOP 2050 policies would address anticipated erosion and siltation impacts. Therefore, the project would not result in substantial erosion or siltation on- or off-site.

Flooding On- and Off-Site

Buildout of TOP 2050 is forecast to increase residential units by 25,399 and increase nonresidential square footage by 1,092,508 square feet, compared to the Approved Project. Future development would increase the amount of impermeable surfaces in the City, which could result in future on- and off-site flooding. As discussed under Impact 5.10-3, *Erosion and Siltation*, future development projects would implement BMPs outlined in SWPPPs to reduce flooding impacts due to runoff during construction and BMPs included in WQMPs to reduce the potential for post-construction flooding impacts. The City's standard conditions of approval for new development also require the preparation of hydrology studies and drainage analyses that document the peak runoff rates from the developed site and evaluate the capacity of the storm drain system to accept these flow rates. Additionally, TOP 2050 policies ER-1.6, ER-1.7, S-2.1, S-2.5 and S-2.6 direct the City to incorporate strategies to capture, slow, or treat run-off and to reduce the flooding potential down-gradient of new development. These policies would reduce the potential for on- and off-site flooding during the operational phase of future development projects. Therefore, the project would not result in flooding on- or off-site.

Surface Runoff and Capacity of Storm Drain System

There are three major regional drainage channels that convey stormwater runoff from the City's storm drain system—San Antonio Channel, Cucamonga Channel, and Day Creek Channel. There are also several flood retentions and spreading basins in the City that are used to retain flood flows and recharge the Chino Groundwater Basin.

Projects considered for approval under TOP 2050 would be required to prepare project-specific hydrology and hydraulic studies as required by the City. The methodology for these studies is provided in the San Bernardino County Hydrology Manual, which describes the approach for estimating stormwater runoff and peak flow rates, for the 100-year storm event (San Bernardino County 1986).

In compliance with the MS4 Permit and San Bernardino County Stormwater Program, new development projects would also be mandated to install stormwater treatment BMPs that retain the 2-year, 24-hour rainfall event. Furthermore, the City, under TOP 2050 policy ER-1.6, would encourage the use of LID strategies to

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intercept runoff, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems. The City, through TOP 2050 policy S-2.5, would maintain and improve the storm drain system to minimize flooding, thus reducing the impacts of any increases in surface water flows that enter the storm drainage systems. Because new development in the City would be required to prepare a hydrology study and drainage analysis in accordance with the San Bernardino County Hydrology Manual, no significant impacts would occur.

Flood Flows

On the current FIRM for Ontario, only small portions of the City adjacent to flood control channels, detention basins, and creeks are in the 100-year floodplain (see Figure 5.10-2). The western portion of Ontario Ranch is labeled Zone D—undetermined flood hazard—and no hazard analysis has been completed for this area. Thus, implementation of the Approved Project and TOP 2050 could result in development in areas subject to flooding.

Under TOP 2050 policies, the City would take the following actions to reduce impacts of potential developments within 100-year flood zones:

- **S-2.1: Entitlement and Permitting Process.** We require hydrological studies prepared by a State-certified engineer when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient.
- **S-2.2: Floodplain Mapping.** We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.
- **S-2.3: 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 or 500-year flood zone unless all standards of elevation, floodproofing, and storage have been implemented to the satisfaction of the Building Department.
- **S-2.4: Prohibited Land Uses.** We prohibit the development of new essential and critical facilities in the 100-year floodplain and discourage the development of new essential and critical facilities in the 500-year floodplain unless all standards of elevation and flood proofing demonstrate that a facility can be safe and operational during a flood event, implemented to the satisfaction of the Building Department.
- **S-2.5: Stormwater Management.** We maintain and improve the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces.

In addition to these policies, the Ontario Municipal Code, Chapter 13, *Flood Damage Prevention Program*, requires that a development permit be obtained prior to development in a special flood hazard area to ensure that the site is reasonably safe from flooding and flood hazards. The City requires that all new structures in a special

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flood hazard area have elevations above the base flood elevation. Therefore, with implementation of existing policies, the potential for the project to impede or redirect flood flows is considered less than significant.

The Proposed Project would not result in a new or a substantial increase in magnitude of impacts related to flood hazards compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.10-4: The Proposed Project would not exacerbate risk of flood hazards, tsunamis, or seiches or risk release of pollutants due to inundation. [Threshold HYD-4]

The 2010 Certified EIR identified less than significant impacts related to flood hazards, tsunamis, seiches, or dam inundation with the Approved Project. As shown on Figure 5.10-2, only small portions of the City are in the 100-year floodplain, adjacent to flood control channels, detention basins, and creeks. Under TOP 2050 policies, the City would take the following actions to reduce impacts of potential developments within 100-year flood zones:

- **S-2.2: Floodplain Mapping.** We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.
- **S-2.3: 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 or 500-year flood zone unless all standards of elevation, floodproofing, and storage have been implemented to the satisfaction of the Building Department.

The western and southern portions of the City are in the dam inundation zone of San Antonio Dam (see Figure 5.10-3). The dam is owned and operated by the USACE and functions as a flood control and debris dam for San Antonio Creek. Additionally, there are several debris basins in the surrounding areas that impact the northern and eastern parts of the City. The probability of dam failure is very low, and Ontario has never been impacted by a major dam failure. In addition, dam owners are required to maintain emergency action plans that include procedures for damage assessment and emergency warnings. An EAP identifies potential emergency conditions at a dam and specifies preplanned actions to help minimize property damage and loss of life should those conditions occur. EAPs contain procedures and information that instruct dam owners to issue early warning and notification messages to downstream emergency management authorities, such as the Ontario Fire Department. In addition, flooding would be minimal if any of the debris basins were to fail. Because the likelihood of catastrophic failure of the San Antonio Dam is very low and the City has EAP notification procedures, impacts of release of pollutants due to dam inundation are considered less than significant.

As described in Section 5.10.1.2, *Existing Conditions*, there are no large bodies of water that would result in a seiche during seismic activity. Additionally, the reservoirs/aboveground water tanks within the City are enclosed, thereby minimizing the possibility of a seiche. The project site is inland and approximately 30 miles from the ocean and is not at risk of flooding due to tsunamis.

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Therefore, impacts associated with the release of pollutants due to inundation would be less than significant. The Proposed Project would not result in a new or a substantial increase in magnitude of impacts related to flood hazards compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.10-5: The Proposed Project would not obstruct or conflict with the implementation of a water quality control plan or sustainable groundwater management plan. [Threshold HYD-5]

The 2010 Certified EIR identified less than significant impacts related to water quality or groundwater issues. The City's groundwater supplies are from the Chino Groundwater Basin, which is adjudicated and managed by the Chino Basin Watermaster. The Chino Basin is exempt from legislative requirements under the Sustainable Groundwater Management Act (SGMA) because it is an adjudicated basin and is not required to prepare a groundwater sustainability plan (Chino Basin Watermaster 2021b). Adjudicated basins have determined the safe yield for the basin and have assigned individual pumping allocations to limit groundwater production to the safe yield.

Adherence to the State CGP, implementation of the SWPPP, and adherence to the City's Erosion and Sediment Control Plan requirements, as described in detail in Impact 5.10-1, would ensure that surface and groundwater quality are not adversely impacted during construction. Projects approved under TOP 2050 would be required to comply with the Santa Ana River Basin Plan and to control pollutants in discharges of stormwater from postconstruction activities under NPDES Permit No. CAS618036 through preparation of a WQMP identifying BMPs for prevention of stormwater pollution during the post-construction phase, including site-design, source-control, and/or treatment BMPs. Therefore, the project would not obstruct or conflict with the RWQCB's Basin Plan or any groundwater management plan, and impacts would be less than significant.

The Proposed Project would not result in a new or a substantial increase in magnitude of impacts related to consistency with a water quality control plan or sustainable groundwater management plan.

Level of Significance Before Mitigation: Less than significant.

5.10.4 Cumulative Impacts

Cumulative impacts to hydrology, drainage, flooding, and water quality are considered for the Chino Creek subwatershed and the Middle Santa Ana River subwatershed, which are part of the larger Santa Ana River Watershed.

Development in the City of Ontario and other projects in these watersheds would increase impervious areas, thus increasing runoff and flows into storm drainage systems. Within San Bernardino County, other projects would be required to prepare hydrology and hydraulic studies in accordance with the County Hydrology Manual and analyze stormwater flows that result from the 100-year storm event to ensure that the capacities of the storm drain systems are not exceeded. Additionally, other projects would be required to comply with MS4 permits applicable in those watersheds. The Santa Ana RWQCB MS4 permit applies to portions of three counties in the Santa Ana Basin. Other projects compliance with the requirements of the Santa Ana RWQCB

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MS4 permit, the San Bernardino County Stormwater Program, and San Bernardino County Hydrology Manual guidance would reduce cumulative impacts to hydrology and drainage to less than significant and would not be cumulatively considerable.

If projects in the watersheds are within 100-year flood zones, they would be mandated to comply with National Flood Insurance Program requirements. Cumulative impacts to hydrology, drainage, and flooding would be less than significant, and impacts of TOP 2050 would not be cumulatively considerable.

Cumulative projects could generate pollutants that would contaminate stormwater. Compliance with the MS4 permit includes implementation of site design and source control BMPs that reduce the potential for pollutants to enter runoff and treatment control BMPs that remove pollutants from stormwater. Cumulative water quality impacts would be less than significant after compliance with such permits, and impacts would not be cumulatively considerable.

5.10.5 Relevant New and Modified General Plan Policies

As described above, TOP 2050 includes the following policies relevant to hydrology and water quality: ER-1.7 and S-2.6. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. New or modified TOP 2050 policies relevant to hydrology and water quality are:

- **ER-1.5: ~~Groundwater~~ Water Resource Management.** ~~We protect groundwater quality by incorporating strategies that prevent pollution, require remediation where necessary, capture and treat urban runoff, and recharge the aquifer. Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.~~
- **ER-1.6: Urban Run-off Quantity.** We encourage the use of low impact development strategies, including green infrastructure, to intercept run-off, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems.
- **S-2.1: Entitlement and Permitting Process.** ~~We follow State guidelines and building code to determine when development proposals require hydrological studies prepared by a State-certified engineer~~ when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient.
- **S-2.2: Floodplain Insurance Mapping.** ~~We will limit development in flood plains and participate in the National Flood Insurance Program~~ require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.
- **S-2.3: 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 or 500-year flood zone unless all standards of elevation, floodproofing, and storage have been implemented to the satisfaction of the Building Department.

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- **S-2.4: Prohibit Land Uses.** We prohibit the development of new essential and critical facilities in the 100-year floodplain and discourage the development of new essential and critical facilities in the 500-year floodplain unless all standards of elevation and flood proofing demonstrate that a facility can be safe and operational during a flood event, implemented to the satisfaction of the Building Department.
- **S-2.5: Stormwater Management Drain System.** We maintain ~~and improve~~ the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces.
- **S-2.7: Collaboration Between Agencies.** Collaborate with the San Bernardino County Flood Control District and other state and federal agencies to maintain flood-control infrastructure to minimize flood damage.

5.10.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.10-1, 5.10-2, 5.10-3, 5.10-4 and 5.10-5.

5.10.7 Mitigation Measures

5.10.7.1 MITIGATION MEASURES FROM THE 2010 CERTIFIED EIR

No mitigation measures were identified.

5.10.7.2 NEW MITIGATION MEASURES

No significant impacts were identified and no new mitigation measures are warranted.

5.10.8 Level of Significance After Mitigation

No significant impacts were identified, and no significant and unavoidable impacts to hydrology or water quality would occur.

5.10.9 References

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- State Water Resources Control Board (SWRCB). 2018. Integrated Report Map. Accessed October 21, 2021. https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2018_integrated_report/2018IR_map.html.
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5.11 LAND USE AND PLANNING

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential impacts to land use in the City of Ontario from implementation of TOP 2050 (Proposed Project) compared to the of the current TOP (Approved Project). This land use section is based on the proposed land use plan, described in detail in Chapter 3, *Project Description*, and shown on Figure 3-5, *Proposed Land Use Plan*. The proposed goals and policies have been evaluated to determine their consistency with other relevant sections of TOP 2050. In addition, compatibility of the proposed land use changes with the existing land uses in the surrounding area is discussed in this section. TOP 2050 is also evaluated for consistency with the Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide and the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal.

Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this Draft SEIR.

5.11.1 Environmental Setting

5.11.1.1 REGULATORY BACKGROUND

Regional

Southern California Association of Governments

SCAG is a regional council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, which encompass over 38,000 square miles. SCAG is the federally recognized metropolitan planning organization for this region and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's metropolitan planning organization, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives, as discussed below.

TOP 2050 is considered a project of "regionwide significance" pursuant to the criteria in SCAG's Intergovernmental Review Procedures Handbook (November 1995) and Section 15206 of the CEQA Guidelines. Therefore, this section addresses the Proposed Project's consistency with the applicable SCAG regional planning guidelines and policies.

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Regional Transportation Plan/Sustainable Communities Strategy

On September 3, 2020, SCAG adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal), a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375, improve public health, and meet the National Ambient Air Quality Standards. This long-range plan, required by the state of California and the federal government, is updated by SCAG every four years as demographic, economic, and policy circumstances change. Connect SoCal is a living document that is rooted in strong analysis and evolves as the region's demographics, economy, and priorities change. The City of Ontario is a member jurisdiction of the San Bernardino Council of Governments, and a participating agency in SCAG's Connect SoCal.¹

Local

City of Ontario Development Code

The City of Ontario Development Code is designed to assist in the implementation of the goals and policies of TOP in order to promote and protect the public health, safety, and general welfare in the community. Development Code Chapter 5, Zoning and Land Use, establishes zoning designations and development standards to regulate orderly development. Currently, the Ontario Development Code identifies six special policy overlay zones: Agriculture (AG), Euclid Avenue (EA), Emergency Shelter (ES), Multimodal Transit Center (MTC), Interim Community Commercial (ICC), and Affordable Housing (AH). The land uses and regulations allowed in each of these overlay zones are outlined in Chapter 5 of the Ontario Development Code (Ontario 2020).

Ontario International Airport Land Use Compatibility Plan

The City of Ontario is within the Ontario International Airport (ONT) Influence Area. The ONT Land Use Compatibility Plan (ALUCP) was adopted on April 19, 2011 by the Ontario City Council to promote compatibility with surrounding land uses and amended in July 2018. The ALUCP provides guidance to local jurisdictions that may be affected by ONT and the objective of the Plan is to promote compatibility between the airport and the land that surrounds it to avoid future compatibility conflicts (Ontario 2018). Figure 5.9-2, *Airport Safety Zones*, in Section 5.9, *Hazards and Hazardous Materials*, maps the compatibility zones and land uses surrounding the ONT.

The Ontario International Airport–Inter Agency Collaborative (ONT-IAC) was formed to ensure that new development is compatible with the Ontario Airport Influence Area. The ONT-IAC implements the policies and criteria of the ALUCP to prevent future incompatible land uses surrounding ONT and minimizing the public's exposure to excessive noise and safety hazards. ONT-IAC is responsible for reviewing proposed major airport and land use actions for consistency with the policies set forth in the ONT ALUCP and preparing

¹ In 2016, Senate Bill 1305 consolidated the San Bernardino County Transportation Commission, local transportation authority, service authority for freeway emergencies and local congestion management agency into a single entity, San Bernardino County Transportation Authority (SBCTA), effective January 1, 2017. However, the San Bernardino Associated Governments continues as a Joint Powers Authority functioning as a Council of Governments (SBCOG).

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written consistency evaluations and soliciting input and comments from the Federal Aviation Administration (FAA), California Department of Transportation (Caltrans) Division of Aeronautics, pilot groups, and others regarding compatibility planning matters, when necessary.

Chino Airport Master Plan

The City of Ontario is also within the Chino Airport Influence Area. The Chino Airport is south of the City of Ontario across Merrill Avenue and is owned and operated by San Bernardino County. The Chino Airport adopted its own Airport Comprehensive Land Use Plan (ACLUP) in November 1991 and the Chino Airport Master Plan (AMP) in December 2003. The 1991 Chino ACLUP does not reflect the 2003 Chino AMP nor does it reflect the 2011 Caltrans Airport Land Use Planning Handbook. Public Utilities Code Section 21670.1(c) that requires local jurisdictions under the “alternative process” to “rely upon” the California Airport Land Use Planning Handbook published by Caltrans Division of Aeronautics in October 2011, for preparing Compatibility Plans and to utilize the Handbook’s height, land use, noise, safety, and density criteria. Although the City of Ontario does not have the formal responsibility under the “alternative process” to prepare a compatibility plan for Chino Airport, the City of Ontario has adopted the Chino Airport Overlay Zone that addresses Chino Airport’s impacts on Ontario, consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook (Caltrans 2011). Figure 5.9-2, *Airport Safety Zones*, in Section 5.9, *Hazards and Hazardous Materials*, maps the compatibility zones and land uses surrounding Chino Airport.

5.11.1.2 EXISTING CONDITIONS

The City of Ontario developed from a small agricultural town centered mainly on the citrus industry to a suburban community with a large manufacturing and industrial base. Figure 4-1, *Existing Land Use*, in Chapter 4, *Environmental Setting*, shows the current land uses of Ontario. The City has a total population of 179,597 residents (see Table 4-1), the majority of whom live in the developed lands north of Riverside Drive. This area was the City’s boundary prior to the annexation of the New Model Colony (NMC) in 1999 and is called the Original Model Colony (OMC). The area south of Riverside Drive, the NMC or Ontario Ranch, was predominantly used for citrus and dairy agriculture. It is still used for dairy, poultry, and row crop agriculture, and it has some residential land uses. These residential land uses are older, single-family land uses and newer planned communities. Portions of the land are under contract with the City through the Williamson Act of 1964 to preserve agriculture land. However, as Ontario Ranch continues to develop, these contracts would expire or would be terminated.

Existing residential areas tend to be in the older portions of the City west of Grove Avenue and north of Riverside Drive, and scattered throughout Ontario Ranch. Business land uses include commercial and industrial land uses. Commercial land uses are prominent in the historic downtown area, mostly along Euclid and Holt Avenues; around the ONT and the business parks and industrial areas surrounding the airport; and around the Ontario Mills commercial and entertainment complex. Industrial and employment-based centers are prominent in Ontario, especially in the eastern portions of the City and areas surrounding the ONT and Chino Airport in Ontario Ranch. In this area, types of businesses include light manufacturing, research and development, and technology development, as well as medical services, entertainment venues, retail stores, galleries, health clubs,

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financial institutions, day care facilities, and professional offices. Public open space areas in the City include the Whispering Lakes Golf Course north of Riverside Drive and the Cucamonga-Guasti Regional Park in north Ontario.

5.11.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- LU-1 Physically divide an established community.
- LU-2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

5.11.3 Environmental Impacts

5.11.3.1 2010 CERTIFIED EIR

The 2010 Certified EIR concluded that the Approved Project would not divide an established community, would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect, and would not conflict with the adopted Oakmont Industrial Group Habitat Conservation Plan.² Implementation of regulatory requirements and standard conditions of approval ensured that no significant impacts would occur.

5.11.3.2 PROPOSED PROJECT

The following impact analysis addresses thresholds of significance. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.11-1: Project implementation would not divide an established community. [Threshold LU-1]

The 2010 Certified EIR found that the Approved Project's land use plan would not divide an established community.

Implementation of TOP 2050 would guide future growth within the City of Ontario. Table 3-1, *Approved TOP Buildout Projections*, and Table 3-4, *Comparison of Approved TOP to TOP 2050*, in Chapter 3, *Project Description*, detail the buildout statistics associated with the current TOP and TOP 2050.

The changes in land use that would occur upon the implementation of TOP 2050 Land Use Plan would not result in the physical division of an established community. In the OMC, residential, commercial, and industrial land uses would remain similar to existing residential land uses. In Ontario Ranch, land use changes include residential to employment or mixed use, commercial to residential, and increased density residential, but would not divide established communities. Most of the agricultural land uses in Ontario Ranch are in decline and the

² This threshold is now addressed in Section 5.4, *Biological Resources*.

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establishment of new urban developments would create a sense of community. The mixed-use ~~overlays~~ designations would also bring entertainment, activity, and diversity to housing, retail, and workplace land uses in the City, which would help create attractive communities for local citizens and visitors. The Land Use Element of TOP 2050 contains policies and programs that encourage the preservation or enhancement of the existing, primarily residential community through infill development, open space opportunities, and development of compatible uses that would reduce the amount of conflict between contradicting land uses and enhance the existing character of Ontario.

Additionally, the TOP 2050 Land Use and Housing Elements ~~have~~s specific policies that encourage neighborhood identity and preservation. Some of these policies include, but are not limited to:

- **LU-1.1: Strategic Growth.** We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, foster the development of transit, and support the expansion of the active and multimodal transportation networks throughout the City.
- **LU-1.2: Sustainable Community Strategy.** We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.
- **LU-1.3: Adequate Capacity.** We require adequate infrastructure and services for all development.
- **LU-2.1: Land Use Decisions.** We minimize adverse impacts on adjacent properties when considering land use and zoning request.
- **LU-2.2: Buffers.** We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is required when new uses could negatively impact environmental justice areas.
- **LU-2.6: Infrastructure Compatibility.** We require infrastructure to be aesthetically pleasing and in context with the community character.
- **LU-2.7: Inter-jurisdictional Coordination.** We maintain an ongoing liaison with ONT, Caltrans, Public Utilities Commission, the railroads, and other agencies to help minimize impacts and improve the operations and aesthetics of their facilities.
- **LU-2.10: Sensitive Uses.** We monitor and share information with the community about stationary and non-stationary emission sources. We encourage siting and design of facilities to minimize health and safety risks on existing and proposed sensitive uses, especially in environmental justice areas.
- **LU-2.11: Context-Aware Transitions and Connections.** We require new development projects and land-planning efforts to provide context-aware and appropriate transitions and connections between existing and planned neighborhoods, blocks, sites, and buildings.

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- **LU-3.1: Development Standards.** We maintain clear development standards that allow flexibility to achieve our Vision and provide objective standards that ensure predictability and deliver the intended physical outcomes.
- **LU-3.3: Land Use Flexibility.** We consider uses not typically permitted within a land use category if doing so improves livability, reduces vehicular trips, creates community gathering places and activity nodes, and helps create identity.
- **LU-4.2: Interim Development.** We allow development in urban, mixed-use, and transit-oriented Place Types that is not immediately reflective of our ultimate Vision for the Place Type, provided it can be modified or replaced when circumstances are right to support development aligned with the Place Type Vision. We will not allow development that impedes, precludes, or compromises our ability to achieve our Vision.
- **LU-4.3: Infrastructure Timing.** We require that the necessary infrastructure and services be in place prior to or concurrently with development.
- **LU-4.4: Shared Infrastructure.** We encourage and facilitate the use of shared infrastructure (including shared or managed parking) in urban, mixed-use, and transit-oriented Place Types.
- **H-1.2: Neighborhood Conditions.** We direct efforts to improve the long-term sustainability of neighborhoods through comprehensive planning, provision of neighborhood amenities, rehabilitation and maintenance of housing, and community building efforts.
- **H-1.5: Neighborhood Identity.** We strengthen neighborhood identity through creating parks and recreational outlets, sponsoring neighborhood events, and encouraging resident participation in the planning and improvement of their neighborhoods.

Consequently, TOP 2050 would avoid conflicting land uses and would not divide an established community.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to the division of a community compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.11-2: Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]

The 2010 Certified EIR found that buildout of the Approved Project would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.

TOP 2050 is meant to be a framework for planning and development in Ontario for the next 30 or more years. As described in Section 5.14, *Population and Housing*, buildout of TOP 2050 Land Use Plan would provide sufficient dwelling units, population, and employment capacity to exceed SCAG's projections for 2050.

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The preparation of TOP 2050 and the City’s vision must be consistent with the policies and regulations of existing regional and local plans that are meant to prevent environmental impacts related to population growth and land use conflicts.

Consistency with SCAG’s Regional Plans and Policies

The consistency of TOP 2050 with SCAG’s Connect SoCal is shown in Table 5.11-1, *Consistency with SCAG Connect SoCal*. Connect SoCal is a major advisory plan prepared by SCAG that addresses important regional issues like housing, traffic/transportation, water, and air/quality. Connect SoCal serves as an advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance. Connect SoCal is advisory only and cannot be used for intergovernmental review. TOP 2050 is consistent with the majority of Connect SoCal’s goals (see Section 5.14, *Population and Housing*, for a discussion on consistency with SCAG demographic projections). The elements of TOP 2050 are the Community Design (CD), Community Economics (CE), Environmental Resources (ER), Housing (H), Land Use (LU), Mobility (M), Parks and Recreation (PR), Safety (S), and Social Resources (SR) Elements. Policies from these elements are included in the consistency table.

Table 5.11-1 Consistency with SCAG Connect SoCal

SCAG Connect SoCal Goal	TOP 2050 Compliance
Goal #1: Encourage regional economic prosperity and global competitiveness	Consistent: The Community Economics Element outlines goals and policies for decision-making in Ontario that incorporate the full short-term and long-term economic and fiscal implications of proposed City Council actions. Economic development resources are used to attract jobs suited for the skills and education of current and future Ontario residents, work with regional partners to provide opportunities for the labor force to improve its skills and education, and attract business that increase Ontario’s stake and participation in growing sectors of the regional and global economy (Policy CE-1.2). The City also proactively attracts new and expanding businesses to Ontario in order to increase the City’s share of growing sectors of the regional and global economy (Policy CE-1.5).
Goal #2: Improve mobility, accessibility, reliability, and travel safety for people and goods	Consistent: The Mobility Element identifies the system of roadways all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods and users of public transportation. Roadways within Ontario are required to comply with federal, state, and local design and safety standards, meet the needs of multiple transportation modes and users, handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways, be compatible with the streetscape and surrounding land uses, and promote the efficient flow of all modes of transportation through the implementation of intelligent transportation systems and travel demand management strategies (Policy M-1.1). The City would work with Caltrans, SBCTA, and others to identify, fund, and implement needed improvements to roadways when necessary (Policy M-1.3). The City would also work with regional and subregional transportation agencies and adjacent cities to plan and implement goods movement strategies, plans, and projects that improve mobility, support the efficient movement of goods, and minimize negative environmental impacts (Policy M-4.2). Major transportation corridors within the City are to be enhanced through landscape, hardscape, signage, and lighting (Policy CD-1.4). The City would design new and, when necessary, retrofit existing streets improve walkability, bicycling, and transit integration, to strengthen connectivity, and enhance community identity through improvements to the public right of way (Policy CD-2.5).
Goal #3: Enhance the preservation, security, and resilience of the regional transportation system	Consistent: Goal M-5 of TOP 2050 is for the City to take on a proactive leadership role to help identify and facilitate implementation of strategies that address regional transportation challenges. The City would work with ONT, railroads, Caltrans, SBCTA, and other transportation agencies to minimize impacts (Policy M-5.2). The City would also work with regional and subregional transportation agencies and adjacent cities to plan and implement goods movement strategies, plans, and projects that improve

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Table 5.11-1 Consistency with SCAG Connect SoCal

SCAG Connect SoCal Goal	TOP 2050 Compliance
	<p>mobility, support the efficient movement of goods, and minimize negative environmental impacts (Policy M-4.2). The City would also work with regional transit agencies to implement Bus Rapid Transit service and reduce vehicle miles traveled by targeting destinations and corridors with the highest number of potential riders and secure convenient feeder service from the Metrolink station and the proposed multimodal transit center to employment centers in Ontario (Policies M-3.4 and M-3.8). The City encourages the development of high-speed rail systems that would enhance regional mobility in southern California and serve the City of Ontario (Policy M-3.7).</p>
<p>Goal #4: Increase person and goods movement and travel choices within the transportation system</p>	<p>Consistent: Ontario's Vision is that there would be more mobility options as the City and region grow. The mobility system would be coordinated with future land use patterns and levels of buildout. Access and connectivity to mobility options would be integrated into neighborhoods, villages, and districts. The City would work to provide a balanced context sensitive, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods and users of public transportation (Policy M-1.4). The City would prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems (Policy M-1.4). The City would explore opportunities to expand pedestrian and bicycle networks. The City would also work with regional transit agencies to implement Bus Rapid Transit service and reduce vehicles miles traveled by targeting destinations and corridors with the highest number of potential riders, secure convenient feeder service from the Metrolink station and the proposed multimodal transit center to employment centers in Ontario (Policies M-3.4 and M-3.8). The City would explore the development of a convenient mobility system for the Ontario Airport Metro Center, and ensure the development of a multimodal transit center near ONT airport to serve as a transit hub (Policies M-3.9 and M-3.10). Furthermore, the City supports the extension of the Metro Rail Gold Line to Ontario, expansion of the Metrolink service to include the Downtown and multimodal transit center, and the development of high-speed rail systems that would enhance regional mobility (Policies M-3.5, M-3.6, and M-3.7).</p>
<p>Goal #5: Reduce greenhouse gas emissions and improve air quality</p>	<p>Consistent: The Proposed Project includes an update to the City's Community Climate Action Plan (CCAP). The CCAP outlines GHG reduction measures to meet the City's GHG reduction targets. Additionally, Goal ER-4 of TOP 2050 is to improve indoor and outdoor air quality and reduce locally generated pollutant emissions. The City would reduce GHG and other local pollutant emissions through compact, mixed use, and transit oriented development and development that improves the regional jobs-housing balance (Policy ER-4.1). GHG emissions are to be reduced in accordance with region, state, and federal regulations and the City would support efforts to reduce particulate matter to meet State and federal Clean Air Standards (Policies ER-4.3 and ER-4.6). Indoor air quality would be compliant with State Green Building Codes (Policy ER-4.4). The City would promote mass transit and nonmotorized mobility options to reduce air pollutant and protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality (Policies ER-4.5 and ER-4.8). The City would also collaborate with other agencies in the South Coast Air Basin to improve regional air quality at the emission source (Policy ER-4.7).</p>
<p>Goal #6: Support healthy and equitable communities</p>	<p>Consistent: The Social Resources Element of TOP 2050 identifies quality and accessible health care, education, community services, and cultural activities as critical components to achieving Ontario's Vision. Goals of the Social Resources Element includes a community where residents have access to information, services, and goods that improve their health and well-being, a range of educational and training opportunities for residents and workers of all ages and abilities, a range of community and leisure programs and activities that meet the needs of the community's varied interests, and city libraries that connect community members of all ages and abilities to a broad range of programs, communication, and informational resources. The City supports equitable access of recreational and physical exercise programs, affordable healthy food choices, health education, and a range of entertainment and cultural experiences (Policies PR-2.4, SR-1.2, SR-1.3, and SR-5.1).</p>

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Table 5.11-1 Consistency with SCAG Connect SoCal

SCAG Connect SoCal Goal	TOP 2050 Compliance
Goal #7: Adapt to a changing climate and support an integrated regional development pattern and transportation network	Consistent: The CCAP update and Policy Plan also includes resiliency strategies for Ontario. Ontario partners with local governments in San Bernardino County, Riverside County, and Inland Southern California Climate Collaborative to develop regional climate change adaptation strategies and programs (Policy S-8.8). The City requires development and urban design that reduces reliance on the automobile and capitalizes on active transportation, transit, electric vehicles, and multimodal transportation opportunities (Policy LU-1.4). The City supports both local and regional efforts to reduce/eliminate the negative environmental impacts of goods movement through the planning and implementation of truck routing and the development of a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking (Policy M-4.4).
Goal #8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel	Consistent: The Mobility Element identifies the system of roadways all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods and users of public transportation. The City would work with regional transit agencies to implement Bus Rapid Transit service and reduce vehicle miles traveled by targeting destinations and corridors with the highest number of potential riders (Policy M-3.4). The City would also ensure the development of a multimodal transportation center near ONT to serve as a transit hub with amenities for transit riders, pedestrians, and bicyclists transitioning to local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center circulator, and other future transit modes (Policy M-3.10). The Mobility Element and Community Design Element also includes policies to reduce VMT (Policies M-1.2, M-1.6, LU-1.1, LU-1.2, LU-1.4, CD-2.5, CD-2.6, CD-2.16, CD-3.2, CD-3.3, CD-3.4, CD-3.5, and CE-1.12)
Goal #9: Encourage development of diverse housing types in areas that are supported by multiple transportation options	Consistent: The City concentrates growth in strategic locations that help create place and identity, maximize available and planned infrastructure, and foster the development of transit (Policy LU-1.1). The City collaborates with residents, housing providers, and the development community to provide housing opportunities for every stage of life (Policy CE-1.6). The City plans for a variety of housing types and price points to encourage the development of housing supportive of our efforts to attract business in growing sectors of the community while being respectful of existing viable uses (Policy CE-1.6). Goal H-2 of TOP 2050 is to diversify the types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario. The City would revitalize transportation corridors by encouraging the production of higher density residential and mixed-uses that are architecturally, functionally and aesthetically suited to corridors (Policy H-2.1). The City fosters a vibrant historic downtown by facilitation of a wide range of housing types and affordability level, and a highly amenitized community in the Ontario Airport Metro Center Area through a mix of residential, entertainment, retail, and office-oriented uses (Policy H-2.2). The City supports a premier lifestyle community in Ontario Ranch distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods (Policy H-2.4).
Goal #10: Promote conservation of natural and agricultural lands and restoration of habitats	Consistent: Goal ER-5 of TOP 2050 is to protect high value habitat and farming resource activities that are compatible with adjacent development. The City complies with state and federal regulations regarding protected species and supports the protection of biological resources through the establishment, restoration, and conservation of high quality habitat areas (Policies ER-5.1 and ER-5.2). The City protects both existing farms and sensitive uses around them as agricultural areas transition to urban uses (Policy ER-5.4). The City also supports the right of existing farms to continue their operations within Ontario Ranch (Policy ER-5.3).

Source: SCAG 2020.

As summarized in the table above, implementation of TOP 2050 would not result in significant land use impacts related to SCAG’s Connect SoCal.

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Airport Plans

Airport operations and their accompanying noise and safety hazards require careful land use planning on adjacent lands to ensure the safety of residents and passengers, and to protect Ontario businesses and property owners from the potential hazards that could be created by airport operations. The Federal Aviation Administration and Caltrans Division of Aeronautics provide guidance for land use safety near airports. With adherence to these guidelines, high concentrations of people are not exposed to potential airplane accidents along runways or near airports while airplanes are departing and arriving. There are also guidelines on the placement of housing, schools, and other sensitive land uses near airports because of the noise pollution caused by airplanes.

Ontario International Airport

The Ontario International Airport has the capacity to provide regional air traffic for domestic and international commercial and cargo service, and the necessary support facilities for major and smaller airlines. It operates as a medium-hub, full-service airport serving major US cities and international cities with an average of 67 daily departures. The City of Ontario has prepared an ALUCP for ONT in accordance with the Caltrans Division of Aeronautics' California Airport Land Use Planning Handbook.

The Land Use Element of TOP 2050 states that all new developments surrounding ONT should be consistent with the adopted ALUCP and should meet standards and recommendations of Part 77 of the FAA, adopted through Ordinance 2758 in the Ontario Municipal Code. A consistency determination analysis for the ONT was prepared by the City, submitted to the ONT-IAC Technical Advisory Committee, and found that TOP 2050 is consistent with ALUCP for ONT (ONT-IAC 2022).

Chino Airport

Chino Airport is operated by the San Bernardino County Department of Airports and is designated a reliever airport for ONT and San Bernardino International Airport. It operates on 1,100 acres and serves private, business, and corporate tenants and customers from the Inland Empire. The Chino Airport Master Plan was implemented by San Bernardino County in 2003 (San Bernardino County 2003). Buildout of TOP would involve development within the Chino Airport influence area. Land uses within the Chino Airport Overlay include Medium Density Residential, Mixed Use, Business Park, Industrial, and Open Space – Recreation.

Projects accommodating TOP 2050 in this area would be required to meet the conditions of the Chino Airport Authority and the 2011 Caltrans Airport Land Use Planning Handbook, including those determining appropriate land uses, maximum population density, maximum site coverage, height restrictions, and required notification/disclosure areas based on the noise contours and runway protection, approach, and Part 77 zones of the FAA. Additionally, implementation of TOP 2050 would result in a beneficial impact for land use compatibility near Chino Airport as a result of the change from residential and business park to warehouse/industrial land uses.

The Airport Planning section of the TOP 2050 Land Use and Mobility Elements includes policies that would ensure airport planning compatibility and consistency. These policies include:

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- **LU-5.1: Coordination with Airport Authorities.** We collaborate with FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other shareholders in the preparation, update, and maintenance of airport-related plans.
- **LU-5.2: 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 airport land use compatibility plans for ONT and Chino Airport.
- **LU-5.3: Airport Impacts.** We work with agencies to maximize resources to mitigate the impacts and hazards related to airport operations – their homes.
- **LU-5.4: ONT Growth Forecast.** We support and promote an ONT that accommodates 30 million annual passengers and 1.6 million tons of cargo per year, as long as the impacts associated with that level of operations are planned for and mitigated.
- **LU-5.5: Airport Compatibility Planning for ONT.** We create and maintain the Airport Land Use Compatibility Plan for ONT.
- **LU-5.6: Alternative Process.** We fulfill our responsibilities and comply with state law with regard to the Alternative Process for proper airport land use compatibility planning.
- **LU-5.7: ALUCP Consistency with 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.
- **LU-5.8: Chino Airport.** We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.
- **M-5.2: Land Use Compatibility with Regional Transportation Facilities.** We work with ONT, railroads, Caltrans, SBCTA, and other transportation agencies to minimize impacts.

Therefore, TOP 2050 ensures compatibility with ONT and Chino Airport.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to the conflict of applicable plans compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

5.11.4 Cumulative Impacts

Cumulative projects in the City would have the potential to result in a cumulative impact if they would, in combination, conflict with existing land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. Projects in the City would utilize TOP 2050 and regional planning documents such as SCAG's Connect SoCal during planning, to the extent that they are applicable. Cumulative projects would be required to comply with TOP 2050 or they would not be approved without a general plan

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amendment. As discussed above, implementation of TOP 2050 would not conflict with existing land use plans, policies, or regulations. Therefore, TOP 2050 would not contribute to a significant cumulative impact.

5.11.5 Relevant New and Modified TOP Policies

As described above, TOP 2050 includes the following policies relevant to land use and planning: LU-1.3, LU-2.1, LU-2.6, LU-3.3, LU-4.3, LU-5.3 through LU-5.6, LU-5.8, H-1.2, H-1.5, H-2.2, ER-4.1, ER-4.6, ER-5.2, ER-5.4, CE-1.2, CE-1.5, CE-1.12, S-1.2, S-1.3, M-1.2, and M-3.6 through M-3.9. A comprehensive list of policy changes is provided in Appendix B of this SEIR. Relevant TOP 2050 policies that reduce potential land use and planning impacts of the Proposed Project are summarized below:

- **LU-1.1: 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, and support the expansion of the active and multimodal transportation networks throughout the City.
- **LU-1.2: Sustainable Community Strategy.** We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.
- **LU-1.4: Multimodal Mobility.** We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on active transportation, transit, electric vehicles, and multi-modal transportation opportunities.
- **LU-2.2: Buffers.** We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is required when new uses could negatively impact environmental justice areas.
- **LU-2.7: Inter-jurisdictional Coordination.** We maintain an ongoing liaison with ~~HEUA, LAWA, ONT,~~ Caltrans, Public Utilities Commission, the railroads, and other agencies to help minimize impacts and improve the operations and aesthetics of their facilities.
- **LU-2.10: Sensitive Uses.** We monitor and share information with the community about stationary and non-stationary emission sources. We encourage siting and design of facilities to minimize health and safety risks on existing and proposed sensitive uses, especially in environmental justice areas.
- **LU-2.11: Context-Aware Transitions and Connections.** We require new development projects and land-planning efforts to provide context-aware and appropriate transitions and connections between existing and planned neighborhoods, blocks, sites, and buildings.
- **LU-3.1: Development Standards.** We maintain clear development standards that allow flexibility to achieve our Vision and provide objective standards that ensure predictability and deliver the intended physical outcomes.
- **LU-4.2: Interim Development.** We allow development in ~~growth areas~~ urban, mixed-use, and transit-oriented Place Types that is not immediately reflective of our ultimate Vision for the Place Type, provided

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it can be modified or replaced when circumstances are right to support development aligned with the Place Type Vision. We will not allow development that impedes, precludes, or compromises our ability to achieve our Vision.

- **LU-4.4: Shared Infrastructure.** We encourage and facilitate the use of shared infrastructure (including shared or managed parking) in urban, mixed-use, and transit-oriented Place Types.
- **LU-5.1: Coordination with Airport Authorities.** We collaborate with FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other shareholders in the preparation, update, and maintenance of airport-related plans.
- **LU-5.2: 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 airport land use compatibility plans for ONT and Chino Airport.
- **LU-5.7: ALUCP Consistency with 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.
- **H-2.1: Corridor Housing.** We revitalize transportation corridors by encouraging the production of higher density residential and mixed-uses that are architecturally, functionally, and aesthetically suited to corridors.
- **H-2.4: ~~New Model Colony~~ Ontario Ranch.** We support a premier lifestyle community in the ~~New Model Colony~~ Ontario Ranch, distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.
- **PR-2.4: Access to Programs.** We provide a range of recreational and physical exercise programs opportunities for that are accessible to residents of all income levels throughout the community and prioritize establishing and maintaining equitable access for residents in environmental justice areas.
- **ER-4.3: Greenhouse Gases (GHG) Emissions Reductions.** We will reduce GHG emissions in accordance with regional, state, and federal regulations.
- **ER-4.4: Indoor Air Quality.** We will comply with State Green Building Codes relative to indoor air quality. We seek funding to improve indoor air quality for households with poor indoor air quality, with priority for lower income households in environmental justice areas.
- **ER-4.5: Transportation.** We promote mass transit and non-motorized mobility options (e.g., walking, biking) to reduce air pollutant emissions.
- **ER-4.7: Other Agency Collaboration.** We collaborate with other agencies within the South Coast Air Basin to improve regional air quality at the emission source, with a particular focus on sources that affect environmental justice areas in Ontario.

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- **ER-4.8: Tree Planting.** We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the “heat island” effect.
- **ER-5.1: Habitat Conservation Areas.** We support the protection of biological resources through the establishment, restoration, and conservation of high-quality habitat areas.
- **ER-5.3: Right to Farm.** We support the right of existing farms to continue their operations within the New Model Colony Ontario Ranch.
- **CE-1.6: Diversity of Housing.** We collaborate with residents, housing providers, and the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to encourage the development of housing, supportive of our workforce, attract business and foster a balanced community efforts to attract business in growing sectors of the community while being respectful of existing viable uses.
- **S-8.8: Regional Partnerships for Climate Adaptation.** We partner with local governments in San Bernardino County, Riverside County, and Inland Southern California Climate Collaborative to develop regional climate change adaptation strategies and programs.
- **M-1.1: Roadway Design and Maintenance.** We require our roadways to: 1) Comply with federal, state, and local design and safety standards; 2) Meet the needs of multiple transportation modes and users; 3) Handle the capacity envisioned in the Functional Roadway Classification Plan, City of Ontario Master Plan of Streets and Highways; 4) Be maintained a peak hour Level of Service (LOS) E or better at all intersections in accordance with best practices; 5) Be compatible with the streetscape and surrounding land uses; and 6) Be maintained in accordance with best practices and our Right-of-Way Management Plan Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies.
- **M-1.3: Agency Coordination on Roadway Improvements.** We work with Caltrans, SANBAG, SBCTA, and others to identify, fund, and implement needed improvements to roadways identified in the Functional Roadway Classification Plan when necessary. We work with neighboring jurisdictions to promote regional connectivity and access and meet operational level of service standards at the City limits.
- **M-1.54: Complete Streets.** We work to provide a complete, balanced, context-aware-sensitive, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.
- **M-1.6: Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.

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- **M-3.4: Bus Rapid Transit (BRT) Corridors.** We work with regional transit agencies to implement BRT service and ~~to reduce vehicle miles traveled by targeting destinations and along corridors, as shown in the Transit Plan~~ with the highest number of potential riders.
- **M-3.5: Light Rail.** We support extension of the Metro Rail Gold Line to Ontario, and will work to secure station locations ~~adjacent to the Meredith site and~~ at the proposed multimodal transit center.
- **M-3.10: Multimodal ~~Transit-Transportation~~ Center.** We intend to ensure the development of a multimodal ~~transit-transportation~~ center near LAONT airport to serve as a transit hub with amenities for transit riders, pedestrians, and bicyclists transitioning to local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center eCirculator, and other future transit modes. We support locations for the multimodal transportation center that are north of ONT airport, between Vineyard Avenue and Interstate 15.
- **M-4.2: Regional Planning.** We work with regional and subregional transportation agencies and adjacent cities to plan and implement goods movement strategies, including ~~those regional truck routes, plans and projects~~ that improve mobility, ~~deliver support the efficient movement of goods efficiently,~~ and minimize negative environmental impacts.
- **M-4.4: Environmental Considerations.** We support both local and regional efforts to reduce/eliminate the negative environmental impacts of goods movement through the planning and implementation of truck routing and the development of a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking.
- **M-5.2: Land Use Compatibility with Regional Transportation Facilities.** We work with ~~LAWA-ONT,~~ railroads, Caltrans, ~~SANBAG, SBCTA,~~ and other transportation agencies to minimize impacts.
- **CD-1.4: Transportation Corridors.** We will enhance our major transportation corridors within the City through landscape, hardscape, signage and lighting. The extent of enhancement should be appropriate to the use, type, and context of each corridor.
- **CD-2.5: 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.
- **CD-2.6: Connectivity.** We promote development of local street patterns, ~~and pedestrian multimodal networks, and connected public spaces~~ that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent “islands” through the following means: 1) local street patterns networks that provide access both between subdivisions and within neighborhoods and discourage through traffic; 2) 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 to provide adequate emergency and evacuation access; and 3) Pedestrian and

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bicycle networks that provide convenient access to neighborhoods, centers, public and nearby destinations such as 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, other public spaces, commercial areas, and transit stops.

- **CD-32.716: Transit Stops.** We require transit stops be conveniently located, well lit, safe, appealing to and clearly accessible by to pedestrians, bicyclists, and people of all abilities.
- **CD-3.12: ~~Design Comfortable, Human-Scale Public Realm.~~** We require that pedestrian, vehicular, bicycle and equestrian circulation public spaces, including streets, parks, and plazas on both public and private property be coordinated and designed to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.
- **CD-3.23: Connectivity Between Streets, Sidewalks, Walkways and Plazas Complete and Connected Network.** We require landscaping and paving be used to optimize visual connectivity between streets, sidewalks, walkways and plazas for pedestrians that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.
- **CD-3.34: ~~Building Entrances Context-Aware and Appropriate Design.~~** We require all appropriate building entrances to be accessible and visible from adjacent streets, sidewalks or public open spaces and site design that complements existing development, respects the intent and identity of the Place Type, and provides appropriate transitions and connections between adjacent uses to ensure compatibility of scale, maintain an appropriate level of privacy for each use, and minimize potential conflicts.
- **CD-3.45: ~~Ground Floor Usage of Commercial Buildings Active Frontages.~~** We create lively pedestrian streetscapes by requiring the location of uses, such as shopping, galleries, restaurants, etc., primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).
- **SR-5.1: Provision of Entertainment and Culture.** We support equitable access to a range of entertainment and cultural experiences such as public art, exhibitions, and performances.

5.11.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.11-1 and 5.11-2

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5.11.7 Mitigation Measures

5.11.7.1 MITIGATION MEASURES FROM THE 2010 CERTIFIED EIR

No mitigation measures required.

5.11.7.2 NEW MITIGATION MEASURES

No mitigation measures required.

5.11.8 Level of Significance After Mitigation

No significant impacts were identified and no mitigation measures were required.

5.11.9 References

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5.12 MINERAL RESOURCES

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates potential mineral resource impacts of TOP 2050 (Proposed Project) compared to the current TOP (Approved Project). Minerals are defined as any naturally occurring chemical elements or compounds, formed from inorganic processes and organic substances. Movable minerals or an “ore deposit” is defined as a deposit of ore or mineral having a value materially in excess of the cost of developing, mining, and processing the mineral and reclaiming the project area.

5.12.1 Environmental Setting

5.12.1.1 REGULATORY BACKGROUND

State Regulations

Surface Mining and Reclamation Act

California’s Surface Mining and Reclamation Act of 1975 (SMARA) was enacted to address the need for a continuing supply of mineral resources, and to prevent or minimize the negative impacts of surface mining to public health, property, and the environment. Requirements for SMARA are codified under Public Resources Code Section 2710 et. seq. Under State law, all mining operations are required to obtain permits prior to commencing operations and to abide by local and state operating requirements. Mining operations are also required to have appropriate reclamation plans in place, provide financial assurances, and abide by State and local environmental laws.

Classification

The California Geological Survey Mineral Resources Project provides information about California’s nonfuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources per SMARA. Nonfuel mineral resources include metals such as gold, silver, iron, and copper; industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt and dimension stone; and construction aggregate including sand, gravel, and crushed stone. Development generally results in a demand for minerals, especially construction aggregate. Urban preemption of prime deposits and conflicts between mining and other uses throughout California led to passage of SMARA, which requires all city and county general plans to incorporate the mapped designations approved by the State Mining and Geology Board.

The classification process involves the determination of Production-Consumption (P-C) region boundaries based on identification of active aggregate operations (Production) and the market area served (Consumption). The P-C regional boundaries are modified to include only the parts of the region that are urbanized or urbanizing and are classified for their aggregate content. An aggregate appraisal further evaluates the presence or absence of significant sand, gravel, or stone deposits that are suitable sources of aggregate. The classification of these mineral resources is a joint effort of the state and the local governments. It is based on geologic factors and requires that the State Geologist classify the mineral resources area as one of four mineral resource zones (MRZ).

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- **MRZ-1.** Adequate information indicates that no significant mineral deposits are present or likely to be present.
- **MRZ-2.** Adequate information indicates that significant mineral deposits are present, or a likelihood of their presence, and development should be controlled.
- **MRZ-3.** The significance of mineral deposits cannot be determined from the available data.
- **MRZ-4.** There is insufficient data to assign any other MRZ designation.

As part of the classification process, an analysis of site-specific conditions is used to calculate the total volume of aggregates in individually identified resource sectors. Resource sectors are MRZ-2 areas of regional or statewide significance. Anticipated aggregate demand in the P-C regions for the next 50 years is then estimated and compared to the total volume of aggregate reserves identified in the P-C region.

Designation

Once a classification report has been completed, the State Mining and Geology Board may choose, based on recommendations from the State Geologist, to proceed with the second step in SMARA's mineral land identification process, which is designation of mineral deposits that are of regional or statewide significance. In contrast to classifications, which inventories mineral deposits without regard to land use or land ownership, the purpose of a designation is to identify deposits that are potentially available from a land-use perspective and are of prime importance in meeting future needs of the region or state.

5.12.1.2 EXISTING CONDITIONS

Mineral Resource Zones

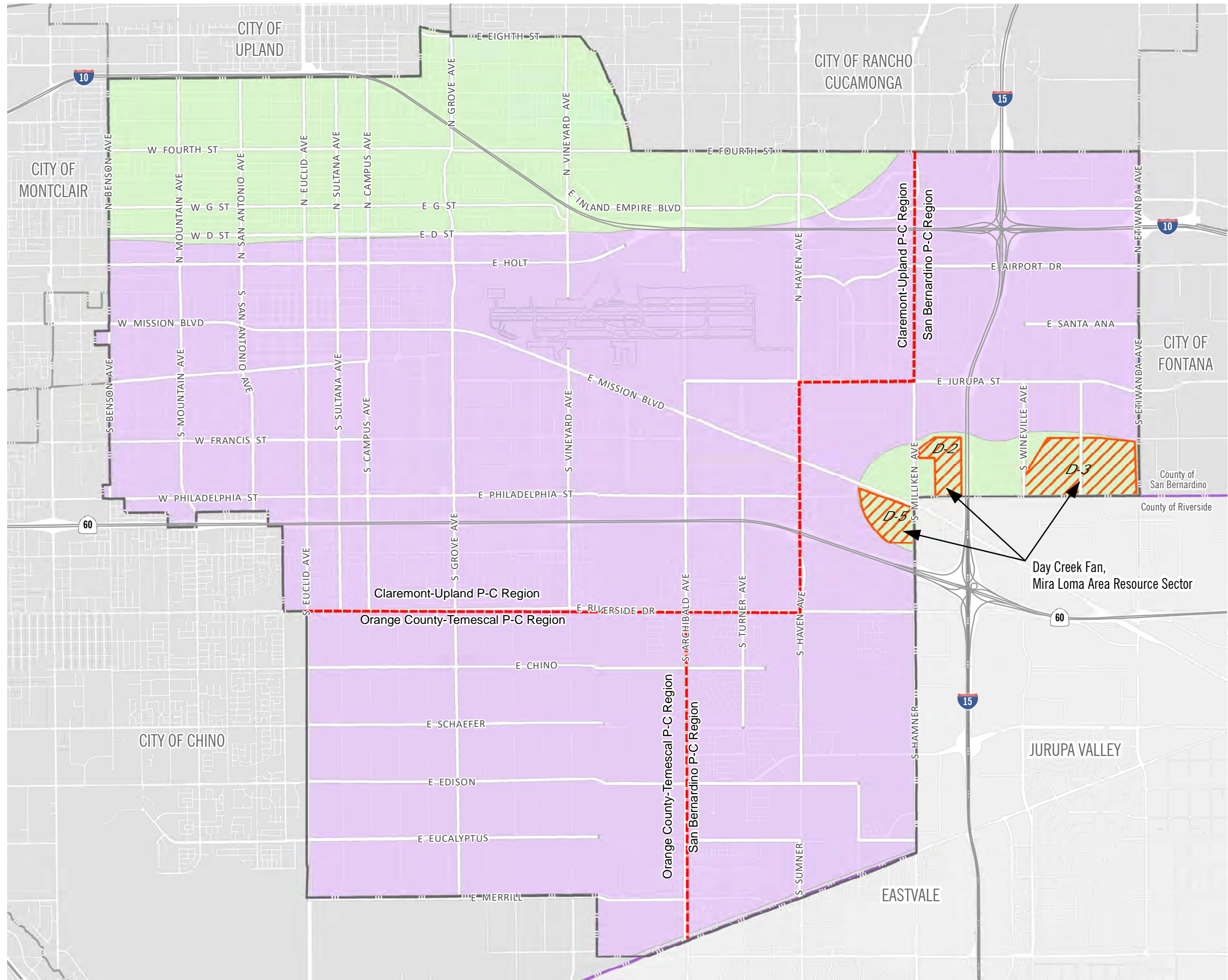
Areas with known mineral resources in Ontario are shown in Figure 5.12-1, *Areas of Mineral Resource Significance*. Two areas in the City are classified MRZ-2. One is in the northwestern part of the City, and the second is along the eastern city boundary (CDOC 1984). These two areas total 6,132 acres, or approximately 19 percent of the City's area (Ontario 2010). The remaining 81 percent of the City's area is MRZ-3, where the significance of mineral deposits is unknown. Mineral resources in the City are limited to construction aggregates such as sand and gravel. There are currently no permitted mining operations in the City.

Production-Consumption Regions

The City is in three P-C Regions. The northwestern part of the City is in the Claremont Upland Region, the eastern part is in the San Bernardino Region, and the southwestern part is in the Orange County-Temescal Region, as shown in Figure 5.12-1. All three regions are in the Greater Los Angeles Sand and Gravel Resource Area (Ontario 2010).

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Figure 5.12-1
Areas of Mineral Resource Significance



- Ontario City Boundary
 - County Boundary
 - Production-Consumption (P-C) Region Boundaries
- Aggregate Resource Sectors
- D-2
 - D-3
 - D-5
- Mineral Resource Zones
- MRZ-2
 - MRZ-3



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Mineral Resource Sectors

There is one area in the City of Ontario that is designated by the California Geological Survey as Resource Sectors containing construction aggregate of “regional significance” (Ontario 2010). This is the Day Creek Fan, Mira Loma Area Resource Sector, which is shown in Figure 5.12-1. The Day Creek Fan, Mira Loma Area Resource Sector covers an area of 975 acres, partially in the City of Ontario, and is in the San Bernardino P-C Region. The Day Creek Fan, Mira Loma Area Resource Sector is divided into three aggregate resource sectors in the City of Ontario, referred to as D-2, D-3, and D-5.

Since the mineral land classification was conducted in 1987, much of the Day Creek Fan, Mira Loma Area Resource Sector has been developed for industrial park and warehousing uses. Mineral Resource Sectors D3 and D-5, totaling 385 acres, have been developed entirely with nonmineral uses and only small parcels remain. Portions of Resource Sector D-2, which totals approximately 106 acres, have been developed with industrial and warehouse uses (Ontario 2010). Industrial uses in Resource Sector D-2 do not necessarily preclude mining activities, but significant structural improvements in this part of the City may inhibit development of the Day Creek Fan, Mira Loma Area Resource Sector for mineral extraction.

As defined by Section 2726 of SMARA, an area of regional significance is

... an area which is known to contain a deposit of minerals, the extraction of which is judged to be of prime importance in meeting future needs for minerals in a particular region of the state within which the minerals are located and which, if prematurely developed for alternate incompatible land uses, could result in the permanent loss of minerals that are of more than local significance.

Land uses inherently incompatible with mining include residential, commercial, public facilities, and geographically limited but impact-intensive industrial. According to Section 2762 of SMARA, prior to permitting a use that would threaten the potential to extract minerals in that area, the City would be required to prepare a statement specifying its reasons for permitting the proposed use and consider the importance of these minerals to their market region as a whole and not just their importance to Ontario.

5.12.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- M-1 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.
- M-2 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.

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5.12.3 Environmental Impacts

5.12.3.1 2010 CERTIFIED EIR

The 2010 Certified EIR concluded that the Approved Project would not result in the loss of availability of a known mineral resource due to existing regulations and land uses. Upon implementation of regulatory requirements and standard conditions of approval, impacts of the Approved Project were less than significant.

5.12.3.2 PROPOSED PROJECT

The following impact analysis addresses thresholds of significance for mineral resources under the Proposed Project.

Impact 5.12-1: Project implementation would not result in the loss of availability of a known mineral resource. [Thresholds M-1 and M-2]

As described in Section 5.12.1.2, *Existing Conditions*, there are two areas in Ontario that are designated MRZ-2, where significant mineral resources are known or are likely. The remainder of the City is designated MRZ-3, where the significance of mineral deposits is unknown. Development in an MRZ-3 area would not result in significant impacts because mineral resources of statewide or local importance are not identified on the California Geological Survey's P-C maps.

Prior to permitting a use that would threaten the potential to extract minerals in an MRZ-2 area, the City of Ontario is required under SMARA to prepare a statement specifying its reasons for permitting the proposed use and to consider the importance of these minerals to their market region as a whole and not just their importance to the City.

Mineral Resource Sectors D-3 and D-5 have been completely developed, as have portions of D-2. As shown in Figure 3-5, *Proposed Land Use Plan Map*, in Chapter 3, *Project Description*, the Proposed Project would not change the existing land use designations for these areas. Additionally, the parts of the City that are designated MRZ-2 but are outside of Mineral Resource Sectors are developed with urban uses and would continue to be designated for urban uses by TOP 2050. Areas designated MRZ-2 outside of Mineral Resource Sectors are not available for extraction of mineral resources, and the Proposed Project would not result in changes to the existing conditions of these areas. Therefore, the Proposed Project would not result in the loss of availability of a known mineral resource in Ontario, and impacts to mineral resources would be less than significant.

Additionally, TOP 2050 includes a goal to protect ~~high-value habitat and farming and~~ mineral-resource-extraction activities that are compatible with adjacent development (see also Policy ER-5.5). The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

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5.12.4 Cumulative Impacts

The area considered for cumulative impacts to mineral resources is the P-C regions overlapping the City of Ontario and extending into other counties within the Greater Los Angeles Sand and Gravel Resources Area: the Claremont-Upland P-C region extends into Los Angeles County; the Orange County-Temescal Region extends into Orange County and Western Riverside County, and the San Bernardino P-C region encompasses San Bernardino and most western Riverside County. Other projects in the referenced areas would likely be proposed within MRZ-2 and MRZ-3 areas. Development of such projects could cause loss of availability of known mineral resources valuable to the region. Other projects would be subject to independent CEQA review, including analysis of impacts to MRZ areas and mining sites. Implementation of all feasible mitigation measures would be required to reduce any significant impacts identified. As identified above, the Proposed Project would not impact mineral resources of statewide, regional, or local value. In addition policies of TOP 2050 would minimize cumulative impacts. Therefore, TOP 2050 would not contribute to a significant cumulative impact.

5.12.5 Relevant New and Modified General Plan Policies

As described above, TOP 2050 includes the following policies relevant to mineral resources: ER-5.5. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. TOP 2050 does not include new or modified policies with respect to mining and mineral resources.

5.12.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.12-1.

5.12.7 Mitigation Measures

Impacts are less than significant, and mitigation measures are not required.

5.12.8 Level of Significance After Mitigation

No mitigation measures are required, and impacts would remain less than significant.

5.12.9 References

- California Department of Conservation (CDOC). 1984. Ontario (Plate 6-8) and Guasti (Plate 6-9) Quadrangles. https://filerequest.conservation.ca.gov/?q=SR_143, accessed October 22, 2021.
- Ontario, City of. 2010. The Ontario Plan Environmental Impact Report. State Clearinghouse No. 2008101140. <https://www.ontarioplan.org/environmental-impact-report/>.

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5.13 NOISE

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential for implementation of TOP 2050 (Proposed Project) to result in noise impacts in the City of Ontario compared to the current TOP (Approved Project). This section discusses the fundamentals of sound; examines federal, state, and local noise guidelines, policies, and standards; reviews noise levels at existing receptor locations; evaluates potential noise and vibration impacts associated with TOP 2050; and provides mitigation to reduce noise and vibration impacts at sensitive locations. Noise modeling data are included in Appendix H to this SEIR.

Glossary

- **Sound.** A disturbance created by a vibrating object, which when transmitted by pressure waves through a medium such as air, is capable of being detected by the human ear or a microphone.
- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound on a logarithmic scale.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Equivalent Continuous Noise Level (L_{eq}).** The mean of the noise level, energy averaged over the measurement period.
- **L_{max} .** The maximum root-mean-square noise level during a measurement period.
- **Statistical Sound Level (L_n).** The sound level that is exceeded “n” percent of time during a given sample period. For example, the L_{50} level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period), which is half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the “median sound level.” The L_{10} level, likewise, is the value that is exceeded 10 percent of the time (i.e., near the maximum) and this is often known as the “intrusive sound level.” The L_{90} is the sound level exceeded 90 percent of the time and is often considered the “effective background level” or “residual noise level.”
- **Day-Night Sound Level (L_{dn} or DNL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM.
- **Community Noise Equivalent Level (CNEL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added to the levels occurring during the period from 7:00 PM to 10:00 PM, and 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM. Note: For general community/environmental noise, CNEL and L_{dn} values rarely differ by more than 1 dB.

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As a matter of practice, L_{dn} and CNEL values are considered to be equivalent/interchangeable and are treated therefore in this assessment.

- **Peak Particle Velocity (PPV).** The peak rate of speed at which soil particles move (e.g., inches per second) due to ground vibration.
- **Vibration Decibel (VdB).** A unitless measure of vibration, expressed on a logarithmic scale and with respect to a defined reference vibration velocity. In the U.S., the standard reference velocity is 1 micro-inch per second (1×10^{-6} in/sec).
- **Sensitive Receptor.** Noise- and vibration-sensitive receptors include land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples.

5.13.1 Environmental Setting

5.13.1.1 SOUND FUNDAMENTALS

Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in Hertz [Hz] or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the loudness of sound is the decibel (dB). The human ear is not equally sensitive to all frequencies. Sound waves below 16 Hz are not heard at all and are “felt” more as a vibration. Similarly, while people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz. Since the human ear is not equally sensitive to sound at all frequencies, a special frequency dependent rating scale is usually used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by weighting frequencies in a manner approximating the sensitivity of the human ear.

Changes of 1 to 3 dBA are detectable under quiet, controlled conditions and changes of less than 1 dBA are usually indiscernible. A 3 dBA change in noise levels is considered the minimum change that is detectable with human hearing in outside environments. A change of 5 dBA is readily discernable to most people in an exterior environment whereas a 10 dBA change is perceived as a doubling (or halving) of the sound.

Noise is defined as unwanted sound, and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government, the State of California, and many local governments have established criteria to protect public health and safety and to prevent disruption of certain human activities.

Sound Measurement

Sound pressure is measured through the A-weighted measure to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear’s de-emphasis of these frequencies.

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Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale, representing points on a sharply rising curve. On a logarithmic scale, an increase of 10 dBA is 10 times more intense than 1 dBA, 20 dBA is 100 times more intense, and 30 dBA is 1,000 times more intense. A sound as soft as human breathing is about 10 times greater than 0 dBA. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This phenomenon is known as “spreading loss.” For a single point source, sound levels decrease by approximately 6 dBA for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by on-site operations from stationary equipment or activity at a project site. If noise is produced by a line source, such as highway traffic, the sound decreases by 3 dBA for each doubling of distance in a hard-site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases by 4.5 dBA for each doubling of distance.

Time variation in noise exposure is typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called L_{eq}), or alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the L_{50} noise level represents the noise level that is exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the L_2 , L_8 and L_{25} values represent the noise levels that are exceeded 2, 8, and 25 percent of the time, or 1, 5, and 15 minutes per hour. These “ L_n ” values are typically used to demonstrate compliance for stationary noise sources with a City’s noise ordinance, as discussed below. Other values typically noted during a noise survey are the L_{min} and L_{max} . These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law and the City require that, for planning purposes, an artificial dBA increment be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or Day-Night Noise Level (L_{dn}). The CNEL descriptor requires that an artificial increment of 5 dBA be added to the actual noise level for the hours from 7:00 pm to 10:00 pm and 10 dBA for the hours from 10:00 pm to 7:00 am. The L_{dn} descriptor uses the same methodology except that there is no artificial increment added to the hours between 7:00 pm and 10:00 pm. Both descriptors give roughly the same 24-hour level (i.e., typically within 1 dBA of each other), with the CNEL being only slightly more restrictive (i.e., higher); therefore, they are used interchangeably in this assessment.

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure, functions of the heart, and the nervous system. Extended periods of noise exposure above 90 dBA can result in permanent hearing damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is

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called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation becomes painful. This is called the threshold of pain. Table 5.13-1, *Typical Noise Levels*, shows typical noise levels from familiar noise sources.

Table 5.13-1 Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Onset of physical discomfort	120+	
	110	Rock Band (near amplification system)
Jet Flyover at 1,000 feet		
	100	
Gas Lawn Mower at 3 feet		
	90	
Diesel Truck at 50 feet, at 50 mph		Food Blender at 3 feet
	80	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
	70	Vacuum Cleaner at 10 feet
Commercial Area		Normal speech at 3 feet
Heavy Traffic at 300 feet	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (background)
	20	
		Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: Caltrans 2013a.

Vibration Fundamentals

Vibration is an oscillating motion in the earth. Like noise, vibration is transmitted in waves, but through the earth or solid objects. Unlike noise, vibration is typically of a frequency that is felt rather than heard.

Vibration can be natural—such as earthquakes, volcanic eruptions, or landslides—or man-made, such as explosions, heavy machinery, or trains. Both natural and man-made vibration may be continuous, such as from operating machinery, or impulsive, as from an explosion.

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As with noise, vibration can be described by both its amplitude and frequency. Amplitude can be characterized in three ways—displacement, velocity, and acceleration. Particle displacement is a measure of the distance that a vibrated particle travels from its original position; for the purposes of soil displacement, is typically measured in inches or millimeters. Particle velocity is the rate of speed at which soil particles move in inches per second or millimeters per second. Table 5.13-2, *Human Reaction to Typical Vibration Levels*, presents the human reaction to various levels of peak particle velocity (PPV).

Table 5.13-2 Human Reaction to Typical Vibration Levels

Vibration Level Peak Particle Velocity (in/sec)	Human Reaction	Effect on Buildings
0.006–0.019	Threshold of perception, possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08	Vibrations readily perceptible	Recommended upper level of vibration to which ruins and ancient monuments should be subjected
0.10	Level at which continuous vibration begins to annoy people	Virtually no risk of “architectural” (i.e., not structural) damage to normal buildings
0.20	Vibrations annoying to people in buildings	Threshold at which there is a risk to “architectural” damage to normal dwelling—houses with plastered walls and ceilings
0.4–0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage

Source: Caltrans 2013b.

Vibrations also vary in frequency, and this affects perception. Typical construction vibrations fall in the 10 to 30 Hz range and usually occur around 15 Hz. Traffic vibrations exhibit a similar range of frequencies; however, due to their suspension systems, buses often generate frequencies around 3 Hz at high vehicle speeds. It is less common, but possible, to measure traffic frequencies above 30 Hz.

The way in which vibration is transmitted through the earth is called propagation. As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. Wave energy is also reduced with distance as a result of material damping in the form of internal friction, soil layering, and void spaces. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

5.13.1.2 REGULATORY BACKGROUND

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, and local governments have established standards and ordinances to control noise.

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Federal Regulations

Federal Highway Administration

Proposed federal or federal-aided highway construction projects at a new location, or the physical alteration of an existing highway that significantly changes the horizontal or vertical alignment or increases the number of through-traffic lanes, require an assessment of noise and consideration of noise abatement per 23 CFR Part 772, “Procedures for Abatement of Highway Traffic Noise and Construction Noise.” The Federal Highway Administration (FHWA) has adopted noise abatement criteria for sensitive receivers—such as picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals—when “worst-hour” noise levels approach or exceed 67 dBA L_{eq} (Caltrans 2020).

US Environmental Protection Agency

In addition to FHWA standards, the EPA has identified the relationship between noise levels and human response. The EPA has determined that over a 24-hour period, an L_{eq} of 70 dBA will result in some hearing loss. Interference with activity and annoyance will not occur if exterior levels are maintained at an L_{eq} of 55 dBA and interior levels at or below 45 dBA. These levels are relevant to planning and design and useful for informational purposes, but they are not land use planning criteria because they do not consider economic cost, technical feasibility, or the needs of the community; therefore, they are not mandated.

The EPA also set 55 dBA L_{dn} as the basic goal for exterior residential noise intrusion. However, other federal agencies, in consideration of their own program requirements and goals, as well as the difficulty of actually achieving a goal of 55 dBA L_{dn} , have settled on the 65 dBA L_{dn} level as their standard. At 65 dBA L_{dn} , activity interference is kept to a minimum, and annoyance levels are still low. It is also a level that can realistically be achieved.

US Department of Housing and Urban Development

The US Department of Housing and Urban Development (HUD) has set the goal of 65 dBA L_{dn} as a desirable maximum exterior standard for residential units developed under HUD funding (This level is also generally accepted within the State of California). Although HUD does not specify acceptable interior noise levels, standard construction of residential dwellings typically provides 20 dBA or more of attenuation with the windows closed. Based on this premise, the interior L_{dn} should not exceed 45 dBA L_{dn} .

Occupational Health and Safety Administration

The federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the EPA. Noise limitations would apply to the operation of construction equipment and could also apply to any proposed industrial land uses. Noise exposure of this type is dependent on work conditions and is addressed through a facility’s Health and Safety Plan, as required under OSHA, and is therefore not addressed further in this analysis.

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State Regulations

General Plan Guidelines

The State of California, through its General Plan Guidelines, discusses how ambient noise should influence land use and development decisions and includes a table of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable uses at different noise levels, expressed in CNEL (OPR 2017). A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use and needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. The general plan guidelines provide cities with recommended community noise and land use compatibility standards that can be adopted or modified at the local level based on conditions and types of land uses specific to that jurisdiction.

California Building Code

The California Building Code (CBC) is Title 24 of the California Code of Regulations. CBC Part 2, Volume 1, Chapter 12, Section 1206.4, Allowable Interior Noise Levels, requires that interior noise levels attributable to exterior sources not exceed 45 dBA in any habitable room. The noise metric is evaluated as either L_{dn} (the day-night average sound level) or CNEL (the community noise equivalent level), whichever is consistent with the noise element of the local general plan.

The State of California's noise insulation standards for non-residential uses are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 11, California Green Building Standards Code (CALGreen). CALGreen noise standards are applied to new or renovation construction projects in California to control interior noise levels resulting from exterior noise sources. Proposed projects may use either the prescriptive method (Section 5.507.4.1) or the performance method (5.507.4.2) to show compliance. Under the prescriptive method, a project must demonstrate transmission loss ratings for the wall and roof-ceiling assemblies and exterior windows when located within a noise environment of 65 dBA CNEL or higher. Under the performance method, a project must demonstrate that interior noise levels do not exceed 50 dBA $L_{eq(1hr)}$.

Airport Noise Standards

California Code of Regulations Title 21, Subchapter 6, Airport Noise Standards, establishes 65 dBA CNEL as the acceptable level of aircraft noise for persons living in the vicinity of airports. Noise-sensitive land uses are generally incompatible in locations where the aircraft exterior noise level exceeds 65 dBA CNEL unless an aviation easement for aircraft noise has been acquired by the airport proprietor or the residence is a high-rise with an interior CNEL of 45 dBA or less in all habitable rooms and an air circulation or air conditioning system, as appropriate. Assembly Bill (AB) 2776 requires any person who intends to sell or lease residential properties in an airport influence area to disclose that fact to the person buying the property.

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Local Regulations

The Ontario Plan

TOP goals, policies, and programs that are relevant to noise are primarily in the Safety Element. The Safety Element aims to limit the exposure of the community to excessive noise levels by guiding decisions concerning land use and location of new roads and transportation facilities. The City's land use compatibility standards, shown in Table 5.13-3, *Ontario Noise Level Exposure and Land Use Compatibility Guidelines*, provide urban planners with a tool to gauge the compatibility of land uses relative to existing and future noise levels.

Table 5.13-3 Ontario Noise Level Exposure and Land Use Compatibility Guidelines

Land Use Categories		Community Noise Equivalent Level (CNEL)			
Category	Uses	Clearly Acceptable ¹	Normally Acceptable ²	Normally Unacceptable ³	Clearly Unacceptable ⁴
Residential/Lodging	Single Family/Duplex	<60	60-65	65-70	70-85
	Multifamily	<60	60-65	65-75	75-85
	Mobile Homes	<60	60-65	-	65-85
	Hotel/Motel	<65	65-70	70-80	80-85
Public/Institutional	Schools/Hospitals	<60	60-65	65-70	70-85
	Churches/Libraries	<60	60-65	65-70	70-85
	Auditoriums/Concert Halls	<55	55-60	60-70	70-85
Commercial	Offices	<65	65-75	75-80	80-85
	Retail	<70	70-75	75-80	80-85
Industrial	Manufacturing	<70	70-75	75-85	-
	Warehousing	<70	70-80	80-85	-
Recreational/Open Space	Parks/Playgrounds	<65	65-70	70-75	75-85
	Golf Course/Riding Stables	<65	65-70	70-75	75-85
	Outdoor Spectator Sports	<60	60-65	65-70	
	Outdoor Music Shells/Amphitheaters	-	<60	60-65	65-85
	Livestock/Wildlife Preserves	<70	-	70-75	75-85
	Crop Agriculture	<55-85	-	-	-

Source: Ontario 2010.

¹ No special noise insulation required, assuming buildings of normal conventional construction.

² Acoustical reports will be required for major new residential construction. Conventional construction with closed windows and fresh air supply systems of air conditions will normally suffice.

³ 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.

⁴ No new construction should be permitted.

City of Ontario Municipal Code

The City of Ontario enforces noise limits through its Municipal Code Chapter 29, Noise, Section 5.29. The Ontario Municipal Code provides exterior noise standards that limit noise exposure to sensitive receptors, as summarized in Table 5.13-4, *Ontario Exterior Noise Standards*.

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Table 5.13-4 Ontario Exterior Noise Standards

Land Use	Allowed Equivalent Noise Level, L_{eq}	
	7:00 am to 10:00 pm	10:00 pm to 7:00 am
Single-Family Residential	65 dBA	45 dBA
Multi-Family Residential, Mobile Home Parks	65 dBA	50 dBA
Commercial Property	65 dBA	60 dBA
Residential Portion of Mixed Use	70 dBA	70 dBA
Manufacturing and Industrial, Other Uses	70 dBA	70 dBA

Source: Ontario 2019.

Note: Standards measured using A-weighted slow response.

The following supplemental standards shall apply to Table 5.13-4:

- The noise limits summarized in Table 5.13-4 shall not exceed 1) the noise standard for the applicable zone for any 15-minute period (L_{25}) and 2) a maximum instantaneous noise level equal to the value of the noise standard plus 20 dBA for any period of time (L_{max}).
- In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.
- The Noise Zone IV (residential portion of mixed use) standard shall apply to that portion of residential property falling within 100 feet of a commercial property or use, if the noise originates from that commercial property or use.
- If the measurement location is on a boundary between two different noise zones, the lower noise level standard applicable to the noise zone shall apply.
- Per Section, 5-29.11, the noise standards assigned to Noise Zone I (single-family residential) also apply to the outdoor use area of any school, day care center, hospital or similar health care institution, library, or museum while it is in use.

Exemptions

Section 5-29.06, Exemptions, of the Noise Chapter exempts:

- Any activity conducted on public property, or on private property with the consent of the owner, by any public entity or its officers, employees, representatives, agents, subcontractors, permittees, licensees or lessees that the public entity has authorized are exempt from the provisions of this chapter. This includes, without limitation, sporting and recreational activities that are sponsored, co-sponsored, permitted or allowed by the City or any school district within the City's jurisdictional boundaries. This also includes,

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without limitation, occasional outdoor gatherings, public dances, shows or sporting and entertainment events, provided such events are conducted pursuant to an approval, authorization, contract, lease, permit or sublease by the appropriate public entity, specifically the planning commission or City Council.

- Occasional outdoor gatherings, public dances, show, sporting, and entertainment events, provided said events are conducted pursuant to a permit or license issued by the appropriate jurisdiction relative to the staging of said events.
- Noise sources associated with construction, repair, remodeling, demolition, or grading of public rights-of-way or during authorized seismic surveys.
- All mechanical devices, apparatus, or equipment associated with agriculture operations provided that:
 - Operations do not take place between 8:00 pm and 7:00 am.
 - Such operations and equipment are utilized for the protection or salvage of agricultural crops during periods of potential or actual frost damage or other adverse weather conditions.
 - Such operations and equipment are associated with agricultural pest control through pesticide application, provided the application is made in accordance with permits issued by or regulations enforced by the California Department of Agriculture.

Construction Noise

As stated above, noise sources associated with construction, repair, remodeling, demolition or grading of a public right-of-way is exempt from the provisions of the Municipal Code. Section 5-29.09 addresses construction noise and states that no person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment, or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a police or code enforcement officer, on any weekday except between the hours of 7:00 am and 6:00 pm or on Saturday or Sunday between the hours of 9:00 am and 6:00 pm.

5.13.1.3 EXISTING CONDITIONS

Sensitive Receptors

Certain land uses, such as residences, schools, and hospitals, are particularly sensitive to noise and vibration. Sensitive noise receptors include residences, senior housing, schools, places of worship, and recreational areas. These uses are regarded as sensitive because they are where citizens most frequently engage in activities which are likely to be disturbed by noise, such as reading, studying, sleeping, resting, working from home, or otherwise engaging in quiet or passive recreation. Commercial and industrial uses are not particularly sensitive to noise. However, non-residential structures are still analyzed for potential vibration impacts, such as architectural damage to a structure due to construction or demolition activities in close proximity.

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Ambient Noise Measurements

To determine a baseline noise level at different environments in the planning area, ambient noise monitoring was conducted by PlaceWorks in November of 2021. Six short-term (15-minute) measurements were made during weekday periods at peak evening traffic hours, 3:00 pm to 7:00 pm, except for ST-2 conducted midday at Cucamonga Guasti Regional Park. Long-term (48-hour) measurements were conducted at four locations. All measurements were conducted Tuesday, November 16, 2021, through Thursday, November 18, 2021.

The primary noise sources around the measurement locations were traffic, aircraft overflights, and rail noise. Commercial, industrial, and government operations and urban and rural activity noise (such as dogs barking and birds chirping) also contributed to the overall noise environment at some locations. Meteorological conditions during the measurement periods were favorable for outdoor sound measurements and were noted to be typical for the season.

The sound level meters used (Larson Davis LxT and Larson Davis 820) for noise monitoring satisfy the American National Standards Institute (ANSI) standard for Type 1 instrumentation. The sound level meters were set to “slow” response and “A” weighting (dBA). The meters were calibrated prior to and after the monitoring periods. All measurements were at least five feet above the ground and away from reflective surfaces. The results of the long-term and short-term noise monitoring are summarized in Table 5.13-5, *Long-Term Noise Measurement Summary* and Table 5.13-6, *Short-Term Noise Measurement Summary*. Noise measurement locations are shown in Figure 5.13-1, *Approximate Noise Monitoring Locations*, and are described here.

- **Long-Term Location 1 (LT-1)** was west of 112 Euclid Avenue and approximately 25 feet east of the nearest northbound travel lane centerline. A 48-hour noise measurement was conducted, beginning at 12:00 pm on Tuesday, November 16, 2021. The noise environment is characterized primarily by traffic noise from Euclid Avenue.
- **Long-Term Location 2 (LT-2)** was on West State Street north of 404 South Vine Avenue and approximately 15 feet south of the nearest eastbound travel lane centerline and 75 feet south of the nearest railroad tracks. A 48-hour noise measurement was conducted, beginning at 11:00 am on Tuesday, November 16, 2021. The noise environment is characterized primarily by traffic and railroad noise.
- **Long-Term Location 3 (LT-3)** was south of 1759 East Francis Street (residence) and approximately 25 feet north of the nearest westbound travel lane centerline. A 48-hour noise measurement was conducted, beginning at 10:00 am on Tuesday, November 16, 2021. The noise environment is characterized primarily by traffic from East Francis Street.
- **Long-Term Location 4 (LT-4)** was on South Archibald Avenue west of 3708 Wrangler Street and approximately 25 feet east of the nearest northbound travel lane centerline. A 48-hour noise measurement was conducted, beginning at 9:00 am on Tuesday, November 16, 2021. The noise environment is characterized primarily by traffic from South Archibald Avenue.
- **Short-Term Location 1 (ST-1)** was in front of 913 North Cucamonga Avenue, north of East I Street and approximately 20 feet west of the nearest southbound travel lane centerline. A 15-minute noise

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measurement began at 3:00 pm on Tuesday, November 16, 2021. The noise environment is characterized primarily by traffic noise from North Cucamonga Avenue and East I Street. Secondary noise was from aircraft overflights. Traffic noise levels generally ranged from 55dBA to 66 dBA and aircraft overflights ranged between 63 dBA and 66 dBA.

- **Short-Term Location 2 (ST-2)** was in the Cucamonga Guasti Regional Park. A 15-minute noise measurement began at 12:32 pm on Tuesday, November 16, 2021. The noise environment is characterized primarily by traffic noise from North Archibald Avenue and Interstate 10 (I-10). Noise levels typically ranged between 50 and 55 dBA, including aircraft overflights, which were clearly audible at the park.
- **Short-Term Location 3 (ST-3)** was on West State Street north of 404 South Vine Avenue. A 15-minute noise measurement began at 3:38 pm on Tuesday, November 16, 2021. The noise environment is characterized primarily by traffic noise from West State Street and South Vine Avenue and rail traffic. Freight train horns were observed to reach up to 110 dBA approximately 75 feet south of the nearest rail line. Traffic generally ranged from 60 dBA to 75 dBA depending on the vehicle type and speed. Secondary noise sources included aircraft overflights that were up to 75 dBA.
- **Short-Term Location 4 (ST-4)** was at 4400 Milliken Avenue, just south of East Frances Street and approximately 20 feet east of the nearest northbound travel lane centerline. A 15-minute noise measurement began at 5:24 pm on Tuesday, November 16, 2021. The noise environment is characterized primarily by traffic noise from Milliken Avenue and aircraft overflights. Free-flowing traffic generally ranged from 77 dBA to 80 dBA. Secondary noise sources included aircraft overflights that were up to 74 dBA.
- **Short-Term Location 5 (ST-5)** was in front of 7397 Edison Avenue, approximately 30 feet south from the nearest eastbound travel lane centerline. A 15-minute noise measurement began at 4:16 pm on Tuesday, November 16, 2021. The noise environment is characterized primarily by traffic noise from Edison Avenue. Secondary noise sources were aircraft overflights and intermittent farm activities to the southwest, which appeared to include the use of tractors and other heavy machinery. Traffic generally ranged from 74 dBA to 84 dBA. The roadways had a regular flow of heavy-duty trucks generating noise levels of 80 dBA or greater. Aircraft overflights were up to 69 dBA. The activity from the farm to the southwest, though audible, was not substantially louder than background noise levels.
- **Short-Term Location 6 (ST-6)** was on South Archibald Avenue, north of Merrill Avenue and west of the 4902 South Bountiful Trail residence. The measurement was approximately 35 feet east of the nearest northbound travel lane centerline. A 15-minute noise measurement began at 4:50 pm on Tuesday, November 16, 2021. The noise environment is characterized primarily by traffic noise from South Archibald Avenue. Traffic generally ranged from 75 dBA to 86 dBA. The roadways had a regular flow of heavy-duty trucks generating noise levels of 80 dBA or greater.

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Table 5.13-5 Long-Term Noise Measurement Summary

Monitoring Location	Description	Long-Term Noise Level, dBA		
		CNEL	Lowest $L_{eq}(1hr)$	Highest $L_{eq}(1hr)$
LT-1	West of 112 Euclid Avenue 11/16/2021, 12:00 PM	74	61	75
LT-2	West State Street and Vine Avenue. 11/16/2021, 11:00 AM	87	65	87
LT-3	North of 1759 East Francis Street 11/16/2021, 10:00 AM	70	54	75
LT-4	South Archibald Avenue and Wrangler 11/16/2021, 9:00 AM	78	65	78

Table 5.13-6 Short-Term Noise Measurement Summary

Monitoring Location	Description	15-Minute Noise Level, dBA						
		L_{eq}	L_{max}	L_{min}	L_{50}	L_{25}	L_8	L_2
ST-1	913 North Cucamonga Avenue 11/16/2021, 3:00PM	55.6	70.1	43.5	51.2	56.5	60.3	62.9
ST-2	Cucamonga Guasti Regional Park. 11/16/2021, 12:32 PM	53.6	61.2	49.8	53.2	53.9	55.1	57.3
ST-3	404 Vine Street 11/16/2021, 3:38 PM	65.8	77.4	44.9	61.4	64.0	69.7	74.9
ST-4	4400 Milliken/Hamner Avenue 11/16/2021, 5:24 PM	73.8	85.0	53.7	71.4	75.1	78.4	80.1
ST-5	7397 Edison Avenue 11/16/2021, 5:24 PM	72.6	84.3	50.7	69.8	73.9	77.1	79.4
ST-6	7397 Edison Avenue 11/16/2021, 5:24 PM	71.5	86.3	51.3	66.0	72.5	76.5	78.8

Traffic Noise

On-road vehicles are the most prominent source of noise in the plan area. Table 5.13-7, *Existing Traffic Noise Levels*, shows the existing traffic noise levels in the plan area, and Figure 5.13-2, *Existing Traffic Noise Contours*, provides a graphical representation. Traffic noise levels were estimated using a version of the FHWA traffic noise prediction model (FHWA-RD-77-108). Segment volume data, vehicle mix, and day, evening, and night percentage splits were provided by Fehr & Peers. Appendix H contains the inputs and outputs used in existing traffic noise modeling.

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Table 5.13-7 Existing Traffic Noise Levels

Roadway Segment	Roadway ADT Volumes	dBA CNEL			
		CNEL at 50 feet	Distance (feet) to 70 dBA CNEL Contour	Distance (feet) to 65 dBA CNEL Contour	Distance (feet) to 60 dBA CNEL Contour
Benson Avenue South of Fourth Street	4,490	62.3	15	33	71
D Street east of Benson Avenue	2,498	59.4	10	21	45
Holt Boulevard east of Benson Avenue	20,471	71.9	66	143	308
San Antonio Avenue South of Fourth Street	13,034	67.2	33	70	151
Mountain Avenue south of Fourth Street	23,863	71.3	61	131	282
I Street east of Benson Avenue	455	51.8	3	7	14
I Street east of Euclid Avenue	3,784	61.5	13	29	63
G Street east of Benson Avenue	3,063	61.1	13	28	59
G Street east of Euclid Avenue	4,141	61.4	13	29	62
Sultana Avenue south of Fourth Street	286	49.0	2	4	9
West G Street east of Benson Avenue	3,063	61.1	13	28	59
Euclid Avenue south of Fourth Street	30,861	72.3	72	154	333
Campus Avenue South of I Street	4,464	61.8	14	30	66
Grove Avenue south of Fourth Street	20,535	71.0	58	125	270
Holt Boulevard east of Euclid Avenue	17,596	69.6	47	101	218
Holt Boulevard east of Grove Avenue	24,546	74.4	98	210	453
D Street east of Euclid Avenue	4,116	61.5	13	29	63
Airport Driver east of Grove Avenue	36,261	75.9	124	266	574
Vineyard Avenue south of Fourth Street	35,795	76.4	133	286	617
Vineyard Avenue south of I-10	36,311	74.6	101	217	467
Guasti Road east of Holt Boulevard	10,543	68.0	37	79	171
Guasti Road east of Archibald Avenue	624	56.8	7	14	31
Holt Boulevard east of Vineyard Avenue	31,737	76.3	131	283	610
Convention Center Way east of Vineyard Avenue	6,479	66.3	28	61	132
Inland Empire Boulevard east of Vineyard Avenue	4,193	64.0	20	43	92
Inland Empire Boulevard east of Haven Avenue	7,987	67.4	34	72	156
Ontario Mills Parkway east of Milliken Avenue	13,373	72.7	76	164	353
Concourse Street east of Haven Avenue	11,460	65.4	25	53	115
Fourth Street east of Vineyard Avenue	27,937	75.8	122	262	565
Fourth Street east of Archibald Avenue	20,589	74.2	96	206	444
Fourth Street east of Haven Avenue	19,435	73.8	90	193	416
Fourth Street east of Milliken Avenue	31,867	76.2	130	280	604
Archibald Avenue south of Fourth Street	15,375	71.5	63	135	291

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Table 5.13-7 Existing Traffic Noise Levels

Roadway Segment	Roadway ADT Volumes	dBA CNEL			
		CNEL at 50 feet	Distance (feet) to 70 dBA CNEL Contour	Distance (feet) to 65 dBA CNEL Contour	Distance (feet) to 60 dBA CNEL Contour
Archibald Avenue south of Inland Empire Boulevard	29,888	74.1	93	201	432
Turner Avenue south of Fourth Street	2,139	61.1	13	28	59
Haven Street south of Fourth Street	41,456	75.6	118	255	549
Haven Street south of I-10	51,281	76.5	136	294	633
Milliken Avenue south of Fourth Street	32,727	77.0	146	315	678
Milliken Avenue south of I-10	34,028	77.3	154	332	714
Edison Avenue east of Euclid Avenue	12,979	71.7	64	139	299
Eucalyptus Avenue east of Euclid Avenue	3,816	65.8	26	56	121
Bon View Avenue south of Chino Road	244	53.1	4	8	17
Grove Avenue south of Chino Road	2,273	63.8	19	42	90
Grove Avenue south of Edison Road	2,211	64.3	21	45	97
Archibald Avenue south of Chino Road	6,547	68.3	38	83	179
Archibald Avenue south of Ontario Ranch Road	14,831	73.3	83	178	384
Euclid Avenue south of Schaefer Avenue	32,112	77.1	149	322	693
State Street east of Benson Avenue	1,607	60.9	12	26	57
State Street east of Mountain Avenue	2,422	62.7	16	35	76
State Street east of San Antonio Avenue	1,934	60.4	11	25	53
State Street east of Vine Avenue	1,934	60.4	11	25	53
State Street east of Euclid Avenue	1,662	59.8	10	23	49
State Street east of Sultana Avenue	3,303	62.5	16	34	73
State Street east of Campus Avenue	3,427	62.8	17	36	77
State Street east of Bon View Avenue	4,780	66.0	27	58	125
Ontario Boulevard east of Campus Avenue	3,204	61.3	13	28	61
Mountain Avenue south of Holt Boulevard	27,704	73.0	79	171	368
San Antonio Avenue south of Holt Boulevard	8,345	65.3	24	53	113
Sultana Avenue south of Holt Boulevard	1,349	56.6	6	14	30
Campus Avenue south of Holt Boulevard	8,001	65.3	24	52	113
Bon View Avenue south of Holt Boulevard	722	57.0	7	15	32
Grove Avenue south of Holt Boulevard	21,320	71.7	65	140	301
Grove Avenue south of Airport Drive	55,507	76.0	125	269	579
Fourth Street east of Benson Avenue	8,746	66.0	27	59	127
Fourth Street east of Euclid Avenue	4,193	61.3	13	28	61
Fourth Street east of Grove Avenue	19,232	69.6	47	101	218
G Street east of Grove Avenue	7,430	64.0	20	43	93

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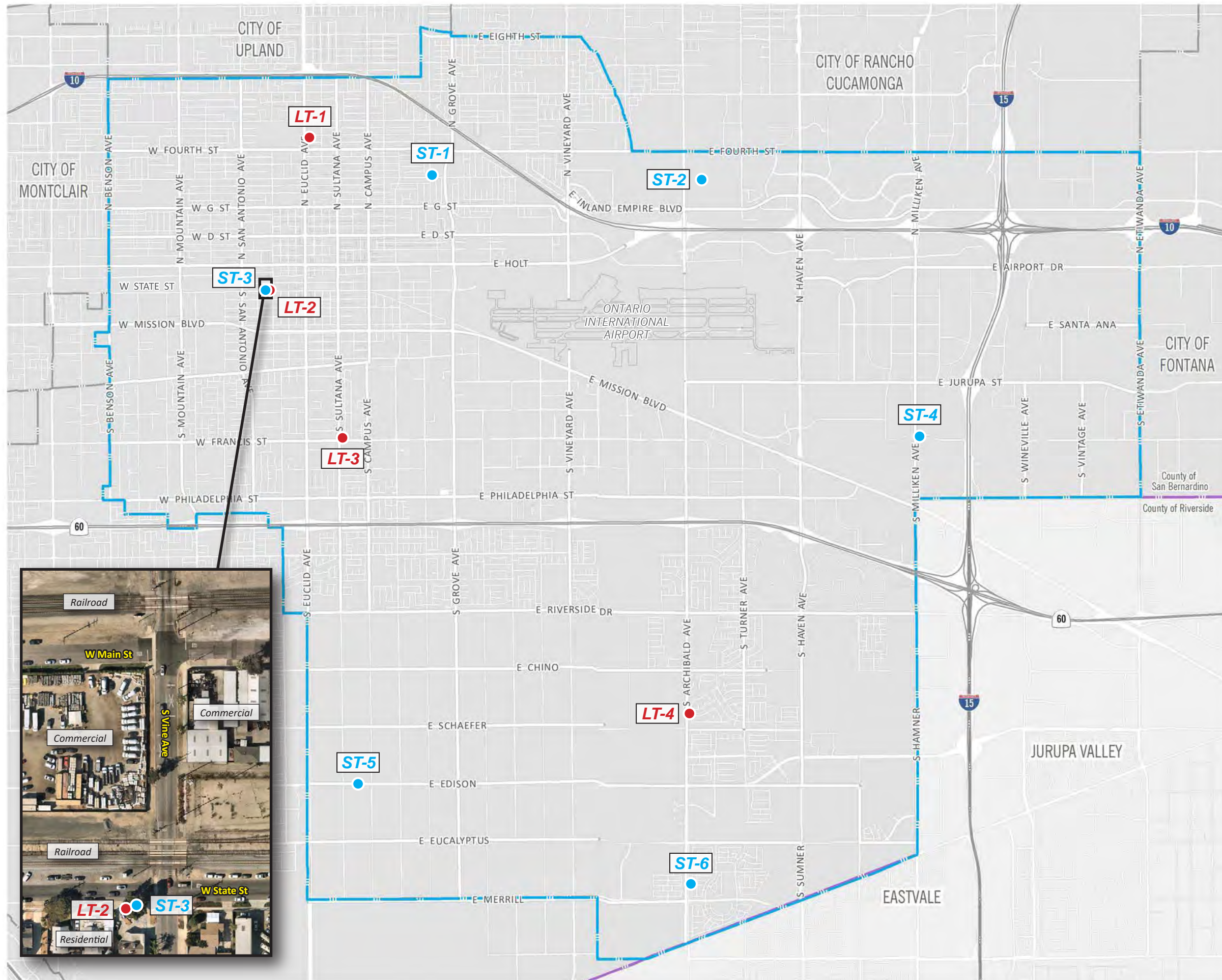
Table 5.13-7 Existing Traffic Noise Levels

Roadway Segment	Roadway ADT Volumes	dBA CNEL			
		CNEL at 50 feet	Distance (feet) to 70 dBA CNEL Contour	Distance (feet) to 65 dBA CNEL Contour	Distance (feet) to 60 dBA CNEL Contour
Campus Avenue south of Philadelphia Street	6,984	67.8	36	77	165
Campus Avenue South of Riverside Drive	1,782	62.0	15	31	68
Sixth Street east of Grove Avenue	4,434	62.7	16	35	76
Francis Street east of Euclid Avenue	4,984	64.3	21	45	96
Mission Boulevard east of Benson Avenue	26,609	74.5	100	216	466
Mission Boulevard east of Euclid Avenue	31,089	74.6	101	217	468
Mission Boulevard east of Grove Avenue	10,584	69.6	47	102	219
Mission Boulevard east of Archibald Avenue	12,047	73.7	89	191	411
Mission Boulevard east of Haven Street	20,868	75.2	110	238	512
Benson Avenue south of Mission Boulevard	2,389	60.9	12	27	58
Benson South of Francis Street	882	56.0	6	13	27
Benson south of I-10	8,769	66.6	29	64	137
Phillips Street east of Benson Avenue	423	49.1	2	4	9
Phillips Street east of Mountain Avenue	6,838	64.8	23	49	105
Phillips Street east of San Antonio Avenue	3,025	61.4	13	29	62
Phillips Street east of Euclid Avenue	4,558	63.6	19	40	86
Vineyard Avenue south of SR-60	12,408	66.9	53	114	245

Source: Traffic data provided by Fehr & Peers (see Appendix H).
ADT = average daily trips

Aircraft Noise





In August 2012, the City of Ontario and San Bernardino County formed the Ontario International Airport Authority (OIAA) by enacting a joint powers agreement. Los Angeles World Airports transitioned control to OIAA on November 1, 2016. The Ontario International Airport Land Use Compatibility Plan (ALUCP) was adopted on April 19, 2011, by the Ontario City Council to promote compatibility with surrounding land uses and was amended in July 2018. The ALUCP states that in its existing conditions the airport has a capacity of servicing up to 343,000 annual aircraft operations. This demand is anticipated to be met by the year 2030 (Ontario 2018).



NOISE

Figure 5.13-1

Approximate Noise Monitoring Locations

-  Ontario City Boundary
-  County Boundary
-  **ST-X** Short-Term Noise Measurement Locations (6)
-  **LT-X** Long-Term Noise Measurement Locations (4)



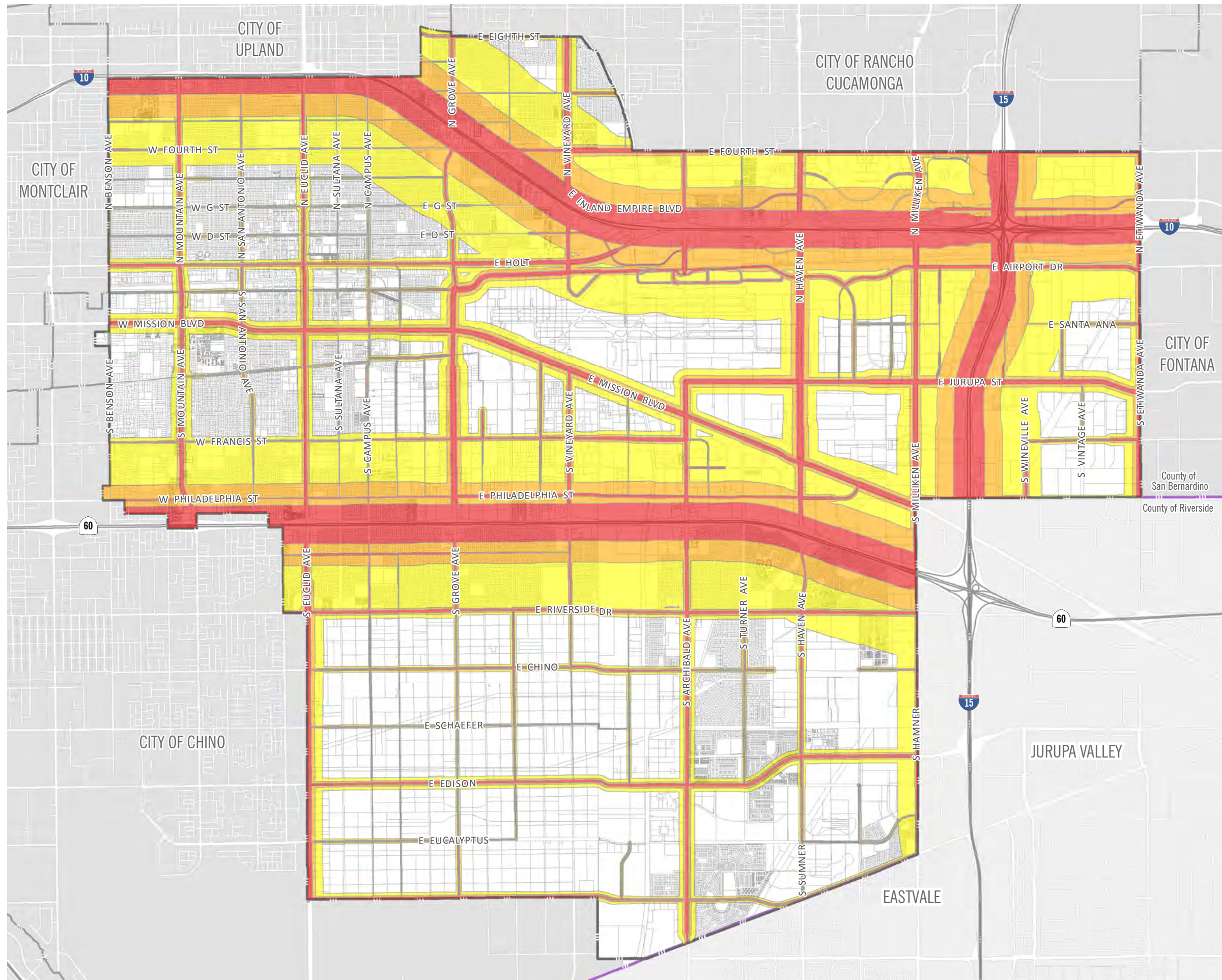
Date: 1/21/2022

Source: Noise monitoring was conducted by Placeworks in November 2021 using Larson Davis LxT and Larson Davis 820 noise meters.

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NOISE

Figure 13-5.2
Existing Traffic Noise Contours

Existing Noise Contours

- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70+ dBA CNEL
- Ontario City Boundary
- County Boundary

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THE ONTARIO PLAN
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Source: Fehr & Peers 2021; PlaceWorks 2021 Date: 4/29/2022

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The last reported existing annual aircraft operations in the ALUCP were 152,870 operations. The Ontario International Airport (ONT) announced in December 2019 that it was the fastest growing U.S. airport for the second consecutive year, with annual passengers of 5,583,732; however, due to the COVID-19 pandemic, the airport saw a dramatic decrease, serving only 2,538,482 passengers in 2020. The latest data published in 2021 indicates that the airport has increased to 4,496,592 passengers. In addition to passenger flights, the airport has been increasing its cargo freight operations. In terms of tonnage, in 2008, the airport reported moving 481,284 tons, and in 2021 the airport reported handling 890,383 tons (ONT 2022).

Figure 5.13-3, *Airport Noise Contours*, shows the ALUCP noise contours based on the latest data provided by the City of Ontario. The noise contours are elongated in an east-west orientation aligned with the tarmacs. Currently sensitive uses, such as residential, are within the 65 dBA CNEL noise contour. Fewer residences are within the 70 dBA CNEL noise contour.

Rail Noise

Railroad operations are also a substantial source of noise in some parts of the City. Day-night average noise levels vary by the number of trains per day along a given rail line, the timing and duration of train pass-by events, and whether or not trains must sound their warning whistles near “at-grade” crossings. When trains approach a passenger station or at-grade crossing, they are required to sound their warning whistle within a quarter mile. The required pattern is two long, one short, and one long sounding horn. Train warning whistles typically generate maximum noise levels of 105 to 110 dBA at 100 feet.

Existing railroad noise levels were estimated using the Federal Transit Administration (FTA) CREATE rail noise model and the Federal Rail Administration (FRA) Grade Crossing Horn Model. Current freight and passenger train traffic on the rail lines in Ontario were estimated based on the number of locomotives and rail cars published by the Metrolink website, Union Pacific (UP) Los Angeles and Alhambra Subdivision videos, and FRA crossing and accident data. There are a total of 19 trains that travel through Ontario on the UP Los Angeles Division each day. There are 12 UP freight trains and 7 Metrolink commuter trains that travel on the Riverside Line. Estimated speeds along this rail line are 55 mph for the Metrolink trains and 50 mph for the UP freight trains. The freight trains are assumed to consist of 4 locomotives and 80 cars, and the Metrolink commuter trains typically have 1 locomotive and 6 cars (FRA 2021; Metrolink 2021; Trainorders.com 2021; Railfan.net 2021)

An extensive system of spurs branches from the Los Angeles Subdivision near the I-5 and SR-60 interchange. The system serves several of the distribution centers in the east-central portion of the City. There are typically two switching trains per day traveling on these tracks at speeds of 10 mph (FRA 2021).

For the UP Alhambra Subdivision, traffic is exclusively UP freight trains, except for the Amtrak Sunset Limited, which passes through Ontario three days a week. There are approximately 40 freight trains per day, with 25 percent of the trains traveling during nighttime hours. The Amtrak passenger train travels through Ontario during late evening/early morning hours, and there are two trains per day on Monday, Wednesday, and Friday. The UP freight trains are assumed to consist of 4 locomotives and 130 cars, and the Amtrak Sunset Limited typically has 2 locomotives and 8 cars. The average speeds of the freight trains and Amtrak train are 50 mph and 55 mph, respectively (FRA 2021; Amtrak 2021).

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There also are a couple of spurs that branch from the UP Alhambra Line. The Sunkist spur branches from the main line just west of South Campus Avenue and is aligned south past Phillips Street where it turns east, crossing South Campus Avenue and terminating at the distribution centers. There are a couple of shorter spurs west and east of I-15. According to FRA data, there are two switching trains per day on each spur line traveling at 10 mph (FRA 2021).

The Southern California Regional Rail Authority (SCRRA) San Gabriel Subdivision has 30 Metrolink trains per day traveling along the San Bernardino Line. There is no regular freight traffic on this line but there may be an infrequent diversion when adjacent lines are closed for some reason. Average speed in the vicinity of Ontario is estimated to be 55 mph (Metrolink 2021). Table 5.13-8, *Existing Railroad Noise Levels*, contains the calculated distances to the 65 dBA CNEL contours from existing railroad noise, both from the main lines and within a quarter mile of grade crossings where horn warnings are required.

Table 5.13-8 Existing Railroad Noise Levels

Operator	Subdivision	Distance (feet) to 65 dBA CNEL Contour (Main Line)	Distance (feet) to 65 dBA CNEL Contour (Within ¼ Mile of Grade Crossing)
UP	Los Angeles	200	368
UP	Alhambra	490	509
UP	Spurs	8	71
SCRRA	San Gabriel	45	139

Source: Calculated using the FTA CREATE Model and FRA Grade Crossing Horn Model. See Appendix H.

Notes: UP = Union Pacific

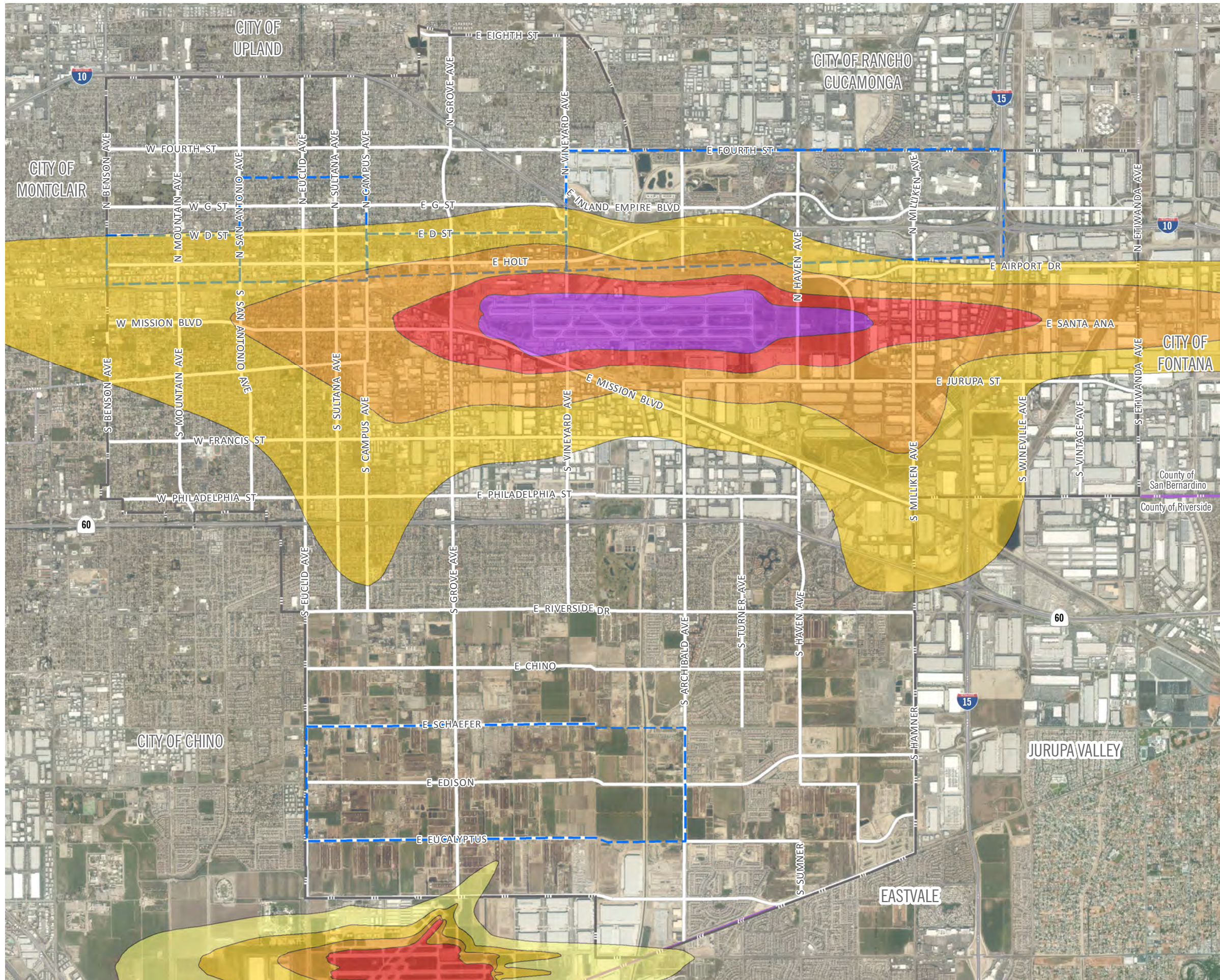
SCRRA = Southern California Regional Rail Authority

Stationary Noise

Stationary sources of noises occur on all types of land uses. Residential uses generate noise from landscaping, maintenance activities, and air conditioning systems. Commercial uses generate noise from heating, ventilation, and air conditioning (HVAC) systems; loading docks; and other sources. Industrial uses may generate noise from HVAC systems, loading docks, and machinery. Noise generated by residential or commercial uses is generally short and intermittent. Industrial uses may generate noise on a more continual basis. Nightclubs, outdoor dining areas, gas stations, car washes, fire stations, drive-throughs, swimming pool pumps, school playgrounds, athletic and music events, and public parks are other common noise sources.

Vibration

Commercial and industrial operations in the plan area can generate varying degrees of ground vibration, depending on the operational procedures and equipment. Such equipment-generated vibrations spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the vibration source depends on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. In addition, substantial vibration levels can be generated at close distances to existing railroad lines in the plan area.



NOISE

Figure 5.13-3
Airport Noise Contours

- Ontario City Boundary
- County Boundary
- Proposed Growth Areas

Ontario Airport Noise Contours

- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70-75 dBA CNEL
- 75+ dBA CNEL

Chino Airport Noise Contours 2028

- 55-60 dBA CNEL
- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70+ dBA CNEL

County of San Bernardino
County of Riverside



THE ONTARIO PLAN
SUPPLEMENTAL EIR



Source: The City of Ontario 2020, 2022;
Riverside County ALUCP 2008

Date: 4/29/2022

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5.13.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would result in:

- N-1 Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- N-2 Generation of excessive groundborne vibration or groundborne noise levels.
- N-3 For a project located within the vicinity of a private airstrip or 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, if the project would expose people residing or working in the project area to excessive noise levels.

5.13.2.1 CONSTRUCTION NOISE THRESHOLDS

The City of Ontario does not have an established construction noise threshold; therefore, the FTA's criteria for temporary construction noise is used. The FTA recommends a noise limit of 80 dBA L_{eq} at property lines of receiving noise-sensitive receptors. A significant impact would occur if construction noise would exceed 80 dBA L_{eq} at noise-sensitive receptors (e.g., residential).

5.13.2.2 TRANSPORTATION NOISE THRESHOLDS

A project will normally have a significant effect on the environment related to traffic noise if it would substantially increase the ambient noise levels for adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 to 3 dBA under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an outdoor environment. Based on this, the following thresholds of significance, similar to those recommended by the Federal Aviation Administration, are used to assess traffic noise impacts at sensitive receptor locations. A significant impact would occur if the traffic noise increase would exceed:

- 1.5 dBA for ambient noise environments of 65 dBA CNEL and higher.
- 3 dBA for ambient noise environments of 60 to 64 CNEL.
- 5 dBA for ambient noise environments of less than 60 dBA CNEL.

5.13.2.3 STATIONARY NOISE THRESHOLDS

As discussed in Section 5.13.1.2, *Regulatory Background*, the City's exterior noise standards are established in the Municipal Code, Chapter 29, Noise, Section 5.29 (Table 5.13-4). For the purposes of this analysis, these exterior noise standards are used to determine potentially significant stationary noise impacts.

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5.13.2.4 VIBRATION THRESHOLDS

The City of Ontario does not provide a quantified vibration perception (human annoyance) standard, nor does it establish a specific vibration damage standard. The FTA criterion for vibration annoyance is 72 VdB for residential uses, and acceptable vibration damage levels for various types of buildings are shown in Table 5.13-9, *Groundborne Vibration Damage Criteria*.

Table 5.13-9 Groundborne Vibration Damage Criteria

Building Category		PPV (in/sec)
I.	Reinforced concrete, steel, or timber (no plaster)	0.5
II.	Engineered concrete and masonry (no plaster)	0.3
III.	Non-engineered timber and masonry buildings	0.2
IV.	Buildings extremely susceptible to vibration damage	0.12

Source: FTA 2018.
PPV = peak particle velocity

5.13.3 Environmental Impacts

5.13.3.1 2010 CERTIFIED EIR

The 2010 Certified EIR identified the following conclusions regarding noise and vibration impacts:

- **Stationary Noise.** The 2010 Certified EIR identified that stationary noise sources associated with buildout of the Approved Project would be required to meet the noise limitations of the municipal code. Consequently, stationary-source noise impacts from the Approved Project were found to be less than significant.
- **Transportation Noise.** The 2010 Certified EIR identified that potential noise impacts from buildout of the Approved Project stemmed mainly from the addition of vehicles along roadways in the City and trains on the UP Railroad. Traffic noise modeling showed that individual projects associated with buildout of the Approved Project would occur over a period of many years, and the increase in noise on an annual basis would not be readily discernable because traffic and noise would increase incrementally. However, cumulative increases in the ambient noise environment would occur from buildout of the Approved Project, and noise-sensitive land uses would be exposed to noise levels that exceeded 65 dBA CNEL. No feasible mitigation measures were available to reduce transportation-related noise impacts. Therefore, traffic noise impacts from buildout of the Approved Project were found significant and unavoidable.
- **Construction Noise.** The 2010 Certified EIR identified that construction activities associated with any individual development might occur near noise-sensitive receptors, and noise disturbances might occur for prolonged periods of time. While Mitigation Measures 12-4 reduced construction noise impacts, due to the proximity of construction activities to sensitive uses and potential longevity of construction activities,

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noise impacts could remain. Therefore, construction noise impacts from buildout of the Approved Project were found significant and unavoidable.

- **Construction Vibration.** The 2010 Certified EIR identified that vibration generated by construction equipment had the potential to be substantial, and significant vibration impacts could occur from construction equipment associated with development in accordance with the Approved Project. Mitigation Measure 12-2 reduced construction-related vibration to the extent feasible; however, due to the proximity of construction activities to sensitive uses and the potential longevity of construction activities, vibration impacts could remain. Therefore, construction vibration impacts of the Approved Project were found significant and unavoidable.
- **Operational Vibration.** The 2010 Certified EIR found that the majority of industrial uses would not be immediately adjacent to vibration-sensitive uses. Use of heavy equipment associated with industrial activities would occur indoors, and no significant vibration impacts would occur from vibration generated by industrial uses. Vibration from on-road vehicles were also identified to be less than significant because Caltrans studies find that vibration from freeways with the worst combinations of heavy trucks do not exceed the maximum recommended safe level for ruins and ancient monuments. However, vibration-sensitive land uses near the UP Railroad and SCRRA could have the potential to be impacted by perceptible levels of vibration from rail operations. Consequently, vibration impacts from train operations were found potentially significant, but Mitigation Measure 12-3 reduced vibration compatibility impacts to less than significant levels. Pursuant to *California Building Industry Association v. Bay Area Air Quality Management District (2015 62 Cal.4th 369, Case No. S213478)* impacts of the environment on a project are no longer considered a CEQA impact.
- **Airport Noise.** The 2010 Certified EIR found that by 2030 noise-sensitive land uses would be within the 65 dBA CNEL noise contour of ONT. Residents and other sensitive receptors in the noise contour would be exposed to excessive noise levels from airport operations. Consequently, indoor and exterior environments would be exposed to elevated noise levels from aircraft overflights. Impacts were found to be potentially significant. Mitigation Measure 12-1 reduced impacts associated with airport noise compatibility. While interior noise levels are required to achieve the interior noise limits of Title 24 and Title 25, which require structures to achieve 45 dBA CNEL, exterior noise levels may continue to exceed the noise compatibility criteria for the City. Therefore, airport noise compatibility impacts of the Approved Project was significant and unavoidable.

5.13.3.2 PROPOSED PROJECT

Methodology

The SEIR noise evaluation was prepared in accordance with the requirements of CEQA to fully disclose new impacts or changes in impacts that would occur because of the Proposed Project. The net change in traffic noise levels is determined by comparing the Approved Project average daily traffic (ADT) baseline to the Proposed Project's ADT volumes (provided by Fehr & Peers) using a version of the Federal Highway Traffic

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Noise Prediction Model (FHWA-RD-77-108). Railroad noise levels were estimated using the FTA CREATE rail noise model and the FRA Grade Crossing Horn Model.

Impacts of the Environment on a Project

The California Supreme Court ruled that CEQA does not generally require consideration of the effects of existing environmental conditions on a proposed project's future users or residents, but that CEQA does mandate analysis of how a project may exacerbate existing environmental hazards (*California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (Case No. S213478)). The court said that portions of the CEQA guidelines that required consideration of the impacts of existing conditions were not valid; however, the City's general building code requirements (as found on the City's website) require new developments to meet the 2019 CBC (or the latest version of). As stated above in Section 5.13.1.2, *Regulatory Background*, the CBC requires that interior noise levels attributable to exterior sources not exceed 45 dBA in any habitable room for residential uses. Exterior-interior noise insulation should be sufficient to achieve interior noise levels of 45 dBA CNEL from sources such as traffic and rail noise affecting the residential portion of the Proposed Project.

Impact Analysis

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.13-1: Construction activities associated with buildout of TOP 2050 would result in temporary noise increases at sensitive receptors during construction activities. [Threshold N-1]

The 2010 Certified EIR identified that TOP buildout could result in individual construction developments near noise sensitive receptors and expose receptors to prolong periods of construction activity. Mitigation Measure 12-4 was identified to reduce construction noise to the extent feasible. However, construction noise impacts of the Approved Project were significant and unavoidable in the 2010 Certified EIR.

TOP 2050 is an update to TOP and focuses on technical updates to the Policy Plan to comply with state housing mandates and conform with new state laws related to community health, environmental justice, climate adaptation, resiliency, and mobility.

Two types of short-term noise impacts could occur during construction. First, the transport of workers and movement of materials to and from the site could incrementally increase noise levels along local access roads. This amount of construction traffic is typically small in relation to the total daily traffic volumes on those roadway segments. The second type of short-term noise impact is related to demolition, site preparation, grading, and/or physical construction.

The Proposed Project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification. While specific project level data for individual developments for TOP 2050 (such as construction equipment, duration, and phasing) are not available, construction could generate noise levels in excess of 80 dBA L_{eq} and generate noise disturbances for prolonged periods of time at noise-sensitive receptors. Safety Element Policy S-4.1, Noise

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Mitigation, would help minimize the construction noise impacts through enforcement of the City’s Noise Ordinance. This includes Municipal Code Chapter 29, Section 5-29.09, which limits construction, remodeling, digging, grading, demolition, or any other related building activity to between the hours of 7:00 am and 6:00 pm, Monday through Friday, and 9:00 am to 6:00 pm on weekends. The Proposed Project would not result in new or a substantial increase in the magnitude of impacts compared to the Approved Project. Nevertheless, construction-related noise impacts from the Proposed Project would be potentially significant.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.13-2 Implementation of TOP 2050 would not result in long-term operation-related noise that would exceed established standards. [Threshold N-1]

Stationary Noise

The 2010 Certified EIR found TOP stationary-source noise impacts to be less than significant. TOP 2050 would also result in an increase in residential, commercial, industrial, and overall development and growth in Ontario. Primary stationary noise sources would be from landscaping, maintenance activities, air handline units (residential and commercial), and loading and unloading activities at commercial business parks and smaller retail stores. TOP 2050 would not result in new types of stationary noise sources than under the Approved Project. Furthermore, TOP 2050 includes Safety Element Policy S-4.1, Noise Mitigation, which utilizes the City’s Noise Ordinance, building codes, and subdivision and development code regulations to reduce noise from future development projects. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project. Impacts would be less than significant.

Transportation Noise

The 2010 Certified EIR found that traffic noise associated with the Approved Project would result in a substantial noise increase in the vicinity of noise-sensitive receptors that would exceed the City’s noise standards; impacts were significant and unavoidable.

Table 5.13-10, *TOP 2050 Net Traffic Noise Level Increases*, shows the ADT volumes for the Approved Project, the Proposed Project, and the net CNEL change along study roadway segments. A graphical representation of the future contours is shown on Figure 5.13-4, *Future Noise Contours*.

Table 5.13-10 TOP 2050 Net Traffic Noise Level Increases

Roadway	ADT Volumes			dBA, CNEL ¹			Significant?
	Existing	Adopted TOP 2040	TOP 2050	Adopted TOP 2040	TOP 2050	Net Change	
Benson Ave South of Fourth	4,490	8,494	6,295	65.4	64.0	-1.4	No
D Street East of Benson Avenue	2,498	3,146	2,667	59.5	59.0	-0.5	No
Holt Boulevard east of Benson	20,471	28,717	28,247	73.7	73.4	-0.3	No
San Antonio Avenue South of Fourth	13,034	15,982	16,592	68.1	68.2	0.1	No
Mountain Avenue south of Fourth Street	23,863	27,329	26,009	72.3	71.6	-0.7	No
I Street east of Benson Avenue	455	1,707	1,887	57.0	57.5	0.5	No

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Table 5.13-10 TOP 2050 Net Traffic Noise Level Increases

Roadway	ADT Volumes			dBA, CNEL ¹			Significant?
	Existing	Adopted TOP 2040	TOP 2050	Adopted TOP 2040	TOP 2050	Net Change	
I Street east of Euclid Avenue	3,784	5,288	5,184	62.5	62.5	-0.1	No
G Street east of Benson Avenue	3,063	3,567	4,012	61.8	62.3	0.5	No
G Street east of Euclid Avenue	4,141	4,447	5,858	61.2	62.5	1.3	No
Sultana Avenue south of Fourth Street	286	1,720	2,121	56.8	57.7	0.9	No
West G Street east of Benson Avenue	3,063	3,567	4,012	61.8	62.3	0.5	No
Euclid Avenue south of 4th Street	30,861	36,100	41,167	73.3	74.0	0.7	No
Campus Avenue South of I Street	4,464	8,227	9,110	64.7	65.2	0.4	No
Grove Avenue south of Fourth Street	20,535	34,873	31,116	73.8	73.2	-0.6	No
Holt Boulevard east of Euclid Avenue	17,596	29,943	25,227	71.7	70.8	-1.0	No
Holt Boulevard east of Grove Avenue	24,546	48,293	49,390	77.2	77.3	0.1	No
D Street east of Euclid Avenue	4,116	5,299	7,266	62.4	64.6	2.2	No
Airport Drive east of Grove Avenue	36,261	51,825	51,675	77.7	77.6	-0.1	No
Vineyard Avenue south of Fourth Street	35,795	48,497	46,001	77.6	77.3	-0.4	No
Vineyard Avenue south of I-10	36,311	55,684	54,157	76.0	75.8	-0.3	No
Guasti Road east of Holt Boulevard	10,543	20,828	21,703	70.1	70.2	0.0	No
Guasti Road east of Archibald Avenue	624	801	2,743	56.8	61.5	4.6	No
Holt Boulevard east of Vineyard Avenue	31,737	36,880	37,754	76.7	76.7	0.0	No
Convention Center Way east of Vineyard Avenue	6,479	12,613	13,038	67.9	67.8	-0.1	No
Inland Empire Boulevard east of Vineyard Avenue	4,193	6,171	5,315	66.5	65.5	-1.1	No
Inland Empire Boulevard east of Haven Avenue	7,987	15,919	14,781	70.2	70.1	-0.1	No
Ontario Mills Parkway east of Milliken Avenue	13,373	24,755	16,554	75.4	73.4	-2.0	No
Concourse Street east of Haven Avenue	11,460	23,592	21,422	67.9	68.2	0.3	No
Fourth Street east of Vineyard Avenue	27,937	47,632	37,438	78.2	76.8	-1.3	No
Fourth Street east of Archibald Avenue	20,589	32,757	30,290	76.3	75.8	-0.5	No
Fourth Street east of Haven Avenue	19,435	28,435	28,848	75.8	75.7	0.0	No
Fourth Street east of Milliken Avenue	31,867	43,179	42,905	77.5	77.6	0.1	No
Archibald Avenue south of Fourth Street	15,375	19,814	24,846	72.5	73.5	1.0	No
Archibald Avenue south of Inland Empire Boulevard	29,888	37,839	39,639	74.9	75.2	0.3	No
Turner Avenue south of 4th Street	2,139	3,964	4,464	63.8	64.5	0.7	No
Haven Street south of Fourth Street	41,456	48,060	47,410	75.6	75.7	0.1	No
Haven Street south of I-10	51,281	64,587	67,268	77.8	77.7	-0.1	No
Milliken Avenue south of Fourth Street	32,727	42,546	44,471	77.9	78.0	0.2	No
Milliken Avenue south of I-10	34,028	60,858	63,778	79.4	79.2	-0.2	No
Edison Avenue east of Euclid Avenue	12,979	61,542	62,307	78.3	78.5	0.2	No
Eucalyptus Avenue east of Euclid Avenue	3,816	18,665	18,338	73.4	74.4	1.0	No
Bon View Avenue south of Chino Road	244	4,053	4,632	63.5	64.0	0.6	No
Grove Avenue south of Chino Road	2,273	16,777	18,548	71.3	72.5	1.2	No

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Table 5.13-10 TOP 2050 Net Traffic Noise Level Increases

Roadway	ADT Volumes			dBA, CNEL ¹			Significant?
	Existing	Adopted TOP 2040	TOP 2050	Adopted TOP 2040	TOP 2050	Net Change	
Grove Avenue south of Edison Road	2,211	14,057	13,579	71.0	72.6	1.5	No
Archibald Avenue south of Chino Road	6,547	36,917	38,321	77.1	77.2	0.1	No
Archibald Avenue south of Ontario Ranch Road	14,831	38,961	39,680	76.8	76.8	0.0	No
Euclid Avenue south of Schaefer	32,112	67,096	67,914	80.1	80.2	0.1	No
State Street east of Benson Avenue	1,607	3,138	6,289	64.0	67.0	3.0	No
State Street east of Mountain Avenue	2,422	4,665	8,407	65.9	68.4	2.4	No
State Street east of San Antonio Avenue	1,934	5,064	11,073	64.7	67.7	3.0	No
State Street east of Vine Avenue	1,934	3,677	9,009	63.7	67.0	3.3	No ²
State Street east of Euclid Avenue	1,662	3,264	8,450	63.0	66.6	3.6	No
State Street east of Sultana Avenue	3,303	7,079	13,424	66.1	68.6	2.5	No ²
State Street east of Campus Avenue	3,427	7,988	14,940	67.2	69.5	2.3	No ²
State Street east of Bon View Avenue	4,780	19,198	22,871	72.4	72.6	0.2	No
Ontario Boulevard east of Campus Avenue	3,204	6,890	9,256	64.5	65.9	1.3	No
Mountain Avenue south of Holt Boulevard	27,704	32,563	32,136	74.1	73.8	-0.3	No
San Antonio Avenue south of Holt Boulevard	8,345	9,076	7,949	65.1	64.5	-0.6	No
Sultana Avenue south of Holt Boulevard	1,349	2,976	4,378	60.3	62.5	2.1	No
Campus Avenue south of Holt Boulevard	8,001	20,098	17,562	69.7	69.0	-0.7	No
Bon View Avenue south of Holt Boulevard	722	1,976	2,383	61.7	61.6	-0.2	No
Grove Avenue south of Holt Boulevard	21,320	38,880	44,522	74.6	75.1	0.5	No
Grove Avenue south of Airport Drive	55,507	75,768	78,446	77.1	77.1	0.0	No
Fourth Street east of Benson Avenue	8,746	8,356	7,682	65.9	65.4	-0.5	No
Fourth Street east of Euclid Avenue	4,193	5,035	6,160	61.8	62.9	1.1	No
Fourth Street east of Grove Avenue	19,232	15,578	13,714	67.3	66.6	-0.8	No
G Street east of Grove Avenue	7,430	8,889	9,452	64.1	64.3	0.3	No
Campus Avenue south of Philadelphia Street	6,984	16,265	18,985	71.0	71.8	0.8	No
Campus Avenue South of Riverside Drive	1,782	12,892	12,896	69.1	69.6	0.4	No
Sixth Street east of Grove Avenue	4,434	3,492	3,697	62.0	62.1	0.2	No
Francis Street east of Euclid Avenue	4,984	11,381	10,149	68.8	67.8	-0.9	No
Mission Boulevard east of Benson Avenue	26,609	45,370	36,290	77.7	76.4	-1.3	No
Mission Boulevard east of Euclid Avenue	31,089	51,840	38,832	77.7	76.2	-1.5	No
Mission Boulevard east of Grove	10,584	57,490	51,588	78.7	77.7	-1.0	No
Mission Boulevard east of Archibald Avenue	12,047	24,554	20,229	77.1	75.9	-1.2	No
Mission Boulevard east of Haven	20,868	33,308	27,212	77.7	76.5	-1.2	No
Benson Avenue south of Mission Boulevard	2,389	3,258	2,318	62.8	61.1	-1.7	No
Benson Avenue south of Francis Street	882	2,913	1,331	61.8	58.3	-3.5	No
Benson Avenue south of I-10	8,769	8,001	8,603	66.4	66.7	0.2	No
Phillips Street east of Benson Avenue	423	372	800	47.3	51.2	3.9	No

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Table 5.13-10 TOP 2050 Net Traffic Noise Level Increases

Roadway	ADT Volumes			dBA, CNEL ¹			Significant?
	Existing	Adopted TOP 2040	TOP 2050	Adopted TOP 2040	TOP 2050	Net Change	
Philips Street east of Mountain	6,838	8,326	8,377	65.8	65.9	0.1	No
Philips Street east of San Antonio Avenue	3,025	4,441	5,275	63.1	63.8	0.7	No
Philips Street east of Euclid Avenue	4,558	7,448	7,610	66.6	66.9	0.3	No
Vineyard Avenue south of SR-60	12,408	29,334	28,510	69.7	70.4	0.7	No

Notes: Traffic data provided by Fehr & Peers; Traffic Noise Model Calculations in Appendix H.

¹ CNEL level at 50 feet.

² Increase is less than significant due to existing ambient noise levels from rail noise.

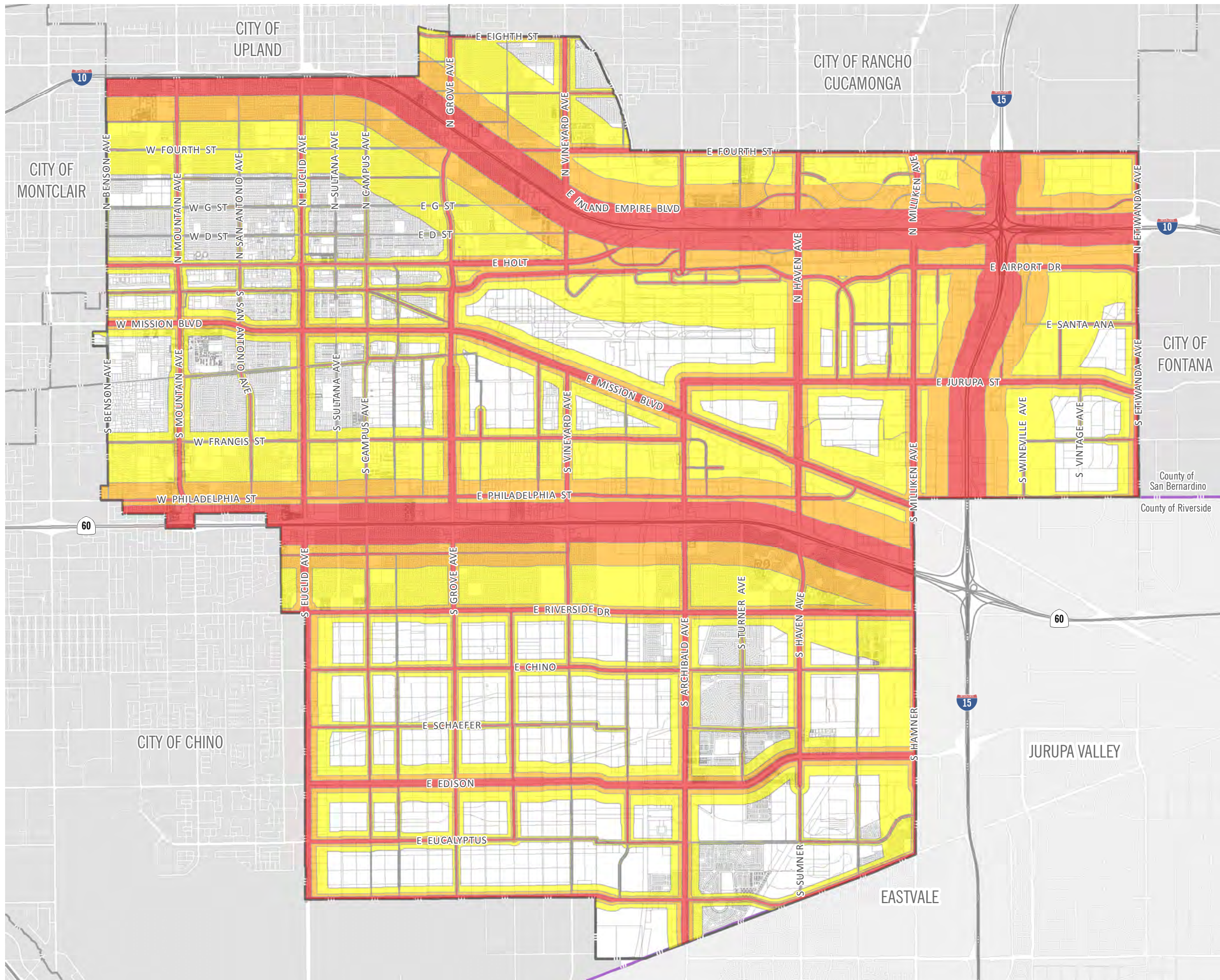
As shown in this table, traffic noise increases with implementation of the Proposed Project would be below the tiered thresholds. Traffic noise on State Street east of Vine Street, Sultana Avenue, and Campus Avenue is anticipated to increase by up to 3.3 dBA CNEL where the Approved Project ambient environment based on traffic noise modeling is between 63.7 and 67.2 dBA CNEL. However, these East State Street segments are parallel and adjacent to railroad tracks where ambient noise measurement LT-2 was conducted. The traffic noise model does not take into consideration other noise sources such as rail. Based on ambient noise monitoring, the existing noise environment at East State Street, east of Vine Street, Sultana Avenue, and Campus Avenue is 87 dBA CNEL (see Table 5.13-5). The traffic noise contribution would be negligible when compared to rail noise in this location. Therefore, the Proposed Project traffic noise level increase along this roadway segment would not result in the exceedance of the significance threshold.

Additionally, TOP 2050 includes the following Safety Element Policies that would minimize traffic noise impacts:

- **S-4.2: Coordination with Transportation Authorities.** We collaborate with airport owners, FAA, Caltrans, SBCTA, 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.
- **S-4.4: Truck Traffic.** We manage truck traffic to minimize noise impacts on sensitive land uses.
- **S-4.5: Roadway Design.** We design streets and highways to minimize noise impacts.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project. Traffic noise impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant.



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Figure 5.13-4
Future Traffic Noise Contours

Future Noise Contours

- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70+ dBA CNEL
- Ontario City Boundary
- County Boundary

2 · 0 · 5 · 0



THE ONTARIO PLAN
SUPPLEMENTAL EIR



Source: Fehr & Peers 2021; PlaceWorks 2021 Date: 4/29/2022

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Impact 5.13-3: Development in accordance with TOP 2050 could create groundborne vibration and groundborne noise during construction activities in excess of established standards. [Threshold N-2]

Construction Vibration

The 2010 Certified EIR identified that vibration generated during construction activities would be a significant impact despite implementation of Mitigation Measure 12-2.

Construction activity at projects within TOP 2050 plan area would generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures but can achieve the audible and perceptible ranges in buildings close to the construction site. Table 5.13-11, *Vibration Levels for Construction Equipment*, lists reference vibration levels for construction equipment at a distance of 25 feet.

Table 5.13-11 Vibration Levels for Construction Equipment

Equipment	Approximate PPV Vibration Level at 25 Feet (in/sec)
Pile Driver, Impact (Upper Range)	1.518
Pile Driver, Impact (Typical)	0.644
Pile Driver, Sonic (Upper Range)	0.734
Pile Driver, Sonic (Typical)	0.170
Vibratory Roller	0.210
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003

Source: FTA 2018.
PPV = peak particle velocity.

Like the Approved Project, the Proposed Project would have similar impacts because specific project-level data for individual developments for TOP 2050 (such as construction equipment) are not available, and construction could generate excessive vibration levels at sensitive receptor locations. Vibration-related noise impacts from the Proposed Project that would accommodate buildout of TOP 2050 would be potentially significant.

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Operational Vibration

The 2010 Certified EIR found that potential impacts from on-road vehicles would not generate more than 0.8 in/sec PPV at vibration-sensitive receptors; therefore, impacts associated with the Approved Project were identified as less than significant.

Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes that heavy trucks and buses generate the highest earth-borne vibrations of normal traffic. Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Its study finds that

... vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inches per second, with the worst combinations of heavy trucks and poor roadway conditions (while such trucks were moving at freeway speeds). This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings). (Caltrans 2013a)

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to that of the Approved Project. Therefore, like the Approved Project, the Proposed Project impacts would be less than significant.

Commercial and industrial operations would generate varying degrees of ground vibration, depending on the operational procedures and equipment. The 2010 Certified EIR found that the majority of industrial uses would not be immediately adjacent to vibration-sensitive uses, the use of heavy equipment associated with industrial activities would occur indoors, and no significant vibration impacts would occur from vibration generated by industrial uses. Like the Approved Project, the Proposed Project's commercial and industrial operations would not generate significant vibration impacts, and vibration from industrial and commercial operations would be less than significant.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.13-4: Implementation of TOP 2050 could expose noise sensitive uses to excessive noise levels from the Ontario International Airport. [Threshold N-3]

The 2010 Certified EIR identified that airport noise impacts of the Approved Project were significant and unavoidable despite implementation of Mitigation Measure 12-1.

Future noise contours were developed based on data provided by the City of Ontario. Figure 5.13-3, *Airport Noise Contours*, show the ONT noise contours identified in the ALUCP (Ontario 2018). The Chino Airport noise contours do not extend into the City.

The City of Ontario's noise and land use compatibility standards considers a noise environment up to 60 dBA CNEL to be "clearly acceptable" for residential uses. Residential uses in exterior noise environments of up to 65 dBA CNEL are "normally acceptable." Normally acceptable conditions would require an acoustical report

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for major new residential construction. CBC Part 2, Volume 1, Chapter 12, Section 1206.4, *Allowable Interior Noise Levels*, requires that interior noise levels attributable to exterior sources not exceed 45 dBA in any habitable room.

The 2010 Certified EIR found that residents and other sensitive receptors in the noise contour would be exposed to excessive noise levels from airport operations, and consequently indoor and exterior noise environments would be exposed to elevated noise levels from aircraft overflights. Safety Element Policy S-4.6, Airport Noise Compatibility, would minimize impacts. Policy S-4.6 states that information from the ALUCPs shall be utilized to prevent the construction of new noise-sensitive land uses within airport noise impact zones. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project. However, impacts would remain potentially significant, and future sensitive uses within an airport 65 dBA CNEL or more contour would be required to conduct a noise assessment and mitigate, as feasible, to achieve an interior noise level 45 dBA CNEL in any habitable room.

Additionally, TOP 2050 includes policies that help minimize airport noise impacts:

- **S-4.2: Coordination with Transportation Authorities.** We collaborate with airport owners, FAA, Caltrans, SBCTA, 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.
- **S-4.3: Airport Noise Mitigation.** We aggressively pursue funding and utilize programs to reduce the effects of aircraft noise in impacted areas of our community.

Level of Significance Before Mitigation: Potentially significant.

5.13.4 Cumulative Impacts

The above analysis of TOP 2050 addresses cumulative impacts with regard to operational and construction noise as well as groundborne noise and vibration in the City. TOP 2050 proposes the long-term buildout and operation of many different uses. Although multiple simultaneous nearby noise sources may, in combination, result in higher overall noise levels, this effect is captured and accounted for by the community noise level metrics that form the basis of the standards of significance for noise analysis. To specifically estimate the Proposed Project's contribution to traffic noise, existing noise levels were compared to those projected with completion of TOP 2050. As demonstrated above, TOP 2050's contribution to increases in ambient noise levels results in a significant impact.

The area considered for cumulative impacts for construction noise and vibration is the City of Ontario. Construction activities may occur simultaneously and in close proximity to noise-sensitive receptors, resulting in significant impacts. Since details of individual development projects in the City are currently unknown, it cannot be determined whether Mitigation Measure 12-2 and 12-4, listed below, would reduce potentially significant impacts to less than significant levels. TOP 2050 would; therefore, contribute to cumulatively considerable construction-related noise, and the cumulative impact would be significant and unavoidable.

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5.13.5 Relevant New and Modified TOP Policies

As described above, TOP 2050 includes the following policies relevant to noise and vibration: S-4.3, S-4.4, and S-4.5. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. Modified and new TOP 2050 policies that reduce potential noise and vibration impacts of the Proposed Project are summarized below:

- **S-4.1: Noise Mitigation.** We utilize the City's Noise Ordinance, building codes, and subdivision and development codes to mitigate noise impacts.
- **S-4.2: Coordination with Transportation Authorities.** We collaborate with airport owners, FAA, Caltrans, ~~SANBAG~~, SBCTA, 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.
- **S-4.6: 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.
- **S-4.7: Rail Noise Mitigation.** We require new residential and mixed use development of vibration-sensitive uses in areas within 200 feet of rail to evaluate for indoor vibration levels and mitigate any exceedances of the Federal Transit Administration vibration-annoyance criteria.

5.13.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impact would be less than significant: 5.13-2.

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

- **Impact 5.13-1** Construction activities associated with buildout of TOP 2050 would result in temporary noise increases at sensitive receptors during construction activities.
- **Impact 5.13-3** Development in accordance with TOP 2050 could create groundborne vibration and groundborne noise during construction activities in excess of established standards.
- **Impact 5.13-4** Implementation of TOP 2050 could expose noise sensitive uses to excessive noise levels from the Ontario International Airport.

5.13.7 Mitigation Measures

5.13.7.1 MITIGATION MEASURES FROM THE 2010 CERTIFIED EIR

The following mitigation measures were taken directly from the 2010 Certified EIR. Mitigation Measure 12-3 has been removed because it pertains to impacts of the environment on a project, which were determined to

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not be subject to CEQA. Mitigation Measure 12-1 was retained, with modifications to address airport-specific noise only. Modifications to the original mitigation measures are identified in ~~strikeout~~ text to indicate deletions and underlined to signify insertions. Mitigation Measure 6-5 still applies and would be implemented for the Proposed Project.

- 12-1 Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour ~~along major roadways, freeways, railroads, or the Los Angeles/~~ of the Ontario International Airport, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features (~~e.g. setbacks, berms, or sound walls~~) and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Titles 24 and 21 of the California Code of Regulations).
- 12-2 Prior to issuance of a building permit, if individual projects that involve vibration-intensive construction activities, such as pile drivers, jack-hammers, and vibratory rollers ~~occurring~~ near sensitive receptors shall be evaluated for potential vibration impacts. For construction within 135 feet of fragile structures, such as historical resources, within 100 feet of nonengineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for nonengineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses shall be used, such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceed the Federal Transit Administration vibration damage annoyance criteria of 78 VdB during the daytime for various building categories), additional requirements, such as use of less vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g. drilled piles to eliminate use of vibration-intensive pile driver).
- 12-3 ~~Prior to the issuance of building permits for any project that involves a vibration-sensitive use directly adjacent to the Union Pacific Railroad or Southern California Regional Rail Authority main lines shall retain an acoustical engineer to evaluate potential for trains to create perceptible levels of vibration indoors. If vibration-related impacts are found, mitigation measures, such as use of concrete, iron, or steel, or masonry materials to ensure that levels of vibration amplification are within acceptable limits to building occupants, shall be~~

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~~implemented. Pursuant to the Federal Transit Administration vibration annoyance criteria, these acceptable limits are 78 VdB during the daytime and 72 VdB during the nighttime for residential uses, 84 VdB for office uses, and 90 VdB for workshops.~~

12-4 Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. ~~Mitigation measures, such as installation of temporary sound barriers for adjacent construction activities that occur adjacent to occupied noise-sensitive structures, equipping construction equipment with mufflers, and reducing non-essential idling of construction equipment to no more than five minutes, shall be incorporated into the construction operations to reduce construction-related noise to the extent feasible. Construction contractors shall implement the following measures for construction activities in the City of Ontario. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans. The City of Ontario Planning and Building Departments shall verify that grading, demolition, and/or construction plans submitted include these notations prior to issuance of demolition, grading, and/or building permits.~~

- Construction activity is limited to the hours between 7:00 am and 6:00 pm Monday through Friday and 9:00 am to 6:00 pm Saturdays and Sundays, as prescribed in Municipal Code Section 5-29.09.
- During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques wherever feasible (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds).
- Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.
- Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.
- Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors.
- Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City's Engineering Department ~~Planning and Building Departments.~~
- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.

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- Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.
- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.
- Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA L_{eq} . Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier and may be lined on the construction side with an acoustical blanket, curtain, or equivalent absorptive material.

5.13.7.2 NEW MITIGATION MEASURES

No additional mitigation measures have been identified.

5.13.8 Level of Significance After Mitigation

Impact 5.13-1

Mitigation Measure 12-4 would reduce potential impacts associated with construction from individual development projects to the extent feasible. However, due to the potential for proximity of construction activities to sensitive uses, the number of construction projects occurring simultaneously, and the potential duration of construction activities, Impact 5.13-1 could still result in a temporary substantial increase in noise levels above ambient conditions and exceedance of the 80 dBA L_{eq} threshold. Therefore, project and cumulative impacts would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

Impact 5.13-3

Mitigation Measure 12-2 would reduce potential impacts associated with construction vibration from individual development projects to the extent feasible. However, due to the potential for proximity of construction activities to sensitive uses, the number of construction projects occurring simultaneously, and the potential duration of construction activities, Impact 5.13-3 could be significant. Therefore, project and cumulative impacts associated with the Proposed Project would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

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Impact 5.13-4

With the implementation of Mitigation Measure 12-1, impacts to future sensitive receptors from excessive airport-related noise would be reduced to interior noise levels of 45 dBA CNEL or less. While interior noise levels are required to achieve the interior noise limits of Title 24 and Title 25, exterior noise levels may continue to exceed the noise compatibility criteria for the City. Consequently, airport noise compatibility impacts of the Proposed Project would remain **significant and unavoidable**.

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5.14 POPULATION AND HOUSING

This section of the Draft Supplemental Environmental Impact Report (SEIR) examines the potential for socioeconomic impacts of TOP 2050 (Proposed Project) compared to that of the current TOP (Approved Project). Population and housing impacts in the City of Ontario, including changes in population, employment, and demand for housing, particularly housing cost/rent ranges defined as “affordable.” Current website information and pertinent documents from the City of Ontario and other appropriate agencies were used in preparation of this section. The analysis in this section is based, in part, upon information from:

- Southern California Association of Governments (SCAG)
- United States Census Bureau (US Census)
- California Department of Finance (DOF)

5.14.1 Environmental Setting

5.14.1.1 REGULATORY BACKGROUND

State Laws

California Housing Element Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department (HCD) estimates the relative share of California’s projected population growth that would occur in each county based on California DOF population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. Where there is a regional council of governments, the HCD provides the RHNA to the council. The council then assigns a share of the regional housing need to each of its cities and counties. The process of assigning shares gives cities and counties the opportunity to comment on the proposed allocations. The HCD oversees the process to ensure that the council of governments distributes its share of the state’s projected housing need.

California housing element laws (California Government Code Section 65580–65589) require that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community commensurate with local housing needs. State law recognizes the vital role local governments play in the supply and affordability of housing. To that end, California Government Code requires that the housing element achieve legislative goals to:

- Identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including persons with disabilities.

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- Remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for persons of all incomes, including those with disabilities.
- Assist in the development of adequate housing to meet the needs of low- and moderate-income households.
- Conserve and improve the condition of housing and neighborhoods, including existing affordable housing. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.
- Preserve for lower-income households the publicly assisted multifamily housing developments in each community.

At the time of preparation of this SEIR, the City of Ontario is currently preparing its Housing Element for the 2021 to 2029 eight-year plan period.

Regional Planning

Southern California Association of Governments

SCAG is a regional council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, which encompass over 38,000 square miles. SCAG is the federally recognized metropolitan planning organization for this region and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's metropolitan planning organization, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. The City of Ontario is within the San Bernardino Council of Governments (SBCOG) subregion of SCAG.

SCAG has developed regional plans to achieve specific regional objectives. On September 3, 2020, SCAG adopted Connect SoCal, the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS), a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal was amended on November 4, 2021, for consistency with the 2021 Federal Transportation Improvement Program (SCAG 2021). This long-range plan, which is a requirement of the state of California and the federal government, is updated by SCAG every four years as demographic, economic, and policy circumstances change. A component of the 2020–2045 RTP/SCS is a set of growth forecasts that estimates employment, population, and housing growth. These estimates are used by SCAG, transportation agencies, and local agencies to anticipate and plan for growth. For more information regarding SCAG and the 2020–2045 RTP/SCS, see Section 5.11, *Land Use and Planning*, of this SEIR.

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5.14.1.2 EXISTING CONDITIONS

Methodology

The project area's demographics are examined in the context of existing and projected populations and housing units for San Bernardino County and the City of Ontario. Information on population, housing, and employment for the project area is available from several sources, including:

- **California Department of Finance.** The DOF prepares and administers California's annual budget. Other duties include estimating population demographics and enrollment projections.
- **Southern California Association of Governments.** Policies, programs, employment, housing, and population projections adopted by SCAG to achieve regional objectives are expressed in its 2020-2045 RTP/SCS.
- **United States Census Bureau.** The official United States Census is described in Article I, Section 2 of the Constitution of the United States. It calls for an actual enumeration of the people every 10 years, to be used for apportionment among the states of seats in the House of Representatives. The United States Census Bureau publishes population and household data gathered in the decennial census.
- **American Community Survey.** The American Community Survey is facilitated by the U.S. Census Bureau and provides estimates of population, housing, household, economic, and transportation trends between decennial census.

Existing

Population

As of January 2021, according to the California Department of Finance, the City of Ontario and San Bernardino County have a current population of approximately 182,004 persons and 2,175,909 persons, respectively (DOF 2021).¹ Table 5.14-1, *Population Trends in the City of Ontario and San Bernardino County*, exhibits the population growth trends in the City as well as in the county collected by the DOF. According to the data, population has steadily increased in both the City and the county from 2010 to 2021, with the largest percentage increase for the City being 2.01 percent from 2018 to 2019.

¹ Department of Finance data is used in this existing conditions discussion to describe existing population and housing conditions in the greater context of San Bernardino County. Elsewhere in this chapter and in this EIR, existing conditions data for Ontario is based on the data in Table 4-1, City of Ontario Existing Land Use, of this EIR. Based on the methodology in Table 4-1, the City of Ontario's estimated existing population is 179,597 persons, which is slightly lower than the population the Department of Finance estimate of 182,004 persons.

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Table 5.14-1 Population Trends in the City of Ontario and San Bernardino County

Year	City of Ontario		San Bernardino County	
	Population	Percent Change	Population	Percent Change
2010	163,924	N/A	2,035,210	N/A
2011	165,529	0.98%	2,055,250	0.98%
2012	166,592	0.64%	2,071,326	0.78%
2013	167,412	0.49%	2,084,443	0.63%
2014	167,885	0.28%	2,094,951	0.50%
2015	169,153	0.76%	2,112,187	0.82%
2016	169,491	0.20%	2,122,579	0.49%
2017	172,858	1.99%	2,139,520	0.80%
2018	175,083	1.29%	2,150,017	0.49%
2019	178,606	2.01%	2,165,876	0.74%
2020	180,788	1.22%	2,175,424	0.44%
2021	182,004	0.67%	2,175,909	0.02%

Source: DOF 2021.

Housing

As shown in Table 5.14-2, *Historical Housing Growth Trends in the City of Ontario and San Bernardino County*, the rate of housing growth has varied over the years.

Table 5.14-2 Historical Housing Growth Trends in the City of Ontario and San Bernardino County

Year	City of Ontario		San Bernardino County	
	Total Housing Units	Percent Change	Total Housing Units	Percent Change
2010	47,449	N/A	699,637	N/A
2011	47,578	0.27%	701,443	0.26%
2012	47,626	0.10%	702,911	0.21%
2013	47,655	0.06%	704,540	0.23%
2014	47,741	0.18%	706,314	0.25%
2015	47,871	0.27%	709,385	0.43%
2016	48,079	0.43%	711,781	0.34%
2017	48,971	1.86%	715,634	0.54%
2018	49,648	1.38%	719,911	0.60%
2019	50,654	2.03%	723,783	0.54%
2020	51,283	1.24%	726,680	0.40%
2021	51,814	1.04%	730,516	0.53%

Source: DOF 2021.

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Housing units in the City of Ontario are primarily single-family homes, although the City has a greater share of multifamily homes when compared to San Bernardino County as a whole. Table 5.14-3, *Housing Units by Type in the City of Ontario and County of San Bernardino*, identifies the prevalence of housing types in the City and county. As shown in Table 5.14-3, in 2021 58 percent of housing units in Ontario and 71 percent of housing units in the county were detached single-family homes. In 2021, 32 percent of housing units in Ontario were multifamily homes with two or more units, compared to 19 percent of housing units in the county.

Table 5.14-3 Housing Units by Type in the City of Ontario and County of San Bernardino

Type	City of Ontario		San Bernardino County	
	Number of Units	Percent	Number of Units	Percent
Single-Family Detached	30,244	58%	519,431	71%
Single-Family Attached	3,114	6%	25,253	3%
Multifamily (2 to 4 Units)	5,110	10%	46,516	6%
Multifamily Homes (5 or More Units)	11,169	22%	95,270	13%
Mobile Homes	2,177	4%	44,046	6%
Total	51,814	100%	730,516	100%
Vacancy Rate	Percent Vacant = 4.7%		Percent Vacant = 11.1%	
Household Size	Household Size = 3.67		Household Size = 3.30	

Source: DOF 2021.

Employment

According to the California Employment Development Department, the growth rate of employment in the City of Ontario and San Bernardino County increased throughout 2010 to 2021. The City of Ontario and San Bernardino County employment among local residents and annual employment change percentages are shown in Table 5.14-4, *City of Ontario and San Bernardino County Employment Trends*. In 2021, Ontario's employed residents made up 9.4 percent of San Bernardino County's total employment of 940,800.

Table 5.14-4 City of Ontario and San Bernardino County Employment Trends

Year	City of Ontario		San Bernardino County	
	Employment (Persons)	Percent Change	Employment (Persons)	Percent Change
2010	68,400	N/A	767,900	N/A
2011	68,600	0.29%	771,100	0.42%
2012	69,900	1.90%	787,300	2.10%
2013	71,400	2.15%	805,200	2.27%
2014	73,500	2.94%	830,500	3.14%
2015	76,500	4.08%	859,700	3.52%
2016	78,400	2.48%	876,400	1.94%
2017	80,700	2.93%	895,900	2.23%
2018	84,400	4.58%	915,700	2.21%
2019	87,000	3.08%	927,400	1.28%
2020	82,100	-5.63%	874,900	-5.66%
2021 (December)	88,300	7.55%	940,800	7.53%

Sources: EDD 2021.

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Table 5.14-5, *City of Ontario, Industry by Occupation Among Employed Residents (2019)*, shows the City’s total employed civilian residents by occupation and industry in 2019. According to the estimates calculated by the US Census, the City of Ontario had an employed civilian labor force (16 years and older) of 91,940 in 2019. The four largest occupational categories were educational services and health care and social assistance; professional, scientific, and management, and administrative and waste management services; retail trade; and manufacturing.

Table 5.14-5 City of Ontario, Industry by Occupation Among Employed Residents (2019)

Industry/Occupation	Number	Percent
Agriculture, forestry, fishing and hunting, and mining	713	0.78%
Construction	7,018	7.63%
Manufacturing	10,809	11.76%
Wholesale Trade	3,901	4.24%
Retail trade	10,820	11.77%
Transportation and warehousing, and utilities	10,623	11.55%
Information	701	0.76%
Finance and insurance, and real estate and rental and leasing	3,650	3.97%
Professional, scientific, and management, and administrative and waste management services	11,745	12.77%
Educational services, and health care and social assistance	15,400	16.75%
Arts, entertainment, and recreation, and accommodation and food services	8,632	9.39%
Other services, except public administration	4,829	5.25%
Public administration	3,099	3.37%
Total Employed Residents	91,940	100%

Source: US Census 2019.

Note: Employment figures count employed civilian residents 16 years and older.

Job-Housing Balance

The ratio of jobs to housing is important because an imbalanced ratio can lead to physical impacts on the environment. The “job-housing ratio” or “jobs-housing balance” is generally measured by comparing the total number of jobs compared to the number of housing units or employed residents in a defined geographic area, without regard to economic constraints or individual preferences. The job-housing balance has implications for mobility, air quality, and the distribution of tax revenues and is one indicator of a project’s effect on growth and quality of life in the project area. There is no ideal ratio adopted in state, regional, or city policies. The American Planning Association (APA) is an authoritative resource for community planning best practices, including the following recommendations for assessing job-housing balance (Weitz 2003):

- Jobs-housing ratio
 - Recommended target: 1.5 jobs per housing unit
 - Recommended range: 1.3 to 1.7 jobs per housing unit

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- Jobs-employed resident ratio
 - Recommended target: 1 job per employed resident
 - Recommended range: 0.8 to 1.25 jobs per employed resident

The APA recognizes that an ideal ratio will vary across jurisdictions and that, beyond the numerical ratio, it is also important for there to be a match between the types of jobs available in a community, the skills of the local labor force, and the characteristics of available housing, such as price, size, and location (Weitz 2003).

According to data released by SCAG, in 2017 (the most recent year for which data is available) the City of Ontario had 112,688 jobs (SCAG 2019). As shown in Table 5.14-2, in 2017 Ontario had 48,971 housing units. Therefore, in 2017 Ontario had a jobs-housing ratio of 2.3 (112,688 jobs/48,971 housing units), which is considered imbalanced using the APA's recommended range of 1.3 to 1.7 jobs per housing unit. As shown in Table 5.14-4, in 2017 Ontario had 80,700 employed residents. Therefore, in 2017 Ontario had a jobs-employed resident ratio of 1.4 (112,688 jobs/80,700 employed residents), which is considered slightly imbalanced using the APA's recommended range of 0.8 to 1.25 jobs per employed resident.

Forecast

Regional Growth Forecast

Table 5.14-6, *SCAG Projections, City of Ontario and County of San Bernardino*, show SCAG's regional forecast population and job projections for 2016 to 2045 for Ontario and the county. According to SCAG, the City and county are forecast to experience high growth in the next two decades. SCAG's regional growth forecast projects that the population in Ontario will increase from 172,200 in 2020 to 269,100 persons, a difference of 96,900 persons (a 56.3 percent increase) between 2016 and 2045. The number of housing units in the City are forecast to increase from 48,269 to 78,174, a difference of 29,906 (a 62 percent increase) between 2016 and 2045. The number of jobs in the City are forecast to increase from 113,900 to 169,300, a difference of 55,400 (a 48.6 percent increase) between 2016 and 2045. As shown in Table 5.14-5, SCAG projects a lower level of growth in San Bernardino County as a whole, with a projected 31.5 percent population growth, 38.9 percent housing unit growth, and 34.5 percent job growth.

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POPULATION AND HOUSING

Table 5.14-6 SCAG Projections, City of Ontario and County of San Bernardino

	2016	2045	Projected Change 2016–2045	Projected Percent Change 2016–2045
County of San Bernardino				
Population	2,141,000	2,815,000	674,000	31.5%
Housing Units	661,070	918,153	257,083	38.9%
Jobs	791,000	1,064,000	273,000	34.5%
City of Ontario				
Population	172,200	269,100	96,900	56.3%
Housing Units	48,269	78,174	29,906	62.0%
Jobs	113,900	169,300	55,400	48.6%

Source: SCAG 2020.

Note: Housing units calculated using household data adjusted to reflect a 4.7% vacancy rate (DOF 2021).

Regional Housing Needs Assessment

As shown in Table 5.14-7, *City of Ontario 2021–2029 Regional Housing Needs Assessment*, the City of Ontario’s RHNA allocation for the 2021–2029 planning period is 20,854 units.

Table 5.14-7 City of Ontario 2021–2029 Regional Housing Needs Assessment

Income Category (Based on County AMI)	Number of Units	Percentage
Very Low	5,640	27%
Low	3,286	16%
Moderate	3,329	16%
Above Moderate	8,599	41%
Total	20,854	100%

Source: SCAG 2021.

Note: AMI = Area Median Income

5.14.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- P-1 Induce substantial unplanned 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).
- P-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

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5.14.3 Environmental Impacts

5.14.3.1 2010 CERTIFIED EIR

The 2010 Certified EIR concluded that the Approved Project would directly result in population growth in the project area. Buildout of the Approved Project would not displace people or housing and would not necessitate the construction of replacement housing. No significant adverse impacts are anticipated upon regulatory compliance and compliance with the Approved Project policies and programs.

5.14.3.2 PROPOSED PROJECT

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.14-1 TOP 2050 would directly result in population growth in the City of Ontario. [Threshold P-1]

The 2010 Certified EIR identified less than significant impacts associated with population and housing. One of the purposes of TOP 2050 is to adequately plan and accommodate future growth. Implementation of TOP 2050 accommodates population growth through land use designations, goals, and policies that provide a vision and guide growth in the City.

The proposed TOP includes minor changes in land use, with the majority of changes concentrated in four growth areas and the Ontario Ranch (defined as the area south of Riverside Drive and divided into the Ontario Ranch East and West by the Cucamonga Channel):

- Downtown Growth Area
- West Holt Growth Area
- East Holt Growth Area
- Ontario Airport Metro Center (OAMC)
- Ontario Ranch East
- Ontario Ranch West

Land use changes outside of these growth areas include converting shopping centers to mixed-use and increasing residential density in existing residential areas and religious properties. These land use changes are intended to improve growth areas by encouraging the use of alternative forms of transportation, promote healthier communities through land use planning that encourages walking and biking, promote vibrant communities, put residents in proximity to resources (i.e., jobs, grocery stores, retail), and align growth with planned infrastructure improvements and regional transportation goals.

Table 5.14-8, *Buildout Comparison of Approved TOP to TOP 2050*, compares the buildout potential of TOP 2050 compared to the currently Approved Project. As shown in this table, TOP 2050 would increase population, dwelling units, and nonresidential buildings but would result in a small decrease in employment when compared to the Approved Project.

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Table 5.14-8 Buildout Comparison of Approved TOP to TOP 2050

Scenario	Units	Population	Nonresidential Square Feet	Jobs
Approved TOP	104,163	357,957	260,399,271	313,067
TOP 2050	129,562	410,492	261,491,779	296,002
Net Difference (TOP 2050 – Approved TOP)	25,399	52,535	1,092,508	-17,065

Table 5.14-9, *Buildout Comparison of Approved TOP and TOP 2050 to SCAG Projections*, compares the City’s buildout projections for population, housing, and jobs to SCAG projections, and includes buildout projections under both the Approved Project and TOP 2050. SCAG projects the City to be jobs-rich, with a jobs-housing ratio of 2.2 in 2045. In comparison, the Proposed Land Use Plan under TOP 2050 would result in a slightly higher jobs-housing ratio of 2.3. TOP 2050 projections would represent a more balanced jobs-housing balance than the Approved Project, which would result in a jobs-housing ratio of 3.0. The City’s jobs-housing ratio would therefore be more closely aligned to SCAG projections under TOP 2050 than under the Approved Project.

Table 5.14-9 Buildout Comparison of Approved TOP and TOP 2050 to SCAG Projections

Category	SCAG Projections (2045)	Approved TOP (2050)	TOP 2050 (2050)
Population	269,100	357,957	410,492
Housing Units	78,174	104,163	129,562
Jobs	169,300	313,067	296,002
Jobs-Housing Ratio	2.2	3.0	2.3

Source: SCAG 2020.

Note: Housing units calculated using household data (SCAG 2020) adjusted to reflect a 4.7% vacancy rate (DOF 2021).

SCAG’s Connect SoCal identifies several types of Priority Growth Areas in Ontario, including High-Quality Transit Areas, Transit Priority Areas, Neighborhood Mobility Areas, and Livable Corridors. TOP 2050 would promote growth consistent with these Priority Growth Areas, as proposed land use changes under TOP 2050 are intended to encourage walking and biking, put residents in proximity to resources, and align future growth in Ontario with planned infrastructure improvements and regional transportation goals. In addition, TOP 2050 includes several policies that promote strategic growth in support of sustainability goals.

- **LU-1.1: Strategic Growth.** We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, foster the development of transit, and support the expansion of the active and multimodal transportation networks throughout the City.
- **LU-1.2: Sustainable Community Strategy.** We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.

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- **LU-1.3: Adequate Capacity.** We require adequate infrastructure and services for all development.
- **LU-1.5: Jobs-Housing Balance.** We coordinate land use, infrastructure, and transportation planning and analysis with the regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.
- **LU-4.3: Infrastructure Timing.** We require that the necessary infrastructure and services be in place prior to or concurrently with development.
- **H-2.1: Corridor Housing.** We revitalize transportation corridors by encouraging the production of higher density residential and mixed-uses that are architecturally, functionally, and aesthetically suited to corridors.

See Section 5.11, *Land Use and Planning*, for a more detailed discussion of TOP 2050's consistency with Connect SoCal.

Although the increase in population, housing, and employment under TOP 2050 would exceed SCAG's regional forecasts for the City of Ontario, TOP 2050 would improve the job-housing balance when compared to the Approved Project. Furthermore, TOP 2050 accommodates future growth by providing for infrastructure and associated public services to accommodate the projected growth of the City (see also Section 5.10, *Hydrology and Water Quality*, Section 5.15, *Public Services*, Section 5.17, *Transportation*, and Section 5.19, *Utilities and Service Systems*). Lastly, TOP 2050 is consistent with SCAG's Connect SoCal. Consequently, while buildout in accordance with the Proposed Land Use Plan would substantially increase both population and employment in the City, impacts would be less than significant.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.14-2: Buildout of TOP 2050 would not displace people or housing and would not necessitate the construction of replacement housing. [Threshold P-2]

One of the purposes of TOP 2050 is to adequately plan and accommodate future growth through the distribution, location, balance, and extent of land uses. Implementation of TOP 2050 would accommodate population growth through land use designations, goals, and policies that provide a vision and guide growth in the City. Land use changes under the Proposed Land Use Plan would increase opportunities for housing in the City—for example, by converting shopping centers to mixed-use and increasing residential density in existing residential areas and religious properties. The Proposed Land Use Plan would provide land use designations for a variety of housing types and provide for additional residential opportunities throughout Ontario. TOP 2050 includes the following policies supporting an increase in the provision of housing and diversity of housing opportunities in the City:

- **H-2.4: Ontario Ranch.** We support a premier lifestyle community in the Ontario Ranch, distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.

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- **H-2.6: Infill Development.** We support the revitalization of neighborhoods through the construction of higher-density residential developments on underutilized residential and commercial sites.
- **ER-4.1: 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.
- **CE-1.6: Diversity of Housing.** We collaborate with residents, housing providers, and the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to encourage the development of housing supportive of our efforts to attract business in growing sectors of the community while being respectful of existing viable uses.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

5.14.4 Cumulative Impacts

The area considered for cumulative impacts is the SCAG region. As described above, although the increase in population, housing, and employment under TOP 2050 would exceed SCAG's regional forecasts for the City of Ontario, TOP 2050 would improve the job-housing balance when compared to the Approved Project. SCAG identifies several Priority Growth Areas in Ontario, including High-Quality Transit Areas, Transit Priority Areas, Neighborhood Mobility Areas, and Livable Corridors. TOP 2050 would promote growth consistent with these Priority Growth Areas, as proposed land use changes under TOP 2050 are intended to encourage walking and biking, put residents in proximity to resources, and align future growth in Ontario with planned infrastructure improvements and regional transportation goals. Therefore, implementation of TOP 2050 would not contribute to a significant cumulative population and housing impact.

5.14.5 Relevant New and Modified General Plan Policies

As described above, TOP 2050 includes the following policies relevant to population and housing: LU-1.3, LU-4.3, H-2.6, and ER-4.1. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. Modified TOP 2050 policies relevant to population and housing impacts are:

- **LU-1.1: Strategic Growth.** We concentrate growth in strategic locations that help create place and identify, maximize available and planned infrastructure, ~~and~~ foster the development of transit, and support the expansion of the active and multimodal transportation networks throughout the City.
- **LU-1.2: Sustainable Community Strategy.** We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.
- **LU-1.4: Multimodal Mobility.** We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on active transportation, transit, electric vehicles, and multimodal transportation opportunities.

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- **LU-1.5: Jobs-Housing Balance.** We coordinate land use, infrastructure, and transportation planning and analysis with the regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.
- **H-2.1: Corridor Housing.** We revitalize transportation corridors by encouraging the production of higher density residential and mixed-uses that are architecturally, functionally, and aesthetically suited to corridors.
- **H-2.4: ~~New Model Colony~~ Ontario Ranch.** We support a premier lifestyle community in the ~~New Model Colony~~ Ontario Ranch, distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.
- **CE-1.6: Diversity of Housing.** We collaborate with residents, housing providers, and the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to encourage the development of housing, supportive of our workforce, attract business and foster a balanced community efforts to attract business in growing sectors of the community while being respectful of existing viable uses.

5.14.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.14-1 and 5.14-2.

5.14.7 Mitigation Measures

5.14.7.1 MITIGATION MEASURES FROM THE 2010 CERTIFIED EIR

No mitigation measures were identified.

5.14.7.2 NEW MITIGATION MEASURES

No significant impacts were identified and no mitigation measures are warranted.

5.14.8 Level of Significance After Mitigation

No significant impacts associated with wildfire hazards were identified.

5.14.9 References

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- Weitz, Jerry. 2003. Jobs-Housing Balance. Planning Advisory Service Report Number 516. American Planning Association.

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5.15 PUBLIC SERVICES

This section of the Draft Supplemental Environmental Impact Report (SEIR) addresses the impacts of TOP 2050 (Proposed Project) compared to the current TOP (Approved Project) to public services providing fire protection services, police protection services, school services, and library services. Park services are addressed in Section 5.16, *Recreation*. Public and private utilities and service systems, including water, wastewater, and solid waste services and systems, are addressed in Section 5.19, *Utilities and Service Systems*. Public agency responses to service questionnaires may be found in Appendix I to this SEIR.

5.15.1 Fire Protection

5.15.1.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal

International Fire Code

The International Fire Code includes specialized technical fire and life safety regulations that apply to the construction and maintenance of buildings and land uses. 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.

State

California Health and Safety Code

State fire regulations in Sections 13000 et seq. of the California Health and Safety Code include regulations for building standards (also in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

Local

City of Ontario Development Code

The City uses development impact fees collected at building permit issues to provide funding for police, fire, roadways, storm drainage, water and sewer infrastructure, solid waste infrastructure, general public facilities, libraries, public meetings, aquatics, and parks. The City has a general City fee schedule as well as a separate fee schedule for the Ontario Ranch.

Existing Conditions

The City of Ontario Fire Department (OFD) operates ten fire stations throughout the City, including the Ontario International Airport fire station. The OFD has 227 personnel, including 186 sworn firefighters and

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41 professional staff members that make up five bureaus, including Operations, Fire Prevention, Support Services/Airport Operations, Emergency Medical Services (EMS), and Administrative Services, and operates with a daily staffing level of 59 sworn firefighters. Throughout the ten fire stations, there are nine 4-person paramedic engine companies, three 4-person truck companies, an 8-person aircraft rescue and firefighting (ARFF) station, one fire investigation supervisor, and two battalion chiefs (OFD 2022b). The OFD operates under a Memorandum of Understanding that mandates four-person engine companies, two of them being paramedics, and four-person truck companies operating at all times (OFD 2022b).

The National Fire Protection Association (NFPA) Fire Code section 1710 recommends that a first-responder unit arrive at the scene in a travel time of 4 minutes or less at least 90 percent of the time. NFPA recommends that full response to a low/medium hazard fire occur within 8 minutes of the 911 call at least 90 percent of the time and within 10 minutes for a high hazard.

The California Emergency Medical Services Authority (EMSA) is responsible for coordinating the planning, development, and implementation of 32 local Emergency Medical Services systems throughout California. NFPA Standard 1710 requires emergency medical technician (paramedic level) on fire trucks and medic units arrive at the incident to meet this requirement.

The OFD's own response time goal is to be on scene under 10 minutes at least 90 percent of the time for both fire and EMS calls. In 2020, the OFD met this goal 92 percent of the time. In 2021, the OFD responded to incidents 28,825 times, with the majority of the incidents occurring in northwestern Ontario in more densely developed areas (OFD 2022b).

The Ontario Fire Department has Automatic Aid Agreements with the cities that border Ontario, including Upland, Rancho Cucamonga, Fontana, and Chino. The Ontario Fire Department participates in the State of California Master Mutual Aid System, which provides statewide resources if necessary, assisting with emergency response, fire services for all structural fires, and advanced life support (Ontario 2010).

5.15.1.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- FP-1 Result in a substantial adverse physical impact associated with the provisions 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.

5.15.1.3 ENVIRONMENTAL IMPACTS

2010 Certified EIR

The 2010 Certified EIR concluded that the OFD would expand accordingly in response to demand for fire protection facilities and personnel caused by the introduction of new structures, residents, and workers into

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the City's boundaries upon buildout of the Approved Project. Upon implementation of regulatory requirements and standard conditions of approval, impacts of the Approved Project would be less than significant.

Proposed Project

The following impact analysis addresses thresholds of significance for fire protection services under the Proposed Project.

Impact 5.15-1: The Ontario Fire Department would expand in response to the demand for fire protection facilities and personnel caused by the introduction of new structures, residents, and workers into the City's boundaries upon buildout of the Proposed Project. [Threshold FP-1]

The 2010 Certified EIR did not identify any significant impacts to fire service and facilities from implementation of the Approved Project. As shown in Table 3-4 in Chapter 3, *Project Description*, of this SEIR, the Proposed Project would result in an increase in development and population in comparison to the Approved Project, which would result in increased demand on fire protection services. Based on correspondence with the OFD, existing conditions would not be adequate to meet such increased demands from the Proposed Project or the Approved Project.

The OFD's recommendation is that three additional fire stations would be needed in the Ontario Ranch to meet projected needs while maintaining response times and meeting NFPA recommendations for levels of service. Currently, the OFD has three potential focus areas in the Ontario Ranch for site acquisition that could support new fire stations, although these are not definitive at this time. While the construction of future facilities could result in potential environmental impacts, future environmental review would occur once specific locations have been determined. Without a definitive location for the development of future facilities, the analysis of potential impacts is too speculative to conduct. Future projects would be reviewed by the City and the OFD on an individual basis and would be required to comply with requirements in effect at the time building permits are issued, including the payment of development impact fees that contribute to funding for additional staffing, facilities, and equipment. The Governance Manual of TOP 2050 is meant to bring collaboration between City departments, programs, and other involved agencies to achieve the City's development goals in phases, working within the budget and infrastructure constraints of the City. Following this process and similar to the Approved Project, sufficient revenue would be available for necessary service improvements to provide for adequate fire facilities, equipment, and personnel upon buildout of the Proposed Project, and impacts would be less than significant.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

5.15.1.4 CUMULATIVE IMPACTS

The area of cumulative effect for fire protection is the City of Ontario. As described above, OFD would be required to meet the increased demand for population and employment growth over the buildout of TOP

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2050. Development or expansion of fire stations, equipment, and personnel would be subject to TOP 2050 policies designed to protect environmental resources and would also be subject to environmental review and impact mitigation per CEQA. Cumulative impacts associated with development of new stations are therefore determined to result in less than significant impacts.

5.15.1.5 RELEVANT NEW AND MODIFIED GENERAL PLAN POLICIES

TOP 2050 includes the following policies relevant to fire protection: S-3.2, S-3.4, and S-3.6. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. Modified TOP 2050 policies relevant to fire protection impacts are summarized below:

- **S-3.1: Prevention Services.** We proactively mitigate or reduce the negative effects of fire, hazardous materials release, and structural collapse by implementing the regularly adopted California Fire Code and California Building Code.
- **S-3.3: Fire and Emergency Medical Services.** We maintain sufficient fire stations, equipment and staffing to respond effectively to emergencies and meet the needs of the community and state requirements.
- **S-3.5: Emergency—Communication—Services Notifications.** We maintain a 9-1-1 emergency communication and dispatch center public alert notification system that efficiently conveys information about imminent, developing, ongoing, and concluding emergency events to all residents and visitors, working with network providers that translate information into other languages.
- **S-3.7: Water Supply and System Redundancy.** We monitor our water system to manage and ensure adequate firefighting water supplies.
- **S-8.2: Emergency Management Plans.** We maintain, update, and adopt the Emergency Operations Plan (EOP) and incorporate, by reference the City's Hazard Mitigation Plan (HMP).
- **S-8.4: Interagency Emergency Cooperation.** We partner with public and private organizations, such as participation in the California Master Mutual Aid Agreement, in order to enhance and complement our planning and response capabilities maintain partnerships, including automatic aid agreements, with fire protection, police and sheriff departments, and emergency management agencies in San Bernardino and Riverside County to strengthen emergency response.
- **S-8.9: Backup Power in Critical Facilities.** We require backup power be maintained in critical facilities. We encourage backup power solutions that include renewable energy components.

5.15.1.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.15-1.

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5.15.1.7 MITIGATION MEASURES

Impacts are less than significant and mitigation measures are not required.

5.15.1.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No mitigation measures are required, and impacts would be less than significant.

5.15.2 Police Protection

5.15.2.1 ENVIRONMENTAL SETTING

Regulatory Background

City of Ontario Development Code

As described under Section 5.15.1, *Fire Protection*, the City uses development impact fees to provide funding for police services, as well as other public services. New development is subject to submitting development impact fees based on land use and square footage that get allocated to various public services.

Existing Conditions

The City of Ontario Police Department (OPD) provides police protection services to the City organized into three geographic areas: West Area Command, East Area Command, and South Area Command. Each area has a dedicated team of officers who operate 24/7 patrols, as well as traffic officers, community engagement officers, narcotics investigators, and detectives (OPD 2022b). The OPD responds to an average of 200,000 calls for service per year, and has a standard of having approximately 225 police officers per 100,000 people. Currently, the OPD is allotted 300 police officers and meets this standard (OPD 2022b).

The main OPD station is at 2500 South Archibald Avenue in central Ontario. The OPD also has a substation called the Mills Station at 1 Mills Circle in the northeastern part of the City.

The Ontario Police Department's Airport Operations Bureau serves the Ontario International Airport (ONT) and consists of police officers, explosive detection canines, narcotic detection canines and community service officers. The Airport Operations Bureau patrols all areas of the airport, investigates crimes, manages traffic flow and responds to airport emergencies, all while enforcing Transportation Safety Administration regulations and airport security programs (OPD 2022a).

In addition to serving the City of Ontario, the OPD participates in mutual aid agreements with different public agencies to provide the optimum level of service during times of emergency. The OPD holds a mutual aid agreement with the San Bernardino County Sheriff and various jurisdictions surrounding Ontario. The OPD also participates in a statewide mutual aid program facilitated by the Governor's Office of Emergency Services (Cal OES). This enables the OPD to request assistance from other police and sheriff departments located within its designated Cal OES region when its resources are inadequate to meet service demands (Ontario 2010).

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5.15.2.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- PP-1 Result in a substantial adverse physical impact associated with the provisions 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.

5.15.2.3 ENVIRONMENTAL IMPACTS

2010 Certified EIR

The 2010 Certified EIR concluded that buildout of the Approved Project would result in an increase in demand for police protection services within Ontario. However, upon implementation of regulatory requirements and standard conditions of approval, impacts of the Approved Project would be less than significant.

Proposed Project

The following impact analysis addresses thresholds of significance for police protection services under the Proposed Project.

Impact 5.15-2: The Ontario Police Department would expand in response to the demand for police protection facilities and personnel caused by the introduction of new structures, residents, and workers into the City's boundaries upon buildout of the Proposed Project. [Threshold PP-1]

The 2010 Certified EIR identified less than significant impacts to police services and facilities. Buildout of the Proposed Project would result in increased population and development in comparison with the Approved Project, and would result in an increased demand on police protection services. According to correspondence with the OPD as part of this project, the OPD currently has enough staffing to meet current demands, but would require additional staffing as population increases to accommodate the Approved Project and Proposed Project. As explained in Section 5.15.2.1, *Environmental Setting*, the OPD participates in mutual aid agreements with the San Bernardino County Sheriff and various jurisdictions surrounding Ontario to help participating jurisdictions when resources are inadequate to meet current service demands at a particular time.

Additionally, there are current plans to add a substation near the Entertainment District in Downtown Ontario, and the OPD anticipates needing to add a substation/multiuse facility in the Ontario Ranch (OPD 2022b). The development of these facilities would help to reduce impacts from increased population as part of the Proposed Project.

Future development under the Proposed Project would also be subject to development impact fees which pay for police services. Police services would receive adequate funding through the City's general fund to cover project needs, and the Governance Section of TOP 2050 would encourage collaboration between City

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departments, programs, and other involved agencies to achieve the City's development goals in phases that are within the fiscal and infrastructure limitations of the City. The police services required to cover the new development and population growth for Ontario would be assessed and acquired appropriately based on the needs of the City. It is possible that buildout of the Proposed Project would require additional facilities to support the OPD, the construction of which could result in potential environmental impacts. Such facilities would have to complete applicable environmental review under CEQA at that time, and locations and sizes of potential future facilities, if needed, is not known at this time. Without a definitive location for the development of future facilities, the analysis of potential impacts is too speculative to conduct. Future projects would also be reviewed by the City of Ontario on an individual basis and required to comply with regulations in effect at the time building permits are issued. As with the Approved Project, the need for additional structures and personnel would be financed through the City's development impact fee program, and the impacts of the Proposed Project on police services would be less than significant.

Therefore, the Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

5.15.2.4 CUMULATIVE IMPACTS

The area of cumulative effect for police services is the City of Ontario. As described above, OPD would be required to meet the increased demand for population and employment growth over the buildout of TOP 2050. Development or expansion of police stations, equipment, and personnel would be subject to TOP 2050 policies designed to protect environmental resources and would also be subject to environmental review and impact mitigation per CEQA. Cumulative impacts associated with development of new police stations are therefore determined to result in less than significant impacts.

5.15.2.5 RELEVANT NEW AND MODIFIED GENERAL PLAN POLICIES

TOP 2050 includes the following policies relevant to police protection: S-7.1 through S-7.5, S-7.7, and S-8.1. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. Modified TOP 2050 policies relevant to police protection impacts are summarized below:

- **S-3.5: Emergency—Communication—Services Notifications.** We maintain a 9-1-1 emergency communication and dispatch center public alert notification system that efficiently conveys information about imminent, developing, ongoing, and concluding emergency events to all residents and visitors, working with network providers that translate information into other languages.
- **S-7.6: Partnerships.** We partner with other local, state, and federal law enforcement agencies and private security providers to enhance law enforcement public safety services to in Ontario.
- **S-7.8: Social Services.** We support behavioral health and social services as part of the public safety solution.

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- **S-8.2: Emergency Management Plans.** We maintain, update, and adopt the Emergency Operations Plan (EOP) and incorporate, by reference the City's Hazard Mitigation Plan (HMP).
- **S-8.4: Interagency Emergency Cooperation.** ~~We partner with public and private organizations, such as participation in the California Master Mutual Aid Agreement, in order to enhance and complement our planning and response capabilities~~ maintain partnerships, including automatic aid agreements, with fire protection, police and sheriff departments, and emergency management agencies in San Bernardino and Riverside County to strengthen emergency response.
- **S-8.9: Backup Power in Critical Facilities.** ~~We require backup power be maintained in critical facilities.~~ We encourage backup power solutions that include renewable energy components.

5.15.2.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.12-2.

5.15.2.7 MITIGATION MEASURES

Impacts are less than significant and mitigation measures are not required.

5.15.2.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No mitigation measures are required, and impacts would be less than significant.

5.15.3 School Services

5.15.3.1 ENVIRONMENTAL SETTING

Regulatory Background

State

California State Assembly Bill 2926: School Facilities Act of 1986

To assist in providing school facilities to serve students generated by new development, Assembly Bill (AB) 2926 was enacted in 1986 and authorizes a levy of impact fees on new residential and commercial/industrial development. The bill was expanded and revised in 1987 through the passage of AB 1600, which added Sections 66000 et seq. to the Government Code. Under this statute, payment of impact fees by developers serves as CEQA mitigation to satisfy the impact of development on school facilities.

California Education Code Section 17620

California Education Code Section 17620 gives school districts the authority to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities, subject to any limitations set forth in Chapter 4.9 (commencing with Section 65995) of Division 1 of Title 7 of the Government Code.

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California Senate Bill 50

Senate Bill (SB) 50, passed in 1998, provides a comprehensive school facilities financing and reform program and enables a statewide bond issue to be placed on the ballot. Under the provisions of SB 50, school districts are authorized to collect fees to offset the costs associated with increasing school capacity as a result of development and related population increases. The funding goes to acquiring school sites, constructing new school facilities, and modernizing existing school facilities. SB 50 establishes a process for determining the amount of fees developers would be charged to mitigate the impact of development on school districts from increased enrollment. According to Section 65996 of the California Government Code, development fees authorized by SB 50 are deemed to be “full and complete school facilities mitigation.”

Under this legislation, there are three levels of developer fees that may be imposed upon new development by the governing school district. Level I fees are assessed based upon the proposed square footage of residential, commercial/industrial, and/or parking structure uses. Level II fees require the developer to provide one-half of the costs of accommodating students in new schools, and the state provides the remaining half. To qualify for Level II fees, the governing board of the school district must adopt a School Facilities Needs Analysis and meet other prerequisites in accordance with Section 65995.6 of the California Government Code. Level III fees apply if the state runs out of bond funds, allowing the governing school district to impose 100 percent of the cost of school facility or mitigation minus any local dedicated school monies on the developer.

Existing Conditions

There are five public school districts that serve the City of Ontario:

- Chaffey Joint Union High School District (CJUHSD), which serves the entire City.
- Chino Valley Unified School District (CVUSD), which serves the western half of the Ontario Ranch.
- Cucamonga School District (CSD), which serves the eastern half of the Original Model Colony and has one school (the Ontario Center School) within the City’s boundaries.
- Mountain View School District (MVSD), which serves the eastern half of the Ontario Ranch and a portion of the Original Model Colony.
- Ontario-Montclair School District (OMSD), which serves the western half of the Original Model Colony and provides the majority of elementary and middles schools in Ontario.

Figure 5.15-1, *School Facilities and Districts*, shows the areas of Ontario covered by each school district. Table 5.15-1, *Public Schools Serving the City of Ontario*, lists schools within the City of Ontario under each school district.

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PUBLIC SERVICES

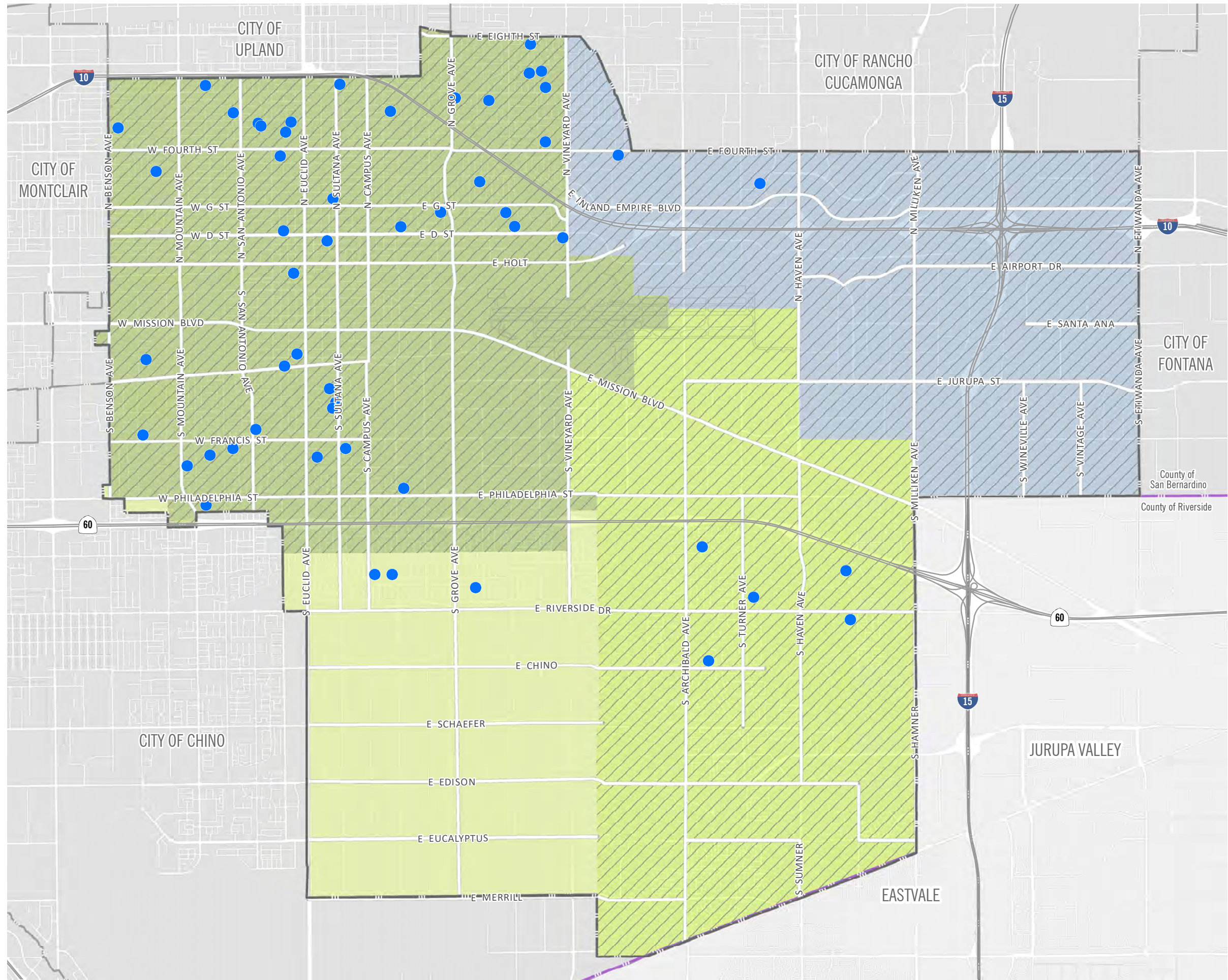
Table 5.15-1 Public Schools Serving the City of Ontario

School District	Schools
Chaffey Joint Union High School District	Chaffey High School Colony High School Ontario High School
Chino Valley Unified School District	Levi Dickey Elementary School Liberty Elementary School Woodcrest Junior High School
Cucamonga School District	Cucamonga Elementary School Los Amigos Elementary School The Ontario Center School
Mountain View School District	Creek View Elementary School Mountain View Elementary School Park View Elementary School (<i>projected to open August 2022</i>) Ranch View Elementary School Grace Yokley Junior High School
Ontario-Montclair School District	Arroyo Elementary School Berlyn Elementary School Bon View Elementary School Central Language Academy Corona Elementary School Del Norte Elementary School Edison Academy El Camino Elementary School Elderberry Elementary School Euclid Elementary School Hawthorne Elementary School Haynes Elementary School Lincoln Elementary School Mariposa Elementary School Sultana Elementary School Vista Grande Elementary School Vineyard STEM Academy De Anza Middle School Oaks Middle School Vina Danks Middle School Wiltsey Middle School

Sources: Personal communication with CJUHSD, CVUSD, and OMSD; CSD 2018; MVSD 2021.

Table 5.15-2, *School District (K-12) Enrollment*, shows historical enrollment for each school district from 2016-2021, based on school year. As shown in the table, school district enrollment has remained relatively steady during this timeframe.

Figure 5.15-1
School Facilities & Districts



- Ontario City Boundary
- County Boundary
- Public & Private Schools
- Chafey Joint Union High School District
- Ontario-Montclair Elementary School District
- Cucamonga Elementary School District
- Mountain View Elementary School District
- Chino Valley Unified School District

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THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2021 Date: 3/7/2022

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Table 5.15-2 School District (K-12) Enrollment

School District	2016-17	2017-18	2018-19	2019-20	2020-21
Chaffey Joint Union High School District	23,894	23,969	23,883	23,724	23,854
Chino Valley Unified School District	28,886	28,141	28,063	28,169	27,333
Cucamonga School District	2,516	2,458	2,432	2,443	2,359
Mountain View School District	2,558	2,559	2,532	2,540	2,625
Ontario-Montclair School District	21,665	21,100	20,606	20,147	19,286

Source: CDE 2021.

Note: Not all school districts offer the full range of grades K-12.

5.15.3.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- SS-1 Result in a substantial adverse physical impact associated with the provisions 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 school services.

5.15.3.3 ENVIRONMENTAL IMPACTS

2010 Certified EIR

The 2010 Certified EIR concluded that the Approved Project could result in impacts to school services. However, payment of SB 50 fees would make these impacts less than significant.

Proposed Project

The following impact analysis addresses thresholds of significance for school services under the Proposed Project.

Impact 5.15-3: TOP 2050 would generate new students who would impact the school enrollment capacities of area schools, and construction of new schools and/or classroom facilities for additional students generated by buildout of the Proposed Project would be accommodated through assessment of school impact fees. [Threshold SS-1]

The 2010 Certified EIR identified impacts to school facilities and services as less than significant upon payment of SB 50 fees. As part of the development of this SEIR, the City reached out to the five school districts that serve residents of Ontario to obtain existing conditions information and information on potential impacts of the Proposed Project. Responses were received from four of the five school districts—CJUHS, CVUSD, MVSD, and OMSD. Based on the responses received, CJUHS schools have capacity to accommodate increased population projected as part of the Proposed Project. CVUSD and MVSD schools also have capacity

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to accommodate the Proposed Project. Current enrollment for all three of these school districts is below capacity, and the capacity of the schools in addition to any already planned construction projects would be able to accommodate the increased population of the Proposed Project (CJUHS D 2022; CVUSD 2022; MVSD 2022).

The OMSD indicated that any increase in residential development will impact OMSD school facilities; however, further assessment would be needed to ensure accommodations for increased populations. While information provided by OMSD shows that most of its schools can accommodate the District's projections for the next 10 years, some schools would not be able to accommodate projected increased capacity over the next 10 years. As such, it is possible that OMSD would need additional facilities by the horizon year of the Proposed Project, 2050 (OMS D 2022); CSD could be similarly impacted by increased student populations.

Each school district that serves the City of Ontario assesses its needs individually based on student generation rates from residential development, and charges development impact fees accordingly. Residential development in Ontario under the Proposed Project would require payments to corresponding school districts, which would go towards the construction of new facilities when and if they are needed. School districts determine their own development impact fees, often dependent on student generation rates for that district. These payments accommodate the need for new facilities based on the increase in student population in each district.

Developers would be required to pay the impact fees levied by each school district, set within the limits of SB 50. This funding program has been found by the Legislature to constitute "full and complete mitigation of the impacts" on the provision of adequate school facilities (Government Code Section 65995[h]). SB 50 establishes three potential limits for school districts, depending on the availability of new school construction funding from the state and the particular needs of the individual school districts. The school districts serving Ontario qualify for Level 1 fees, in which each district justifies their development fees for each land use and cannot request payment of development fees for school facility construction exceeding the amount of the statutory fees expressed in Education Code Section 17620. If school districts conduct a school facility needs assessment and qualify for participation in the State Funding Program by the State Allocation Board, among meeting other requirements, they can be eligible for Level 2 and Level 3 Fees.

The majority of school districts within Ontario have existing capacity to accommodate the buildout and population increase of the Proposed Project. Although the increased demand on school facilities would have the potential to impact one or more of the school districts that serve Ontario, payment of impact fees in compliance with SB 50 would reduce the impacts to an acceptable level. Therefore, the Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

5.15.3.4 CUMULATIVE IMPACTS

The area considered for cumulative analysis is the service areas of school districts serving the City. Cumulative development projects that involve residential development would increase the public-school population in the region and require the construction or expansion of school facilities so that adequate service ratios are maintained. This increase in student population would require the construction or expansion of school facilities,

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which could result in adverse environmental impacts. As discussed above, under state law, development projects are required to pay established school impact fees in accordance with SB 50 at the time of building permit issuance. The funding program established by SB 50 has been found by the Legislature to constitute “full and complete mitigation of the impacts of any legislative or adjudicative act...on the provision of adequate school facilities” (Government Code Section 65995[h]). The fees authorized for collection under SB 50 are conclusively deemed full and adequate mitigation of impacts on school district facilities. Furthermore, cumulative school projects require discretionary actions and would be required to demonstrate compliance with CEQA prior to project approval. TOP 2050 would not combine with areawide growth to result in cumulatively considerable impacts to school services. This impact would be less than significant.

5.15.3.5 RELEVANT NEW AND MODIFIED GENERAL PLAN POLICIES

TOP 2050 includes the following policies relevant to school services: SR-2.1, and SR-2.3 through SR-2.5. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. Modified TOP 2050 policies relevant to school impacts are summarized below:

- **SR-2.2: Workforce Training.** We will work with industrial organizations, businesses, and educational institutions to create opportunities for workforce training.

5.15.3.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.12-3.

5.15.3.7 MITIGATION MEASURES

Impacts are less than significant and mitigation measures are not required.

5.15.3.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No mitigation measures are required, and impacts would remain less than significant.

5.15.4 Libraries

5.15.4.1 ENVIRONMENTAL SETTING

Regulatory Background

California Education Code Sections 18900–18965

California Education Code Sections 18900–18965, adopted in Ontario through Section 1, Ordinance 103, allow the City of Ontario to operate its library system separately from the county through a Board of Trustees appointed by the Ontario City Council.

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City of Ontario Development Code

As described under Section 5.15.1, *Fire Protection*, the City uses development impact fees to provide funding for libraries as well as other public services. New developments are subject to submitting development impact fees based on land use and square footage that get allocated to various public services.

Existing Conditions

The City of Ontario has two library facilities within its library system: the Ovitt Family Community Library at 215 East C Street, and the Lewis Family Branch at 3850 East Riverside Drive.

The Ontario library system is a member of the Inland Library System, which includes 19 independent libraries and other resources in San Bernardino, Riverside, and Inyo Counties. This allows Ontario library members to use the interlibrary loan between the participating libraries (Inland Library System 2022). The Ontario library system also offers an interlibrary loan service where if a specific material is not available at either Ontario Library location, the library can request it from another participating library within the United States (Ontario 2022).

The Ontario library system has phases for proposed growth in alignment with population growth as part of its Library Facility Master Plan, which currently projects to a horizon year of 2035. Currently, the Ontario library system offers approximately 43 square feet per 100 capita, which is anticipated to go down as population rises. Phases 1 through 8 add facility space to accommodate increases in population. Phase 1 is the implementation of a mobile library to accommodate the current population (at the time of the report in 2020), and the latest phase, Phase 8, adds facility space for when the population reaches 305,000. Potential funding options for future library services and space may be provided through bonds, selling City assets or putting City assets on loan as collateral, development impact fees, new revenue measures, capital improvements plan projects, or partnership with a local school district (Ontario 2020).

5.15.4.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- LS-1 Result in a substantial adverse physical impact associated with the provisions 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 library services.

5.15.4.3 ENVIRONMENTAL IMPACTS

2010 Certified EIR

The 2010 Certified EIR concluded that the Approved Project would not result in impacts to library services, upon implementation of regulatory requirements and standard conditions of approval, and impacts of the Approved Project would be less than significant.

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Proposed Project

The following impact analysis addresses thresholds of significance for school services under the Proposed Project.

Impact 5.15-4: The Ontario library system would expand in response to the demand for library services and facilities and personnel caused by the introduction of new structures, residents, and workers into the City's boundaries upon buildout of the Proposed Project. [Threshold LS-1]

The 2010 Certified EIR identified less than significant impacts to library services and facilities. Based on the analysis for library services in the 2010 Certified EIR, the Approved Project would result in the Ontario library system not reaching its goal of 0.6 square feet of library facilities per capita. Based on information in the library's most recent Library Facility Master Plan (Ontario 2020), it currently still does not meet this standard. However, the Facility Master Plan does outline strategies for the library to expand services as population in Ontario continues to increase. While the Proposed Project projects to a horizon year of 2050, which is 15 years further than the Library Facility Master Plan currently projects to, the City's library system would continue to evaluate library needs based on facilities, staffing, and resources provided as population continues to increase (Ontario 2022). To allow more resources for the City's population, as explained in Section 5.15.4.1, *Environmental Setting*, the Ontario library system also offers interlibrary exchanges with the Inland Library System as well as with participating libraries throughout the country.

TOP 2050 policies that reduce impacts of the Proposed Project on library services include the following:

- **SR-4.1: Community Needs.** We identify and monitor community needs for library services, technology, and facilities, and tailor them to effectively meet those needs.
- **SR-4.2: Interagency Coordination.** We leverage relationships with outside agencies, educational institutions, and neighboring jurisdictions to share the library resources to the benefit of Ontario residents.
- **SR-4.4: Coordination with other Community Services.** We coordinate library programs with other recreational and community programs and facilities.
- **SR-4.5: Focal Points of the Community.** We design and program Ontario's libraries as focal points of community engagement, including public outreach and community engagement.

Buildout of the Proposed Project would result in an increase in demand for library services in the City of Ontario based on an increase in population. New facilities, books, and personnel would be necessary to maintain and reach adequate levels of service. Environmental impacts could result from the construction of future facilities; however, the location and size of potential future facilities is currently unknown, and each project would have to complete applicable environmental review under CEQA when it is determined. Future projects would also be reviewed by the City of Ontario on an individual basis and would be required to comply with requirements in effect at the time building permits are issued (i.e., payment of development impact fees). Since adequate services would be provided and payment of development impact fees would offset the costs

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associated with library services, impacts on library services would be less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

5.15.4.4 CUMULATIVE IMPACTS

The area considered for cumulative analysis is the service area of the Ontario library system. Cumulative development projects that involve residential development would increase the population in the region and require the construction or expansion of library facilities so that adequate service ratios are maintained. This increase in population would require the construction or expansion of library facilities, which could result in adverse environmental impacts. New and/or expanded libraries in the City would be subject to TOP 2050 policies protecting the environment, and new or expanded libraries would be subject to environmental review and mitigation pursuant to CEQA. Impacts would be less than significant, and therefore, less than cumulatively considerable.

5.15.4.5 RELEVANT NEW AND MODIFIED GENERAL PLAN POLICIES

As described above, TOP 2050 includes the following policies relevant to libraries: SR-4.1, SR-4.4, and SR-4.5. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. Modified TOP 2050 policies relevant to library impacts are summarized below:

- **SR-4.1: Community Needs.** We identify and monitor community needs for library services, technologies, and facilities, and tailor them to effectively meet those needs.
- **SR-4.2: Interagency Coordination.** We leverage relationships with outside agencies, educational institutions, and neighboring jurisdictions to share the library resources to the benefit of Ontario residents.
- **SR-4.5: Focal Points of the Community.** We design and program Ontario's libraries as focal points for of community engagement, including public outreach and community events.

5.15.4.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.12-4.

5.15.4.7 MITIGATION MEASURES

Impacts are less than significant and mitigation measures are not required.

5.15.4.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No mitigation measures are required, and impacts would remain less than significant.

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5.16 RECREATION

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential for implementation of TOP 2050 (Proposed Project) to impact public parks and recreational facilities in the City. Cumulative impacts related to recreation would be within the City compared to that of the current TOP (Approved Project).

5.16.1 Environmental Setting

5.16.1.1 REGULATORY BACKGROUND

State Regulations

Quimby Act

The Quimby Act was established by the California Legislature in 1965 to provide parks for the growing communities in California. The act authorizes cities to adopt ordinances addressing parkland and/or fees for residential subdivisions for the purpose of providing and preserving open space and recreational facilities and improvements. The Quimby Act requires the provision of three acres of park area per 1,000 persons residing within a subdivision, unless the amount of existing neighborhood and community park area exceeds that limit, in which case the city may adopt a higher standard not to exceed five acres per 1,000 residents. The Quimby Act also specifies acceptable uses and expenditures of such funds.

Mitigation Fee Act

The California Mitigation Fee Act (Government Code Section 66000 et seq.) allows cities to establish fees that will be imposed upon development projects for the purpose of mitigating the impact that the development projects have upon cities' ability to provide specified public facilities. In order to comply with the Mitigation Fee Act, the City must follow four primary requirements:

- 1) Make certain determinations regarding the purpose and use of a fee and establish a nexus or connection between a development project or class of project and the public improvement being financed with the fee.
- 2) Segregate fee revenue from the General Fund in order to avoid commingling of capital facilities fees and general funds.
- 3) Make findings each fiscal year describing the continuing need for fees that have been in the possession of the City for five years or more and that have not been spent or committed to a project.
- 4) Refund any fees with interest for developer deposits for which the findings noted above cannot be made.

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RECREATION

California Public Park Preservation Act

The primary instrument for protecting and preserving parkland is California's Public Park Preservation Act of 1971. Under the Public Resource Code, cities and counties may not acquire any real property that is in use as a public park for any nonpark use unless compensation, land, or both are provided to replace the parkland acquired. This provides for no net loss of parkland and facilities.

Local Regulations

City of Ontario Municipal Code

Quimby Act Fees

The Quimby Act is codified in Chapter 6.08.030, Park Dedication and In-Lieu Fee Regulations, in the Ontario Development Code. As a condition of approval of a tentative tract map, final map, or parcel map for a residential subdivision or the residential portion of a mixed-use project, or for a building permit within a subdivision, the subdivider shall be required to pay an impact fee, offer for dedication of park land in lieu thereof, or both, at the sole and exclusive option of the City. Recreational facilities provided by a project must be provided in accordance with the standards, specifications, and requirements of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, any applicable specific plan, and any other applicable resolution, policy, or standard of the City.

The City's established park standard is based on a ratio of three acres of park area per 1,000 persons devoted to local park and recreational purposes, and that such park area is necessary to provide for the needs of the current and future persons residing and working in the City (Ontario 2019). The maximum amount of public park land required to be dedicated by a subdivision or development project shall be equal to the total number of dwelling unit types multiplied by the dwelling unit occupancy factor multiplied by the park area standard ratio of 0.003. When paying a fee to the City in lieu of making an offer of parkland dedication, three acres of property for every 1,000 persons residing within the City shall be determined to be devoted to local parkland and recreational purposes. The park impact fee shall be equal to the total number of dwelling units multiplied by the dwelling unit occupancy factor multiplied by the park fee standard ratio of 0.003 multiplied by the fair market value of the land to be developed by the City for parkland and recreational activities (Development Code Section 6.08.030). In addition, the City strives to have new development in Ontario Ranch provide an additional two acres of private parkland in order to achieve a park ratio of five acres per 1,000 residents.

At the time of filing a tentative map application for all subdivisions with residential land uses, project applicants may indicate whether they desire to dedicate property for park and recreational purposes on-site, or whether they desire to pay a fee in lieu thereof, or a shared combination of both. If they desire to dedicate land, they must designate the area on a tentative map in conformance with the provisions of TOP; any specific plan adopted thereto; and any other adopted resolution, policy, or regulation of the City (Ontario 2020).

Development Impact Fees

The City of Ontario has a list of development impact fees (DIF) charged by the Building Department or collected by the Building Department on behalf of other departments or governmental agencies at the time permits are issued. DIF provide the means to finance adequate infrastructure and other public improvements

5. Environmental Analysis RECREATION

and facilities made necessary by the impacts created by new residential (i.e., beyond just demand created by subdivisions) and nonresidential development. The City’s current fees took effect on January 1, 2020, for the General City and on October 17, 2020, for Ontario Ranch. To maintain the current level of service for parks in the City, the City requires payment of specific DIF for recreational facilities to ensure the acquisition and improvement of adequate recreation facilities (Ontario 2020). The DIF relevant to recreational facilities are in Table 5.16-1, *Recreational Facility Development Impact Fees*.

Table 5.16-1 Recreational Facility Development Impact Fees

Infrastructure Category/Area	Detached Dwellings	Attached Dwellings	High Density Dwellings	Mobile Home Dwellings
	Per Dwelling Unit			
General City (GC)				
Aquatics	\$93	\$83	\$65	\$77
Parks	\$13,143	\$11,649	\$9,218	\$10,965
Ontario Ranch				
Aquatics	\$93	\$83	\$65	N/A
Parks	\$13,143	\$11,649	\$9,218	N/A

Source: Ontario 2020.

Ontario Recreation and Parks Master Plan

The City of Ontario finalized the Ontario Recreation and Parks Master Plan (ORPMP) in August 2021. The ORPMP is a comprehensive planning effort that provides a clear set of goals for infrastructure and program improvements to create a premier recreation and parks system in the City. Goals of the ORPMP include evaluating existing parks and recreation programs and facilities, engaging and listening to the community, identifying common and visionary opportunities, and establishing implementation strategies. The ORPMP also outlines short-, mid-, and long-term recommendations in the areas of capital improvement plans; financial strategy plans; prioritization of proposed recommendations; park branding, signage, and placemaking; and improvements to the trail network. Priorities and recommendations for the City include:

- Maximize active park acreage on City-owned land by adding park amenities to opportunity areas.
- Implement joint-use agreements with school districts for use of amenities such as fields, courts, and walking/running tracks on school sites.
- Continue to work with developers on providing infill parks for future populations.
- Consider other park types such as linear parks when determining deficiencies in certain areas.
- Consider non-Ontario parks and programs in determining population-based demand and requirements.
- Focus should be given to preschool programming, youth activities, swim lessons, and senior wellness activities.

5. Environmental Analysis

RECREATION

- Programs that are in high demand should be expanded while programs that have lower participation and service a narrower target market segment should be divested from.
- Demand for adult sports may be met through partnerships with existing providers or the City could provide programs for adults not offered by private providers.
- Continue to enable the Teen Action Committee and shape youth programming.
- Consider developing a walking/hiking/bicycling program that aims to increase awareness of programs, parks, trails, routes, and parks' amenities.

5.16.1.2 EXISTING CONDITIONS

Ontario provides a variety of recreational opportunities in the City and nearby open space areas, including City parks, county parks, community centers, school recreation facilities, private parks, private golf courses, and recreational trails for bicycles, horses, and hiking. Open space provides many benefits to the community, including park and recreation areas, recreational trails, conservation of natural and significant resources, buffers between land uses, and the preservation of scenic views. Ontario has convenient access to several active and passive open space areas. Active recreation areas typically include facilities such as tailored playing surfaces, buildings, parking areas, and similar modifications to a natural site. Passive recreation areas accommodate less-structured recreational pursuits and typically include minor modifications such as trails, service vehicle access improvements, enhanced landscape materials, and similar nonintrusive changes to the site.

The City has approximately 481 acres of parkland; it has 7 miniparks, 15 neighborhood parks, 6 community parks, 4 linear and special use parks, and 1 regional park. Figure 5.16-1, *Existing and Proposed Park Facilities*, shows the locations of parklands in and around the City. Table 5.16-2, *Park/Recreational Facilities in Ontario*, lists the acreages and types of parks.

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Table 5.16-2 Park/Recreational Facilities in Ontario

Name	Location	Amenities	Size (Acres)
Miniparks			
Nugent's Park	200 S. Lemon Avenue	6 horseshoe courts	0.2
Mountain View School Park	2585 S. Archibald Avenue	Playground	0.5
Sam Alba Park	401 E. Sunkist Street	Playground, restroom building, multipurpose field, baseball field, basketball court, softball field	1.0
Conservation Park	303 E. B Street	Amphitheater, 2 group picnic areas, playground, aquatic feature, walking path	1.0
Ranch Park	2832 E. Clydesdale Street	Playground, basketball court, walking path	1.8
Ontario Town Square	224 N. Euclid Avenue	Amphitheater, group picnic area, playground, 3 walking paths	1.9
George Gibbs Park	1499 W. 5th Street	Group picnic area, parking lot, multipurpose field, softball	2.7
Total Miniparks Acreage			9.1
Neighborhood Parks			
Grove Memorial Park	1072 N. Grove Avenue	Walking path	3.1
James R. Bryant	648 W. D Street	Playground, restroom building, dog park, parking lot, exercise area, 3 basketball courts, tennis court	4.5
Centennial Park	701 E. Riverside Drive	Group picnic area, playground, restroom building, multipurpose field, exercise area, 3 basketball courts	4.6
Cypress Park	1030 S. Cypress Avenue	2 group picnic areas, playground, restroom building, parking lot, multipurpose field, exercise area, 3 basketball courts, walking path, volleyball court	4.7
Del Rancho Park	2014 S. Cypress Avenue	Group picnic area, playground, parking lot	4.8
James Galanis Park	1259 E. D Street	Parking lot	4.8
South Bon View Park	2025 S. Bon View Avenue	Group picnic area, playground, restroom building, parking lot, multipurpose field, exercise area, walking path	4.8
North Celebration Park	4980 S. Celebration Avenue	Group picnic area, playground, restroom building, parking lot, multipurpose field, walking path	5.0
South Celebration Park	2910 E. Merrill Avenue	Amphitheater, 3 group picnic areas, restroom building, multipurpose field, 3 walking paths	5.5
Ontario Motor Speedway Park	915 N Center Avenue	Playground, restroom building, parking lot, multipurpose field, concession stand, exercise area, softball field, 2 soccer fields, 2 walking paths	6.2
Creekside Park	3151 E. Riverside Drive	2 group picnic areas, playground, restroom building, parking lot, multipurpose field, 3 basketball courts, 2 tennis courts, walking path, volleyball court	6.9
Kimball Park	773 E. Walnut Street	Restroom building, parking lot, baseball field, 2 softball fields	7.1
Veterans Memorial Park	1259 E. D Street	Group picnic area, playground, restroom building, parking lot, multipurpose field, exercise area, softball field, 2 walking paths	7.5
Vineyard Park	1400 E. Sixth Street	2 group picnic areas, playground, restroom building, parking lot, 3 basketball courts, pool, 2 walking paths	9.0
Jay Littleton Ball Park	1076 N. Grove Avenue	Restroom building, concession stand, baseball field	9.7
Total Neighborhood Parks Acreage			88.2

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Table 5.16-2 Park/Recreational Facilities in Ontario

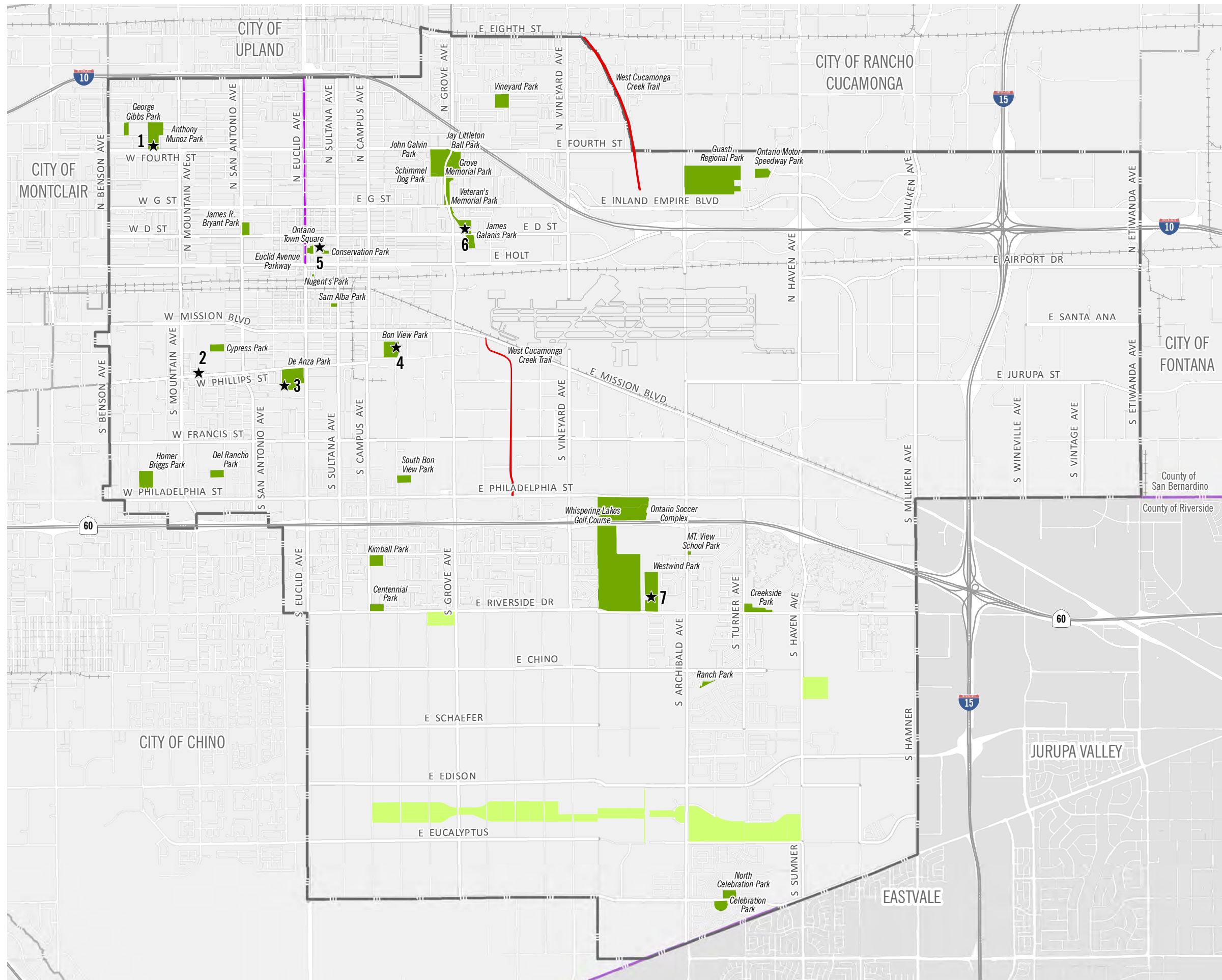
Name	Location	Amenities	Size (Acres)
Community Parks			
Bon View Park	1010 S. Bon View Avenue	Group picnic area, playground, restroom building, community garden, 2 parking lots, multipurpose field, concession stand, exercise area, baseball field, basketball court, softball field, pool, 2 walking paths	10.3
Homer Briggs Park	2099 S. Oaks Avenue	3 group picnic areas, playground, restroom building, parking lot, multipurpose field, concession stand, 2 baseball fields, basketball court, horseshoe court, equestrian trail, equestrian staging area, 3 walking paths	14.4
Anthony Munoz Park	1240 W. 4th Street	Playground, restroom building, community garden, 2 parking lots, 3 basketball courts, 2 softball fields, pool, 3 soccer fields, volleyball court	15.8
De Anza Park	1405 S. Fern Avenue	Group picnic area, playground, 2 restroom buildings, 3 parking lots, exercise area, 2 basketball courts, softball field, futsal court, pickleball court, 2 horseshoe courts, 4 soccer fields, 3 walking paths, volleyball court	19.2
Westwind Park	2455 E. Riverside Drive	Group picnic area, playground, restroom building, 4 parking lots, concession stand, exercise area, 2 baseball fields, 3 basketball courts, 2 softball fields, pool, 3 tennis courts, 2 soccer fields, 4 walking paths	23
John Galvin Park	1072 N. Grove Avenue	3 group picnic areas, playground, restroom building, dog park, 2 parking lots, multipurpose field, exercise area, 2 baseball fields, 3 basketball courts, softball field, 2 futsal courts, 2 horseshoe courts, 3 tennis courts, walking path, volleyball court	25.6
Total Community Parks Acreage			108.3
Linear and Special Use Parks			
Schimmel Dog Park	950 N. Cucamonga Avenue	Benches, large dog areas, small dog areas, picnic benches, separate adult and dog fountains	1.0
Ontario Soccer Complex	2200 E. Philadelphia Street	2 group picnic areas, restroom building, concession stand, 6 soccer fields, walking path	23.4
Whispering Lakes Golf Course	2525 E. Riverside Drive	Dog park, parking lot	175.9
Total Linear and Special Use Parks Acreage			200.3
Regional Parks			
Guasti Regional Park	800 N Archibald Avenue	4 group picnic areas, playground, 3 restroom buildings, 2 parking lots, 2 aquatic features, pool, splash pad	75.5
Total Regional Parks Acreage			75.5
TOTAL PARK ACREAGE			481.4

Source: Ontario 2022.

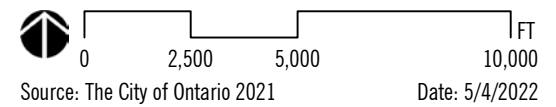
Notes: Greenways allow for recreational access and open space. This table does not include the Euclid Avenue greenway, which has a bandstand (C Street/Euclid), WCTU Fountain (C Street/Euclid), trees, turf, planter areas, rose garden, benches, and a mule car display. In addition, the Mission Boulevard greenway is not in this table, nor is the West Cucamonga Creek Trail (classified as a linear and special use park), which consists of a paved hiking and bicycle trail—2.4 miles long and 1.3 miles of equestrian trails.

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Figure 5.16-1
Park & Recreational Facilities



- Existing Park
 - Existing Parkway
 - Existing Trail
 - Proposed Public Park
 - Ontario City Boundary
 - County Boundary
 - Rail Network
 - Community Center
1. Anthony Munoz Community Center
 2. Armstrong Community Center
 3. De Anza Community & Teen Center
 4. Dorothy A Quesada Community Center
 5. Ontario Senior Center
 6. Veterans Memorial Community Center
 7. Westwind Community Center



Source: The City of Ontario 2021 Date: 5/4/2022

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Natural Areas

San Bernardino National Forest

San Bernardino National Forest (SBNF) is northeast of Ontario. It is situated in the San Gabriel, San Bernardino, San Jacinto, and Santa Rosa mountains and includes the vacation resort areas of Big Bear Lake, Lake Arrowhead, Mount San Jacinto, and the San Gorgonio Wilderness. The US Forest Service manages the 677,928-acre SBNF, 456,928 acres of which are in San Bernardino County. The SBNF consists of 500 miles of trails. Aside from camping, SBNF provides outdoor activities like hunting, fishing, recreational shooting, hiking, backpacking, mountain biking, horseback riding, and boating in the warmer months; and cross-country skiing, snowboarding, and snowmobiling in the winter months. Also associated with SBNF activities are volunteer organizations and trails associations.

Cleveland National Forest

The Cleveland National Forest is the southernmost national forest in California, 10 miles south of Ontario. The forest consists of 460,000 acres that offer a variety of terrains and recreational opportunities. The Trabuco Ranger District operates out of the Corona office at 1147 East Sixth Street. The Trabuco District manages approximately 139,000 acres in Orange and Riverside counties and offers a multitude of trails for hiking, biking, horseback riding, and remote camping for those seeking an alternative to developed campgrounds.

State Parks

Silverwood Lake State Recreation Area

Silverwood Lake State Recreation Area is adjacent to the SBNF along Highway 138, approximately 35 miles northeast of Ontario. Silverwood Lake was formed by the 249-foot Cedar Springs Dam, which, at 3,350 feet, is the highest reservoir in the State Water Project. Silverwood Lake State Recreation Area is approximately 2,000 acres and includes a stretch of the Pacific Crest Trail, which is a national scenic trail spanning 2,650 miles from Mexico to Canada. Activities at Silverwood Lake State Recreation Area include camping, hiking trails, swimming, boating, waterskiing, and fishing. Silverwood Lake State Recreation Area is managed by the California State Parks Department.

Chino Hills State Recreation Area/Chino Hills State Park

Chino Hills State Recreation Area/Chino Hills State Park is a 14,100-acre preserve that stretches from San Bernardino County through parts of Orange County. This recreation area is 15 miles southwest of Ontario and provides recreational opportunities, including over 90 miles of trails for hiking, biking, and equestrian uses, and facilities for camping. The park is also a key wildlife corridor from the Puente Hills extending south to the Cleveland National Forest.

Regional Parks

Cucamonga-Guasti Regional Park

Regional parks consist of 50 acres or more and attract users from a service radius of up to an hour's drive. A wide range of amenities are available at regional parks, including picnic grounds, hiking trails, scenic areas, lakes,

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campgrounds, and major sports facilities. The Cucamonga-Guasti Park is a day-use park near the Ontario Convention Center, Ontario Mills, and Ontario International Airport. Cucamonga-Guasti Park consists of approximately of 180 acres and offers two lakes, a swim complex, water slide, splash pool, vineyards, and hiking trails. The park offers activities such as swimming, fishing, hiking, mountain biking, boating, volleyball, picnicking, and various other activities.

Prado Regional Park

Prado Regional Park is on Highway 83, south of Highway 60 and north of Highway 91 in Chino. The regional park encompasses approximately 2,000 acres and includes such activities as fishing, picnics, horseback riding, camping, golf, hiking, and shooting range. Facilities include a dog training facility, showers, restrooms, public phones, groceries, grills and fire rings, picnic tables and shelters, and a 1.6-acre play area.

Local Parks

Local parks in Ontario vary in size and the amenities they provide to the population. Ontario's park classification system sets standards for five different types of parks: mini/neighborhood parks, community parks, linear parks, regional parks, and special use parks (Ontario 2021).

- **Miniparks and Neighborhood Parks** are generally less than 5 acres and serve residents within a 15-minute walk. Although they tend to focus more on passive recreation, they play an important role in providing outdoor access for neighborhoods. Open grassy areas, picnic tables, walkways, and playgrounds are typical park amenities.
- **Community Parks** are usually 5 to 30 acres and contain larger park facilities such as multipurpose fields, pools, and sports courts. Community parks serve the daily recreational needs of their local neighborhood as well as the broader community. This means they serve residents within a 15-minute walk and within a 5-minute drive. Most community parks in Ontario also have community centers that provide a wide range of programs and services and accommodate special events, recreation programs, offices, and community services.
- **Linear Parks** are narrow and linear open spaces that typically have limited park amenities. They typically provide passive linear recreation experiences, such as walking, jogging, and biking as well as some forms of gathering spaces, such as benches and picnic tables.
- **Regional Parks** are larger than 30 acres and provide for a wide range of passive and active recreation. Recreation opportunities include natural open space, sports fields and courts, cultural facilities, trails, multipurpose buildings, playgrounds, aquatic facilities, and many other amenities. Regional parks can be found within city limits and may be managed by the city or the county.
- **Special Use Parks** are park areas that provide unique recreation opportunities. They often serve the recreation needs of specific groups of people but are always publicly available.

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Public Recreation

The City of Ontario has joint agreements with Chino Unified School District and Woodcrest Junior High for the use of Kimball Park. The City also has an agreement with Chaffey Joint Union High School District and Colony High School for use of baseball fields and outdoor basketball and tennis courts.

Trail System

Current trail opportunities are in the northern portions of the City (north of Riverside Drive). City and private trails are localized in the northeastern corner of the intersection at Philadelphia Street and Benson Avenue. There are more than four miles of equestrian trails in the neighborhoods north of Philadelphia Street, south of Mission Boulevard, west of Magnolia Avenue, and east of Benson Avenue. The West Cucamonga Creek Trail provides 1.3 miles of equestrian trails and 2.4 miles of paved hiking and bicycle trails. In addition, the Home Briggs Memorial Park provides equestrian facilities (Ontario 2021).

Greenways allow for recreational access and open space. Most trail use is restricted to flood control channels and other informal trails. A number of greenways are utility easements interspersed throughout the City; however, greenway utility easements are not linked to the larger regional trails network. The Euclid Avenue Parkway is a 35-acre greenbelt stretching the entire length of the City. In addition, Mission Boulevard provides a 66-acre undeveloped greenway that traverses the City (Ontario 2010).

Bike Lanes and Bikeways

The California Streets and Highway Code designates bikeways and trails Class I, II, III, or IV. Class I bikeways are dedicated for exclusive use by bicyclists along rivers, channels, and utility rights-of-way. Class II bikeways are dedicated lanes along streets, with no parking allowed in the bike lane. Class III bikeways are bike routes normally shared with motor vehicles on the street or with pedestrians on sidewalks, and parking is allowed. Class IV bikeways are dedicated for exclusive use of bicycles and are physically separated from motor traffic with a vertical feature. Many of the City's bicycle paths are combined with sidewalks along each side of major streets. Cyclists generally use these one-way bike lanes for commuter or longer recreational purposes. Most of the City's arterial streets are sufficiently wide to allow for a four-foot-wide Class II bike lane along the curb. Bicycle corridors, multipurpose trails, and Class I, II, III, and IV bike routes in Ontario are shown on Figure 5.17-4, *Multipurpose Trails and Bikeway Corridor Plan*.

Santa Ana River Trail

The Santa Ana River Trail is a developing corridor trail system south and east of Ontario in the Santa Ana River Wash. When completed, this regional trail will run 110 miles, from the Heart Bar Ranch area in the San Bernardino National Forest to the Pacific Ocean. The trail crosses 33 miles of the SBNF and covers 18 miles in San Bernardino County. The San Bernardino County Regional Parks Division is responsible for the creation, operation, and maintenance of 22 miles of trail in four phases. Phase I and II are complete and consist of 7.5 miles of trail starting at Waterman Avenue in San Bernardino to the Riverside County line. Phase III consists of 3.6 miles of the trail from Waterman Avenue to California Street in Redlands, and Phase IV consists of 11

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miles of the trail from California Street in Redlands to Garnet Street in Mentone and up to the San Bernardino National Forest (San Bernardino County 2022).

5.16.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

- R-1 Would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- R-2 Includes recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

5.16.3 Environmental Impacts

5.16.3.1 2010 CERTIFIED EIR

The 2010 Certified EIR concluded that the Approved Project would generate additional residents, which would increase the use of existing park and recreational facilities. Project implementation would result in environmental impacts from the provision of new and/or expanded recreational facilities. Upon implementation of regulatory requirements and compliance with TOP policies and programs, impacts of the Approved Project would be less than significant.

5.16.3.2 PROPOSED PROJECT

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.16-1: Implementation of TOP 2050 would generate additional residents that would increase the use of existing park and recreational facilities, but park dedications and payment of in-lieu fees would ensure impacts are less than significant. [Threshold R-1]

The 2010 Certified EIR found that buildout of the Approved Project's Land Use Plan would generate additional residents, increasing the use of existing park and recreational facilities. However, it would not result in a significant impact, as development of park facilities would keep pace with the anticipated increase in population from buildout of the Approved Project.

Currently, the City of Ontario uses the established parkland standard of three acres per 1,000 residents but strives for five acres per 1,000 residents for parks in Ontario Ranch. The City has approximately 481 acres of parkland (see Table 5.16-1). Based on a population of 179,597 (see Table 4-1), the City currently requires 539 acres of parkland.¹

¹ $(179,597 \text{ people} / 1,000) \times 3.0 \text{ acres per person} = 538.79$

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Buildout of TOP 2050 would generate additional residents in the City, most of whom would be concentrated in the southern portion of the City. Future growth in the City in accordance with buildout of TOP 2050 would increase the demand for parks and increase existing park usage. The Quimby Act is a funding mechanism for parkland acquisition. Under this Act and pursuant to the City's Municipal Code, residential subdivisions must dedicate parkland or pay in lieu fees to enable the City to acquire a ratio of three acres of parkland per 1,000 residents. Based on this ratio and a projected buildout population of 357,957 by 2050, the current TOP would result in a demand of 1,074 acres of parkland.² For the Proposed Project, which has projected buildout population of 410,492 by 2050, a total of 1,231 acres of parkland would be required at buildout.³ As a result, the Proposed Project would result in an increased demand of 158 acres of parkland compared to the Approved Project.

TOP 2050 addresses the need for recreation and parkland to preserve natural assets and environmentally sensitive lands. The Parks and Recreation Element contains relevant policies and programs to acquire additional parkland; integrate new park and recreation facilities with existing and future trails, bikeways, and easements; and conduct regular reviews and updates of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Ontario's residents. The policies and regulations are intended to meet the TOP's standard parkland acreage ratio. However, the extent to which the City of Ontario can plan and implement parks, trails, and other recreational facilities is related to the availability of funding. TOP 2050 would designate approximately 900 acres for recreational uses under the Open Space – Recreation (OS-R) land use designation. The Proposed Land Use Plan includes designation of a community park, the Great Park, near Eucalyptus Avenue and a public park southwest of the intersection of Grove Avenue and Riverside Drive as OS-R.

Based on TOP 2050's future buildout projections, the 900 acres designated OS-R falls short of the City's existing Park Dedications and In-Lieu Fee Regulations for parkland acquisition by 331 acres.⁴ However, the City strives to have new development in Ontario Ranch provide an additional two acres per 1,000 residents for private parks in addition to the City's three acres per 1,000 residents for public parks. Ontario Ranch is estimated grow from the existing population of 22,286 to TOP 2050's population projection of 192,258, an increase of 169,972. This would mean an addition of approximately 340 acres of private parks.⁵ Additionally, there are at least 180 acres of regional recreational facilities, joint-use agreements with school districts, and private recreational opportunities providing services that cannot be accommodated by existing facilities (Ontario 2010). Prado Regional Park also provides approximately 2,000 acres that would offset recreational demands.

TOP 2050 provides land use opportunities for public parks to be developed in line with future development. The proposed Parks and Recreation Element contains relevant goals, policies, and programs that support a regular review of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Ontario's residents (see Policies PR-1.1 through PR-1.16). In addition, under TOP 2050's Parks and Recreation Element, Policy PR-1.5 strives to provide five acres of parkland per 1,000 residents, and Policy PR-

² $(357,957 \text{ people} / 1,000) \times 3.0 \text{ acres per person} = 1,073.87$

³ $(410,492 \text{ people} / 1,000) \times 3.0 \text{ acres per person} = 1,231.48$

⁴ $\text{TOP 2050 parkland demand of } 1,231.48 \text{ acres} - 900 \text{ acres of parkland} = 331.48$

⁵ $(169,972 \text{ people} / 1,000) \times 2.0 \text{ acres per person} = 339.94$

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1.6 provides a minimum of two acres of developed private park space per 1,000 residents in addition to the three acres per 1,000 persons standard.

As a result, development of park facilities would keep pace with the anticipated increase in population from buildout of TOP 2050.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to the use of existing park and recreational facilities compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.16-2: Project implementation would result in environmental impacts to provide new and/or expanded recreational facilities but would not result in a significant impact. [Threshold R-2]

The 2010 Certified EIR found that implementation of the Approved Project would result in environmental impacts from the provision of new and/or expanded recreational facilities, but impacts would not be considered significant.

TOP 2050 guides growth in development within the City and is not a development project. The Proposed Project includes expansion of the equestrian and hiking trails and improved bikeways throughout the City. The City has 481 acres of parkland, and buildout of TOP 2050 would provide 900 acres. Including the Great Park, TOP 2050 would result in an additional 419 acres of park facilities. As a result of these planned park facilities, TOP 2050 may result in the construction of new or expansion of existing recreational facilities in Ontario. The majority of these facilities would be in Ontario Ranch, including the Great Park. Development and implementation of the Great Park may have an adverse physical effect on the environment, such as lighting, biological resources, noise, traffic, etc. However, it is speculative to determine the location of proposed park facilities in the City and impacts arising from development of individual park projects. Existing federal, state, and local regulations as well as goals, policies, and actions in TOP 2050 would mitigate potential adverse impacts to the environment that may result from buildout of TOP 2050, including expansion of parks, recreational facilities, and multiuse trails. Furthermore, subsequent environmental review would be required for development of park projects under the Proposed Land Use Plan. Consequently, TOP 2050 would not result in significant impacts in this regard.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to the use of existing park and recreational facilities compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

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5.16.4 Cumulative Impacts

The area considered for cumulative impacts for recreation is the City of Ontario. As described above, TOP 2050 provides land use opportunities for public parks to be developed in line with future development. The proposed Parks and Recreation Element contains relevant goals, policies, and programs that support a regular review of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Ontario's residents (see Policies PR-1.1 through PR-1.16). In addition, under TOP 2050's Parks and Recreation Element, Policy PR-1.5 strives to provide five acres of parkland per 1,000 residents, and Policy PR-1.6 provides a minimum of two acres of developed private park space per 1,000 residents in addition to the three acres per 1,000 persons standard. As a result, development of park facilities would keep pace with the anticipated increase in population from buildout of TOP 2050. Therefore, impacts are less than significant and would not be cumulatively considerable.

5.16.5 Relevant New and Modified General Plan Policies

As described above, TOP 2050 includes the following policies relevant to recreation: PR-1.2 through PR-1.12, PR-1.14, and PR-1.16. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. Modified TOP 2050 policies relevant to recreation impacts are summarized below:

- **PR-1.1: Access to Parks.** In all new residential development areas, we We strive to provide a park and/or recreational facility within walking distance (¼ mile) of every residence and prioritize the establishment of parks in environmental justice areas that do not have adequate access to parks.
- **PR-1.13: Equestrian Trails.** We require the design, construction, and maintenance of equestrian trails in Rural Residential designated areas.
- **PR-1.15: Trail Connectivity.** We strengthen and improve equestrian, bike, and multipurpose trail connections within the City and work to improve trail connections into adjacent jurisdictions.
- **PR-2.4: Access to Programs.** We provide a range of recreational and physical exercise programs opportunities for that are accessible to residents of all income levels throughout the community and prioritize establishing and maintaining equitable access for residents in environmental justice areas.
- **M-2.1: ~~Bikeway Plan~~ Active Transportation.** We maintain our Multipurpose Trails & Bikeway Corridor Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways that and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.
- **M-2.2: Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our primary preferred paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.

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- **M-2.3: Pedestrian Walkways.** We require ~~walkways that streets to include sidewalks and visible crosswalks at major intersections where necessary to promote safe and convenient travel~~ comfortable mobility between residential areas, businesses, schools, parks, recreation areas, and other key destination points.
- **M-2.4: Network Opportunities.** We ~~explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of use public rights-of-way and easements such as,~~ utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed-use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity.

5.16.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.16-1 and 5.16-2.

5.16.7 Mitigation Measures

5.16.7.1 MITIGATION MEASURES FROM THE 2010 CERTIFIED EIR

No mitigation measures required.

5.16.7.2 NEW MITIGATION MEASURES

No mitigation measures required.

5.16.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.16.9 References

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5.17 TRANSPORTATION

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential for implementation of TOP 2050 (Proposed Project) to result in transportation impacts in the City of Ontario compared to the current TOP (Approved Project). The analysis in this section is based on the “Vehicle Miles Traveled Memorandum” prepared by Fehr & Peers (Appendix J). In addition, a Level of Service (LOS) analysis was prepared as part of TOP 2050 to evaluate growth compared to the City’s congestion-based transportation goals and policies (see Appendix K). Under the new CEQA Guidelines, level of service (LOS) metrics may no longer constitute the sole basis for determining transportation impacts under CEQA. The SEIR evaluates the cumulative effect of TOP 2050 on VMT and uses the San Bernardino County Transportation Authority (SBCTA) San Bernardino Traffic Analysis Model travel demand forecast model for the year 2050 analysis horizon.

Terminology

The following are definitions for terms used throughout this section:

- **Level of Service.** Roadway capacity is generally limited by the ability to move vehicles through intersections. LOS is a standard performance measurement to describe the operating characteristics of a street system in terms of the level of congestion or the delay experienced by motorists. Service levels range from A through F, that is, traffic conditions from best (uncongested, free-flowing conditions) to worst (total breakdown with stop-and-go operation).
- **Vehicles Miles Traveled.** VMT measures the number of trips and the lengths of those trips for the total number of miles that vehicles will travel on a roadway system. It is used to better assess traffic impacts on greenhouse gas emissions, air quality, and energy. The number of miles of vehicle travel is an indicator of the travel levels on the roadway system by motor vehicles.
- **Total VMT.** Total VMT represents all VMT generated in the city on a typical weekday.
- **VMT per Service Population.** Service population (SP) counts residents and employees. VMT/SP measures the transportation “efficiency” of a project or plan and is defined as VMT generated on a typical weekday per person who lives and/or works in the city.

5.17.1 Environmental Setting

5.17.1.1 REGULATORY BACKGROUND

State Regulations

Senate Bill 743

On September 27, 2013, SB 743 was signed into law, starting a process that fundamentally changed transportation impact analysis as part of CEQA compliance. The legislature found that with the adoption of the SB 375, the state had signaled its commitment to encourage land use and transportation planning decisions

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TRANSPORTATION

and investments that reduce VMT and thereby contribute to the reduction of greenhouse gas emissions, as required by the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32).

SB 743 eliminates auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. As part of the new CEQA Guidelines, the new criteria “shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses” (Public Resources Code Section 21099(b)(1)).

Pursuant to SB 743, the Natural Resources Agency adopted revisions to the CEQA Guidelines to implement SB 743 on December 28, 2018. The revised CEQA Guidelines establish new criteria for determining the significance of transportation impacts. Under the new Guidelines, VMT-related metric(s) were required beginning July 1, 2020, to evaluate the significance of transportation-related impacts under CEQA for development projects, land use plans, and transportation infrastructure projects. The legislation does not preclude the application of local general plan policies, zoning codes, conditions of approval, or any other planning requirements that require evaluation of LOS, but such metrics may no longer constitute the sole basis for determining transportation impacts under CEQA.

AB 1358: California Complete Streets Act of 2008

The California Complete Streets Act of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 required circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must “meet the needs of all users...in a manner suitable to the rural, suburban, or urban context of the general plan.” Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate—including walking, biking, car travel, and transit.

The Complete Streets Act also requires circulation elements to consider the various users of the transportation system, including children, adults, seniors, and the disabled. For further clarity, AB 1358 tasked the Office of Planning and Research (OPR) to release guidelines for compliance, which it did in December 2010.

SB 375: Sustainable Communities and Climate Protection Act

On December 11, 2008, the California Air Resources Board (CARB) adopted its proposed Scoping Plan for AB 32, The Global Warming Act. This scoping plan included the approval of SB 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32.

There are five major components to SB 375. First, SB 375 addresses regional GHG emission targets. CARB’s Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each metropolitan planning organization (MPO) in the state. These targets, which MPOs may propose themselves, are updated every eight years in conjunction with the revision schedule of housing and transportation elements.

Second, MPOs are required to create a sustainable communities strategy (SCS) that provides a plan for meeting regional targets. The SCS and the regional transportation plan (RTP) must be consistent with each other,

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including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details another plan to meet the target.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on eight-year schedules. In addition, Regional Housing Needs Assessment allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years.

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments also qualify if they 1) are at least 50 percent residential, 2) meet density requirements, and 3) are within one-half mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, MPOs must use transportation and air emission modeling techniques consistent with guidelines prepared by the California Transportation Commission. Regional transportation planning agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the commission's guidelines.

Senate Bill 99

SB 99 (Section 65302(g)(5) of the California Government Code) requires jurisdictions to review and update the safety element to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes.

Assembly Bill 747

AB 747 added Section 65302.15 to the California Government Code (amended by AB 1409), which went into effect in January 2022. AB 747 requires local governments to identify the capacity, safety, and viability of evacuation routes and locations in their general plan safety element or local hazard mitigation plan.

Regional Regulations

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized MPO for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs.

2020 Regional Transportation Plan/Sustainable Community Strategy (Connect SoCal)

Every four years SCAG updates the regional transportation plan/sustainable community strategy (RTP/SCS) for its six-county region. On September 3, 2020, SCAG adopted the 2020-2045 RTP/SCS, Connect SoCal,

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which encompasses four principles that are important to the region's future—mobility, economy, healthy/complete communities, and environment. Connect SoCal explicitly lays out goals related to housing, transportation technologies, equity, and resilience in order to adequately reflect the increasing importance of these topics in the region. It outlines a development pattern for the region which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas emissions from transportation (excluding good movement). The RTP/SCS is meant to provide growth strategies that would achieve the regional greenhouse gas emissions reduction targets identified by CARB. However, the RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the RTP/SCS; instead, it provides incentives to governments and developers for consistency.

San Bernardino County Transportation Authority

Countywide Transportation Plan

The SBCTA, formerly known as the San Bernardino Associated Governments (SANBAG), prepared an interim update, released in 2021, to the Countywide Transportation Plan. The plan lays out a strategy for long-term investment in and management of San Bernardino County's regional transportation assets. A major update to the Countywide Transportation Plan is anticipated in 2022 (SBCTA 2021).

Nonmotorized Transportation Plan

SBCTA updated the San Bernardino County Non-motorized Transportation Plan in June 2018. The goal of the plan is to develop an integrate nonmotorized transportation systems and identify sources of funds to implement increased bicycle and pedestrian access, increased travel by cycling and walking, routine accommodation in transportation and land use planning, and improved bicycle and pedestrian safety. The plan lays out design guidelines, bikeway and pedestrian system recommendations, implementation strategies and priorities, and funding opportunities. It points out that local jurisdictions are ultimately responsible for implementing projects in the plan. SBCTA serves in an advisory role by identifying projects on the regional network, providing advisory support for project development, supporting local education and safety efforts, encouraging the incorporation of nonmotorized facilities into general and specific plans, working to identify grant opportunities, etc. (SBCTA 2018).

Short-Range Transit Plan

SBCTA developed a short-range transit plan to help guide transit service improvements in the region over the next five years. The plan identifies transit service plans and helps prioritize major capital improvement projects for the region's transit needs. Goals of the short-range transit plan include connectivity between the various transit agencies in the county, facilitating transit travel between regions in the county and between the county and surrounding counties, and cost-effective accessibility programs for seniors and persons with disabilities. The short-range transit plan was released in December 2016 (SBCTA 2016).

Long-Range Transit Plan

SBCTA developed a long-range transit plan to address the county's current and future travel challenges and create a transportation system that can increase the role of transit in the future. The plan establishes a transit vision for the next 25 years, prioritizes goals and projects for transit growth, and prioritizes connecting land

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use and transportation strategies. The plan developed four alternatives—“baseline” (with existing transit services), “plan” (existing transit and currently planned improvements), “vision” (existing transit, planned improvements, and rapid bus and rail), and “sustainable land use” (redistributing growth to transit corridors and creating transit-oriented developments at station areas). The long-range transit plan was released in April 2010 (SBCTA 2010).

Points of Interest Pedestrian Plan

SBCTA developed a Countywide Points of Interest Pedestrian Plan to assist member agencies with the development of tools and guidelines for identifying and prioritizing pedestrian improvements. The project’s goals include connecting various SBCTA member agencies and synchronizing project planning and implementation, given that each agency has different pedestrian accommodations, capital improvement programs, and maintenance regimes. (SBCTA 2019).

Congestion Management Program for San Bernardino County

The congestion management program for San Bernardino County, published and periodically updated by SBCTA, defines a network of state highways and arterials in the county and provides guidelines regarding LOS standards, impact criteria, and a process for mitigation of impacts on program facilities in the county. The congestion management program was last updated in June 2016 (SBCTA 2016).

Local Regulations

Development Impact Fees

The City of Ontario maintains development impact fees for project in the Original Model Colony (general City or OMC) and Ontario Ranch areas of the City. The fees are updated periodically. They include fees assessed per dwelling unit, per hotel room, or per square foot and include fees for regional and local street improvements.

Traffic and Transportation Guidelines

The City engineer reviews proposed residential, commercial, and industrial development projects for consistency with the City’s Traffic and Transportation Guidelines (Ontario 2013) and provides engineering input as well as conditions of approval for proposed projects.

5.17.1.2 EXISTING CONDITIONS

Existing Roadway Network

The City of Ontario circulation system includes three freeways, an international airport, two railroad main lines of the Union Pacific Railroad (UPRR), one Metrolink rail line, and a system of arterial and local streets.

Roadway Classification

TOP’s Functional Roadway Classification Plan shows the hierarchy of Ontario’s roadway system, consistent with the guidelines of the Federal Highway Administration:

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- **Freeway.** Freeways are limited-access, high-speed travel ways in the state and federal highway systems.
- **Other Principal Arterials.** Other Principal Arterials serve the major centers and corridors of activity, carry the highest volumes of traffic, and serve the longest trips of all city roadways. Other Principal Arterials typically accommodate four to eight lanes of traffic and medians.
- **Minor Arterials.** Minor arterials accommodate less traffic than Other Principal Arterials and are for trips of moderate length. Minor Arterials allow more access to abutting properties than Other Principal Arterials, so speeds are lower. Minor Arterials connect the community but ideally should not penetrate residential neighborhoods. The roadway configuration and right-of-way width vary depending on local conditions, but typically accommodate four to six lanes of traffic and medians.
- **Collector Streets.** Collector streets provide access to abutting properties and traffic circulation within residential neighborhoods and business areas. Collector streets allow access to local and arterial roadways. The roadway configuration and right-of-way width vary depending on local conditions, but typically accommodate two to four lanes of traffic.
- **Local Streets.** The primary function of a local street is to provide direct access to abutting properties. Local streets rarely have more than two travel lanes and speed limits are generally low; they are not intended for through traffic. Local streets are not on the Functional Roadway Classifications map because they are not considered part of the backbone circulation system.
- **Enhanced Intersection.** Enhanced Intersections may include additional lanes, reduced median width, increased right-of-way width, removal of on-street bike lanes, or reduction of parkway width to increase capacity, improve operations and respond to local demands. Detailed engineering studies are necessary to identify the most effective and feasible types of improvements.

The ultimate number of lanes needed on each roadway as well as the right-of-way requirements, are identified in the City's Master Plan of Street and Highways.

Traffic Management Center

The City of Ontario also maintains a traffic management center that enhances traffic signal coordination and monitoring in the City. Key functions include:

- Implement a dynamic selection of traffic signal timings.
- Provide coordination among various agencies.
- Monitor traffic signal equipment and dispatch resources to fix malfunctioning equipment.
- Provide traffic detection and surveillance.
- Modify arterial traffic signal timing when an incident happens on a freeway.
- Manage incidents and special events or emergency evacuations.

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Truck Routes

The City has designated certain roadways for the purpose of channeling large trucks through and within the City. In addition, the state of California has identified Mission Boulevard and parts of Milliken Avenue and Jurupa Street as extralegal load limit streets, as defined by the California Vehicle Code Section 320.5¹. Figure 5.17-1, *Truck Routes*, illustrates the existing designated truck routes in Ontario and the connections to truck routes in adjacent cities.

Rail Lines and Crossings

Two major east-west freight lines traverse Ontario. A third east-west line runs just north of the northern boundary of the City. The northern route through the City is the UPRR Alhambra Subdivision Line, which begins at the Ports of Los Angeles/Long Beach and runs through Los Angeles, Pomona, Colton, and points farther east. The southern route is the UPRR Los Angeles Subdivision Line, which also begins at the Ports of Los Angeles/Long Beach and runs through Pomona, but travels southeast to Riverside and points farther east.

The UPRR main lines run parallel to each other from the western boundary of the City to Campus Avenue. The Alhambra Subdivision Line continues east along the northern boundary of Ontario International Airport (ONT) north of Airport Drive, and the Los Angeles Subdivision Line turns southeast along the south side of ONT and the north side of Mission Avenue. Metrolink's Riverside County Line runs on the southern tracks, and the Amtrak Sunset Limited runs on the northern tracks. The rail line that traverses north of the City is Metrolink's San Bernardino Line. The Burlington Northern Santa Fe railroad has trackage rights on that line.

Both UPRR tracks are grade separated at Mountain Avenue and Euclid Avenue in the western part of the City. The northern tracks are grade separated at Grove Avenue, Vineyard Avenue, Archibald Avenue, Haven Avenue, and Milliken Avenue. The southern tracks are grade separated at Grove Avenue, Haven Avenue, and Milliken Avenue.

Bus Transit

Omnitrans Transit Agency provides local transit service throughout San Bernardino County, including Ontario. Omnitrans provides countywide bus service and currently has five bus routes in the City that provide connections between rail stations, ONT, major employment and shopping centers, and residential areas.

Transit routes and transfer centers are shown on Figure 5.17-2, *Public Transit*. There are three transfer centers in Ontario. The first is at the Civic Center on Sultana, between Holt and D; the second is at the Ontario Mills Mall; and the third is at ONT. Omnitrans provides connections to other regional bus services such as Foothill Transit, Los Angeles Metropolitan Transit Agency, and others.

Metrolink

Commuter train service in the City of Ontario is provided by Metrolink, which operates six commuter rail lines throughout southern California. The Riverside County Line runs between Los Angeles Union Station and

¹ An extralegal load is a single unit or an assembled item which, due to its design, cannot be reasonably reduced or dismantled in size or weight so that it can be legally transported as a load without a permit.

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downtown Riverside on Mondays through Fridays between 4:30 am and 8:00 pm, passing through Ontario. There is no Metrolink service on this line on Saturdays or Sundays. There is one Metrolink station in Ontario, off of Haven Avenue on Francis Street. This station is served by Omnitrans Bus Route 81. The Metrolink San Bernardino line is less than a mile north of the northern City limit of Ontario. Nearby stations on this line are at Milliken Avenue and Campus Avenue.

Amtrak

Amtrak has one route that regularly stops in Ontario, the Sunset Limited route, which travels between Los Angeles and New Orleans, Louisiana. The Amtrak stop in Ontario is near the Ontario transfer center on Emporia and Lemon (about one block from Holt and Sultana). This service arrives and departs on Sunday, Wednesday, and Friday.

Existing VMT

Existing VMT generated by land uses in Ontario is shown in Table 5.17-1, *City of Ontario Existing VMT*. See “Methodology” under Section 5.17.3.2 of this SEIR for a description of the difference VMT scenarios.

Table 5.17-1 City of Ontario Existing VMT

Scenario	Total Daily VMT	VMT/Resident or VMT/Employee ¹	VMT/SP ¹
Origin-Destination (OD) VMT ²	12,400,139	—	39.80
Home-Based Production VMT (Residents) ³	2,495,140	13.89	—
Home-Based-Work Attraction VMT (Employees) ³	2,605,193	19.74	—
City Boundary VMT	5,501,208	—	17.65

Source: Fehr & Peers 2022a.

Notes:

¹ Based on a total existing population of 179,597 people and 131,999 employees (service population total of 311,596).

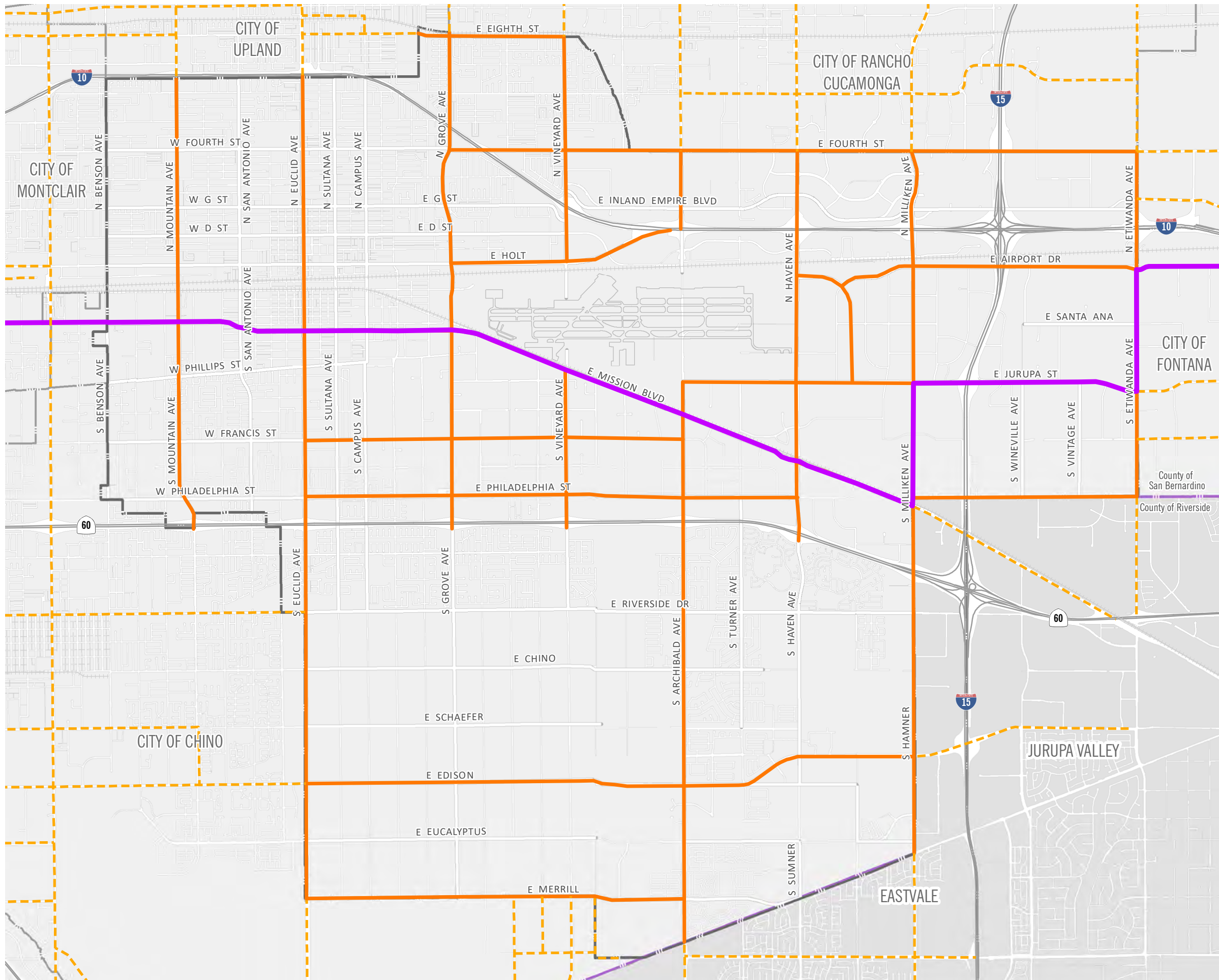
² VMT generated by trips originating or ending at homes in Ontario used for the Air Quality, Energy, and GHG sections.

³ VMT generated by trips originating or ending at employment centers in Ontario (commute VMT).

5.17.2 Thresholds of Significance






According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:


- T-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- T-2 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).
- T-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- T-4 Result in inadequate emergency access.



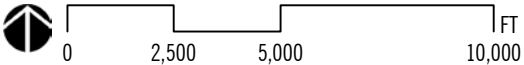
TRAFFIC

Figure 5.17-1
Truck Routes

-  Ontario City Boundary
-  County Boundary
-  State DOT Network
-  Truck Route
-  Adjacent Agency Truck Route



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THE ONTARIO PLAN
SUPPLEMENTAL EIR

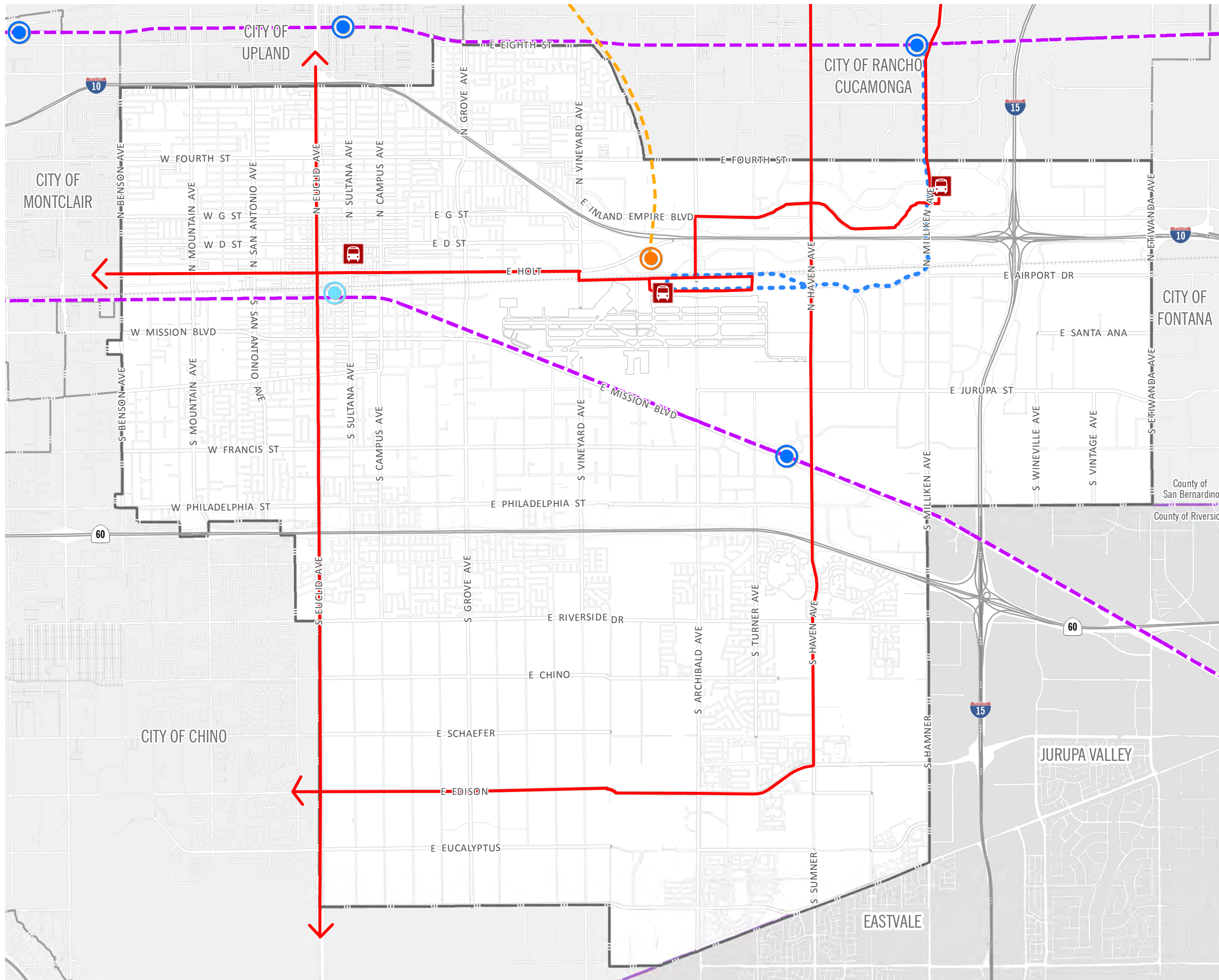


Source: The City of Ontario 2020 Date: 4/20/2022

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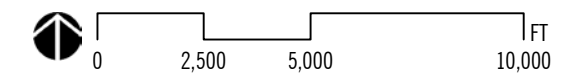
Figure 5.17-2
Public Transit

Transit Centers

- Existing Bus Transfer Center
- Existing Metrolink Station
- Amtrak Station/Proposed Metrolink Station
- Future Multimodal Transportation Center
- BRT Corridor
- Metro Goldline Extension
- Metrolink
- Future Ontario Airport Loop
- Railroad
- Ontario City Boundary
- County Boundary

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THE ONTARIO PLAN
SUPPLEMENTAL EIR



Source: The City of Ontario 2020

Date: 4/29/2022

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5.17.2.1 CITY OF ONTARIO SIGNIFICANCE THRESHOLDS

VMT Thresholds

“City of Ontario Resolution Adopting Vehicle Miles Traveled Thresholds” (June 2020) outlines the methodology for VMT assessment for land use projects and defines adopted thresholds of significance for impact assessment, as shown below. This transportation impact assessment compares VMT generated by TOP 2050 (Proposed Project) to VMT generated by the current TOP (Approved Project), reviewing total VMT and per capita VMT to provide a comprehensive assessment.

The Ontario thresholds of significance for use as part of the environmental review process under CEQA, as defined in the City’s VMT Impact Thresholds, are defined for General Plans and Specific Plans. The thresholds of significance are:

- **Criterion 1: Origin Destination (OD) Method VMT/SP.** Any increase in the citywide average VMT per service population (VMT/SP) of TOP 2050 (Proposed Project) compared to the current TOP (Approved Project) would be considered a significant impact.
- **Criterion 2: Boundary Method Total VMT.** Any increase in the total citywide daily VMT of the TOP 2050 (Proposed Project) calculated using the Boundary Method compared to the current TOP (Approved Project) would be considered a significant impact.

Multimodal Facility Impacts

A significant impact would occur to transit, bicycle, and/or pedestrian facilities if the project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

5.17.3 Environmental Impacts

5.17.3.1 2010 CERTIFIED EIR

Effective July 1, 2020, California Senate Bill 743 mandated specific types of CEQA analysis of a project’s transportation impacts. Prior to implementation of SB 743, CEQA transportation analyses of individual projects typically determined impacts on the circulation system in terms of roadway delay (i.e., congestion) and/or capacity usage at specific locations, such as street intersections or freeway segments. SB 743 required changes, including the elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining transportation impacts. The purpose of SB 743 is to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Under SB 743, a project’s effect on automobile delay shall not constitute a significant environmental impact under CEQA. Therefore, LOS and similar vehicle delay or capacity metrics may no longer serve as transportation impact metrics for CEQA analysis. The California Office of Planning and Research updated the CEQA Guidelines and provided a final technical advisory (December 2018), which recommends VMT as the most appropriate measure of transportation impacts under CEQA. The California Natural Resources Agency certified and adopted the CEQA Guidelines, including the Guidelines section

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implementing SB 743. The changes were approved by the Office of the Administrative Law and are in effect. The 2010 Certified EIR concluded that buildout of the Land Use Plan would contribute to the cumulatively significant freeway LOS impacts; however, as stated previously, these are no longer considered environmental impacts.

The 2010 Certified EIR identified that circulation improvements under the recommended circulation plan would be designed to adequately address potential hazardous conditions, potential conflicting uses, and emergency access. Furthermore, the recommended circulation plan complied with adopted policies, plans, and programs for alternative transportation.

5.17.3.2 PROPOSED PROJECT

Methodology

TOP 2050 Mobility Element roadway classifications is shown on Figure 5.17-3, *Roadway Classification*. The San Bernardino Traffic Analysis Model (SBTAM) was utilized to estimate VMT for the Proposed Project. The model has an updated base year land use that reflects a 2016 base year and a 2040 future year, consistent with the 2020 SCAG RTP/SCS. The base year land uses in SBTAM for Ontario were updated to reflect the existing land use inventory. The future year land use datasets and roadway network in Ontario were updated to be consistent with a 2050 future year that reflects the buildout of the current TOP (Approved Project) and TOP 2050 (Proposed Project). Table 5.17-2, *Approved TOP VMT*, and Table 5.17-3, *Ontario TOP 2050 VMT*, show the VMT of the Approved Project and Proposed Project, respectively, using three VMT methodologies (described below)—Project/Attraction (PA) VMT for informational purposes; VMT using the Origin-Destination (OD) methodology for the Transportation (VMT/SP), Air Quality, Energy, GHG, and Noise sections; and Boundary method VMT to identify total VMT impacts under the City of Ontario VMT methodology.

Table 5.17-2 Approved TOP VMT

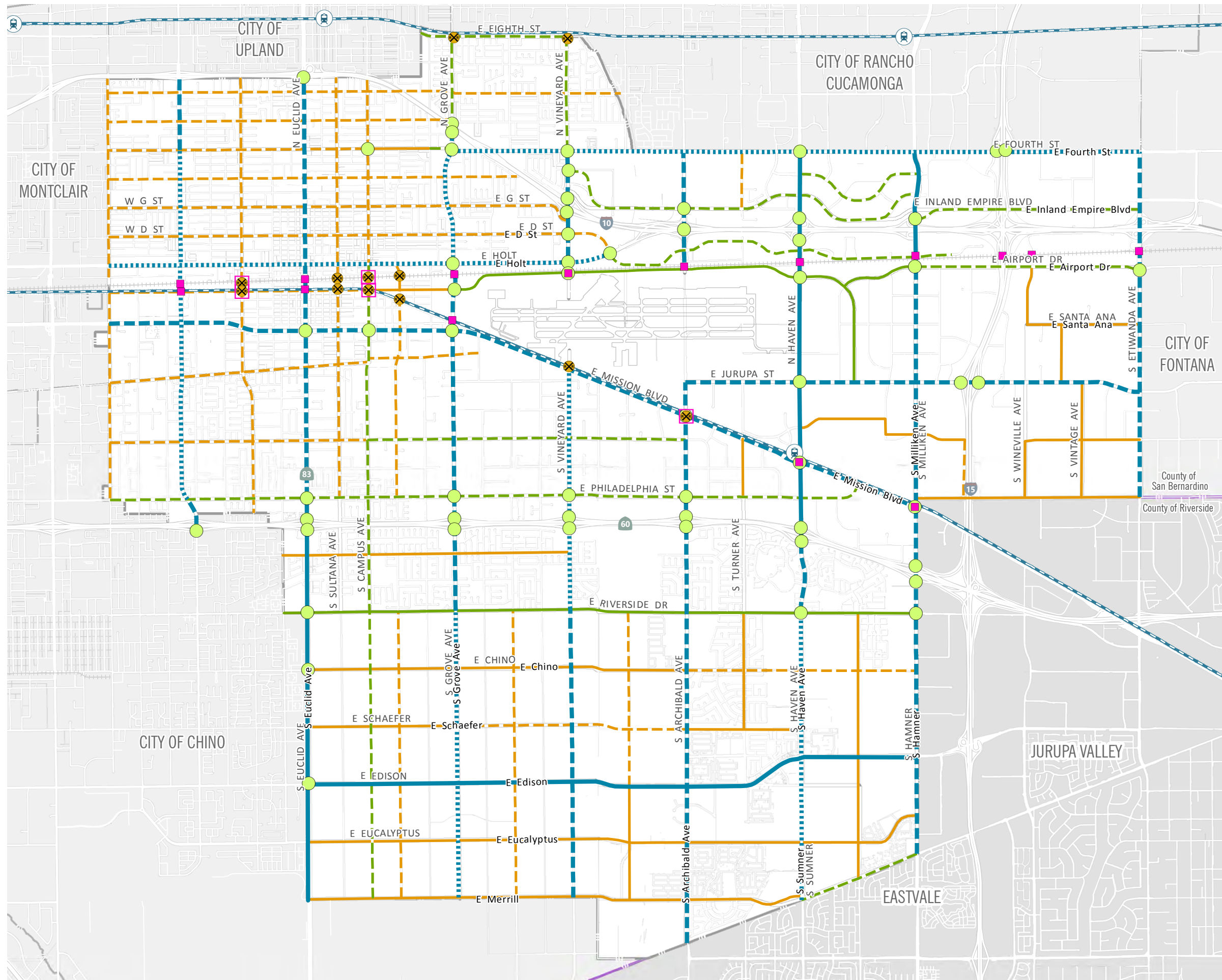
Scenario	Total Daily VMT	VMT/Resident or VMT/Employee ¹	VMT/SP ¹
Origin-Destination (OD) VMT ²	19,968,991	—	29.76
Home-Based Production VMT (Residents) ³	5,325,347	14.88	—
Home-Based-Work Attraction VMT (Employees) ³	5,112,536	16.33	—
City Boundary VMT	8,231,685	—	12.27

Source: Fehr & Peers 2022a.

¹ Based on a total Approved TOP population of 357,957 people and 313,067 employees (service population total of 671,024).

² VMT generated by trips originating or ending at homes in Ontario used for the Air Quality, Energy, and GHG sections.

³ VMT generated by trips originating or ending at employment centers in Ontario (commute VMT).



TRAFFIC

Figure 5.17-3
Roadway Classifications

- Principal Arterial**
 - 8 Lanes
 - 6 Lanes
 - 4 Lanes
- Minor Arterial**
 - 6 Lanes
 - 4 Lanes
- Collector**
 - 4 Lanes
 - 2 Lanes
- Enhanced Intersections
- Rail Crossings**
 - Existing At-Grade Crossing
 - Existing Grade-Separated Crossing
 - Future Grade-Separated Crossing
- Metrolink
- Metrolink Station
- Railroad
- Ontario City Boundary
- County Boundary



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Table 5.17-3 TOP 2050 VMT

Scenario	Total Daily VMT	VMT/Resident or VMT/Employee ¹	VMT/SP ¹
Origin-Destination (OD) VMT ²	20,197,558	—	28.59
Home-Based Production VMT (Residents) ³	5,474,507	13.34	—
Home-Based-Work Attraction VMT (Employees) ³	4,802,799	16.23	—
City Boundary VMT	8,320,682	—	11.78

Source: Fehr & Peers 2022a.

¹ Based on a total TOP 2050 population of 410,492 people and 296,002 employees (service population total of 706,494).

² VMT generated by trips originating or ending at homes in Ontario used for the Air Quality, Energy, and GHG sections.

³ VMT generated by trips originating or ending at employment centers in Ontario (commute VMT).

Production/Attraction VMT

The Production/Attraction (PA) method for calculating VMT sums all weekday VMT generated by trips with at least one trip end in the study area by trip purpose. The PA method tracks trips with at least one trip end in the analysis area to/from their ultimate destination unless that destination is outside of the model boundary area. Productions are land use types that generate trips (residences), and attractions are land use types that attract trips (employment). Productions and attractions are converted from person trips to vehicle trips for the purposes of calculating VMT for transportation impacts.

The PA method allows project VMT to be evaluated based on trip purpose (e.g., commute VMT), which is consistent with OPR recommendations in the Technical Advisory (OPR 2018). PA matrices do not include external trips that have one trip end outside of the model boundary or truck trips, and therefore do not include these trips in the VMT estimates. This is not consistent with the OPR recommendations that suggest full accounting of VMT should be completed.

Origin/Destination VMT

The Origin/Destination (OD) method for calculating VMT sums all weekday VMT generated by trips with at least one trip end in the study area and tracks those trips to their estimated origins/destinations within the model boundary. The OD method is completed after the final loops of assignment in the travel demand model (after person trips have been converted to total vehicle trips). Origins are all vehicle trips that start in a specific traffic analysis zone, and destinations are all vehicle trips that end in a specific traffic analysis zone. The OD method accounts for external and truck trips, and therefore provides a more complete estimate of all VMT in the study area. This methodology is used to estimate VMT for the Air Quality, Noise, and Energy sections of this SEIR (see Appendix J).²

² The air quality, energy, and GHG analyses also account for the recommendations of CARB's Regional Targets Advisory Committee (RTAC). Under the RTAC methodology, 100 percent of internal-to-internal trips and 50 percent of internal-to-external or external-to-internal trips are accounted for. These estimates for each scenario and by vehicle type (passenger car, light truck, medium truck and heavy truck) are provided in Attachment A of the VMT Memorandum.

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Boundary Method VMT

The boundary method is the sum of all weekday VMT on a roadway network within a designated boundary. Boundary method VMT estimates VMT by multiplying the number of trips on each roadway segment by the length of that segment. This approach uses all trips, including those that do not begin or end in the designated boundary, and is another way to summarize VMT. This is the only VMT method that captures the effect of cut-through and/or displaced traffic. The boundary used in the VMT assessment is the Ontario city limits.

Impact Analysis

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.17-1: The Proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. [Threshold T-1]

The 2010 Certified EIR found that the recommended circulation plan of the Approved Project would comply with adopted policies, plans, and programs for alternative transportation. TOP 2050 includes additional goals and policies to address alternative transportation systems. Section 5.11, *Land Use and Planning*, includes a consistency analysis with SCAG's Connect SoCal.

Transit

The Public Transit Plan (see Figure 5.17-2) is focused on providing efficient connectivity and integration via coordinated bus transfer centers and multimodal terminals. Elements identified include collaborating with regional transit agencies to provide for more extensive and frequent basic local bus service, higher-speed bus rapid transit (BRT) corridors for longer trips, more Metrolink trains in all directions, convenient transfer centers, and future land use patterns that are more suitable for transit users.

Additional alternative transportation elements include support for rail or high-speed rail systems and supporting feeder and distribution systems to move people to and from the rail stations.

TOP 2050 includes the following policies to encourage and provide access to the regional transit network.

- **M-3.1: Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas.
- **M-3.2: Alternative Transit Facilities at New Development.** We require new development adjacent to an existing or planned transit stop to contribute to the creation of transit facilities, such as bus shelters, transit bays and turnouts, and bicycle facilities, such as secure storage areas.
- **M-3.3: Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.

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- **M-3.4: Bus Rapid Transit (BRT) Corridors.** We work with regional transit agencies to implement BRT service and reduce vehicle miles traveled by targeting destinations and corridors with the highest number of potential riders.
- **M-3.5: Light Rail.** We support the extension of the Metro Rail Gold Line to Ontario, and will work to secure station locations at the proposed multimodal transit center.
- **M-3.6: Metrolink Expansion.** We advocate expansion of Metrolink service to include the Downtown and the multimodal transit center.
- **M-3.7: High-Speed Rail.** We encourage the development of high-speed rail systems that would enhance regional mobility in Southern California and serve the City of Ontario.
- **M-3.8: Feeder Systems.** We work with regional transit agencies to secure convenient feeder service from the Metrolink station and the proposed multimodal transit center to employment centers in Ontario.
- **M-3.9: Ontario Airport Metro Center Circulator.** We will explore the development of a convenient mobility system, including but not limited to shuttle service, people mover, and shared car system, for the Ontario Airport Metro Center.
- **M-3.10: Multimodal Transportation Center.** We intend to ensure the development of a multimodal transportation center near ONT airport to serve as a transit hub with amenities for transit riders, pedestrians, and bicyclists transitioning to local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center Circulator, and other future transit modes. We support locations for the multimodal transportation center that are north of ONT airport, between Vineyard Avenue and Interstate 15.
- **M-3.11: Transit and Community Facilities.** We require the future development of community-wide serving facilities to be sited in transit-ready areas that can be served and made accessible by public transit. Conversely, we plan (and coordinate with other transit agencies to plan) future transit routes to serve existing community facilities.

Therefore, implementation of TOP 2050 would not interfere with or obstruct the implementation and usage of transit systems.

Nonmotorized Transportation

TOP 2050 would create a comprehensive system of on- and off-street bikeways that connect residential areas, businesses, schools, parks, and other destination points (see Figure 5.17-4, *Multipurpose Trails & Bikeways*). The recommended strategies and approaches for transit and nonmotorized transportation would expand alternative transportation options in Ontario (see TOP 2050 Mobility Element). The City's goal is to provide an off-street multipurpose pedestrian and bicycle trail system, a Class II on-street striped bicycle system, and a Class III on-street signed bicycle system. The Class III bikeways would be used to connect multipurpose trails and Class II bikeways. In addition, development of mixed-use areas would provide more walkable communities and would

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require infrastructure improvements that encourage both walking and bicycle trips. Furthermore, mixed-use developments would reduce the distance traveled between services and amenities, and higher density areas would better utilize public transit and nonmotorized transportation due to the critical mass required to make these viable options for people. Overall, integrating these two approaches to transit and nonmotorized transportation in conjunction with the development of mixed-use areas would contribute to reducing VMT in Ontario.

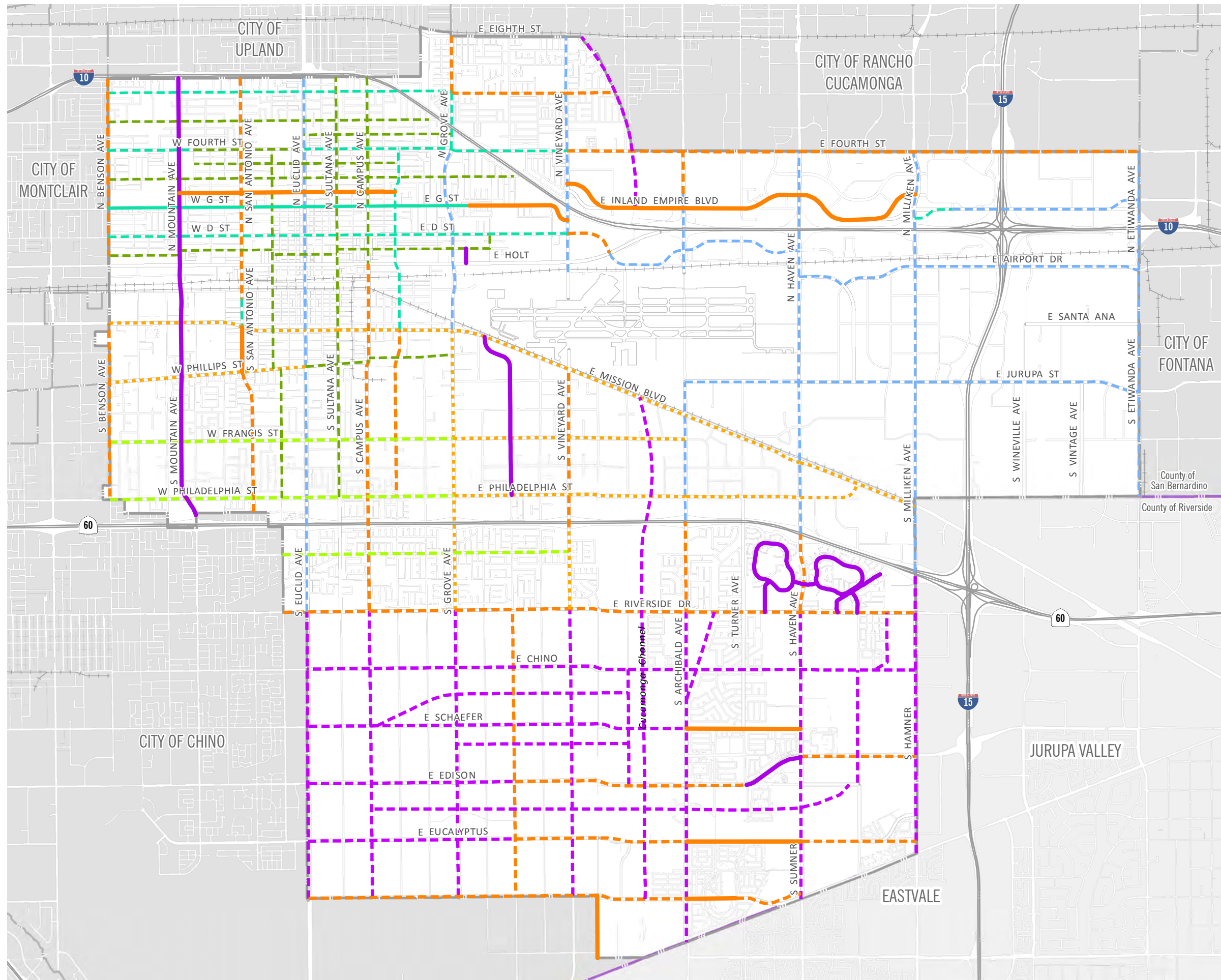
TOP 2050 includes the following policies to enhance connectivity to the City's nonmotorized transportation network:

- **M-1.4: Complete Streets.** We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.
- **M-2.1: Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.
- **M-2.2: Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our preferred paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.
- **M-2.3: Pedestrian Walkways.** We require streets to include sidewalks and visible crosswalks at major intersections where necessary to promote safe and comfortable mobility between residential areas, businesses, schools, parks, recreation areas, and other key destination points.
- **M-2.4: Network Opportunities.** We use public rights-of-way and easements, such as utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed-use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity.

Therefore, implementation of TOP 2050 would not interfere with or obstruct the implementation and usage of nonmotorized transportation.

Connect SoCal

TOP 2050 is consistent with Connect SoCal, as shown in Section 5.11, *Land Use and Planning*. The goals of the RTP/SCS focus on transit, transportation and mobility, and protection of the environment and health of residents.



TRAFFIC

Figure 5.17-4
 Multipurpose Trails & Bikeways

- Ontario City Boundary
- County Boundary
- Rail Network
- Existing Trail & Bike Network**
 - Multipurpose Trail (Class I)
 - Bike Lane (Class II)
 - Bike Route (Class III)
- Proposed Trail & Bike Network**
 - Multipurpose Trail (Class I)
 - Bike Lane (Class II)
 - Buffered Bike Lane (Class II)
 - Bike Lane (Class II)/Bike Route (Class III)
 - Bike Boulevard (Class III)
 - Bike Route (Class III)
 - Additional Studies Required

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THE ONTARIO PLAN
 SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2022 Date: 4/29/2022

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TOP 2050 proposes the following changes to the Mobility Element that have the potential to affect infrastructure projects identified in the RTP:

- **RTP ID 4A04220.** *Widen Schaefer Ave from Euclid Avenue to Haven Avenue from zero to four lanes.* TOP 2050 would eliminate the bridge connection on Schaefer Avenue between Ontario Avenue and Archibald Avenue. A VMT forecast with and without removal of the Schaefer Bridge was conducted with the Boundary Method to determine whether this change would increase or decrease VMT. The results indicated that VMT in Ontario would decrease by 8,729 VMT per weekday within the city limits. This indicates that removing this project would result in a benefit to VMT in the City.
- **RTP ID 4160063.** *Widen State Street from Bon View Avenue to Grove Avenue from two to four lanes.* TOP 2050 would retain State Street as a two-lane facility.
- **RTP ID 4A07327.** *Widen four-lane bridge on Holt Boulevard over Cucamonga Creek to six lanes.* TOP 2050 would retain Holt Boulevard as a four-lane facility east of Vineyard Avenue.
- **RTP ID 2002160-20150201.** *Widen Grove Avenue between Fourth Street and State Street/ Airport Drive from four to six lanes.* TOP 2050 would retain Grove Avenue as a four-lane facility north of State Street.

The Proposed Project would not result in a new or a substantial increase in magnitude of impacts related to consistency with transit, bicycle, and pedestrian plans compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

Impact 5.17-2: The Proposed Project would generate a substantial increase in total VMT compared to the Approved Project. [Threshold T-2]

Table 5.17-4, *VMT Comparison of TOP 2050 to the Approved TOP*, shows that Boundary VMT is higher under the Proposed Project than the Approved Project within the Ontario city boundary (VMT Threshold 2); however, the OD method VMT/SP is lower under the Proposed Project, indicating more efficient mix of land uses (VMT Threshold a). Since there would be a net increase in total citywide Boundary VMT from Approved TOP to TOP 2050, the Proposed Project is anticipated to result in a significant transportation impact related to VMT. This is primarily due to the increase in population accommodated by the Proposed Project.

Table 5.17-4 VMT Comparison of TOP 2050 to the Approved TOP

Scenario	Approved TOP	Proposed TOP	Difference	Significant
Criterion 1: OD-Method VMT/SP ¹	29.76	28.59	-1.17	No
Criterion 2: City Boundary VMT	8,231,685	8,320,682	88,997	Yes

Source: Fehr & Peers 2022a.

¹ Based on a total Approved TOP population of 357,957 people and 313,067 employees (service population total of 671,024). Based on a total TOP 2050 population of 410,492 people and 296,002 employees (service population total of 706,494).

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TOP 2050 includes goals and policies to offset VMT impacts by creating greater access to transit and enhanced alternative transportation modes (see policies for Goal M-2 under Impact 5.17-1). In addition, the following policies encourage reduced VMT through land use planning and design.

- **LU-1.1: Strategic Growth.** We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, foster the development of transit, and support the expansion of the active and multimodal transportation networks throughout the City.
- **LU-1.2: Sustainable Community Strategy.** We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.
- **LU-1.4: Multimodal Mobility.** We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on active transportation, transit, electric vehicles, and multimodal transportation opportunities.
- **CE-1.12: Circulation.** We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles.
- **M-1.2: Mitigation of Impacts.** We require development to mitigate its traffic impacts.
- **M-1.6: Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.
- **CD-2.5: 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.
- **CD-2.6: Connectivity.** We promote development of street patterns, multimodal networks, and connected public spaces that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent “islands” through the following means: 1) Local streets that provide access both between subdivisions and within neighborhoods and discourage through traffic; 2) 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 provide adequate emergency and evacuation access; and 3) Pedestrian and bicycle networks that provide convenient access to neighborhoods and nearby destinations, such as schools, parks, other public spaces, commercial areas, and transit stops.
- **CD-2.16: Transit Stops.** We require transit stops be conveniently located, well lit, safe, and accessible to pedestrians, bicyclists, and people of all abilities.

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- **CD-3.2: Comfortable, Human-Scale Public Realm.** We require that public spaces, including streets, parks, and plazas on both public and private property be designed to maximize safety, comfort, and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.
- **CD-3.3: Complete and Connected Network.** We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and designed to maximize safety, comfort, and aesthetics.
- **CD-3.5: Active Frontages.** We create lively pedestrian streetscapes by requiring primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).

Even with the additional goals, policies, and actions related to VMT reduction identified as part of TOP 2050, which are not reflected in the traffic modeling, the Proposed Project is not anticipated to reduce the impact of increased total VMT. Therefore, VMT impacts of TOP 2050 would result in a new significant impact compared to the Approved Project.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.17-3: The Mobility Element adequately addresses potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access. [Threshold T-3 and T-4]

The 2010 Certified EIR found that circulation improvements under the recommended circulation plan would be designed to adequately address potential hazardous conditions, potential conflicting uses, and emergency access.

The majority of the population growth associated with TOP 2050 would occur in Ontario Ranch. As identified in the City's Roadway Classification map (see Figure 5.17-3), there is substantial improvements in transportation infrastructure planned to accommodate the increase in population in the City in the event of an emergency. The City has adopted roadway classification standards in Policy M-1.1 that include roadway design standards as part of TOP 2050, precluding the construction of any unsafe features.

- **M-1.1. Roadway Design and Maintenance.** We require our roadways to: 1) Comply with federal, state, and local design and safety standards; 2) Meet the needs of multiple transportation modes and users; 3) Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; 4) Be maintained in accordance with best practices; 5) Be compatible with the streetscape and surrounding land uses; and 6) Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand implementation strategies.

Additionally, a review of emergency access is included as part of the City's Design Review process. According to the City's Local Hazard Mitigation Plan (2018), interstate highways would serve as major emergency response

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and evacuation routes (see Figure 5.17-5, *Evacuation Routes*). Additionally, the Ontario Fire Department reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to transportation hazards and emergency access compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant impact.

5.17.4 Cumulative Impacts

The cumulative effect for transportation impacts is the SBCTA region. Cumulative traffic impacts consider the impacts of future growth and development in the SBCTA region. As identified above, TOP 2050 would result in a significant cumulative impact for VMT as a result of a substantial increase in population within the City. Therefore, VMT impacts of TOP 2050 are cumulatively considerable.

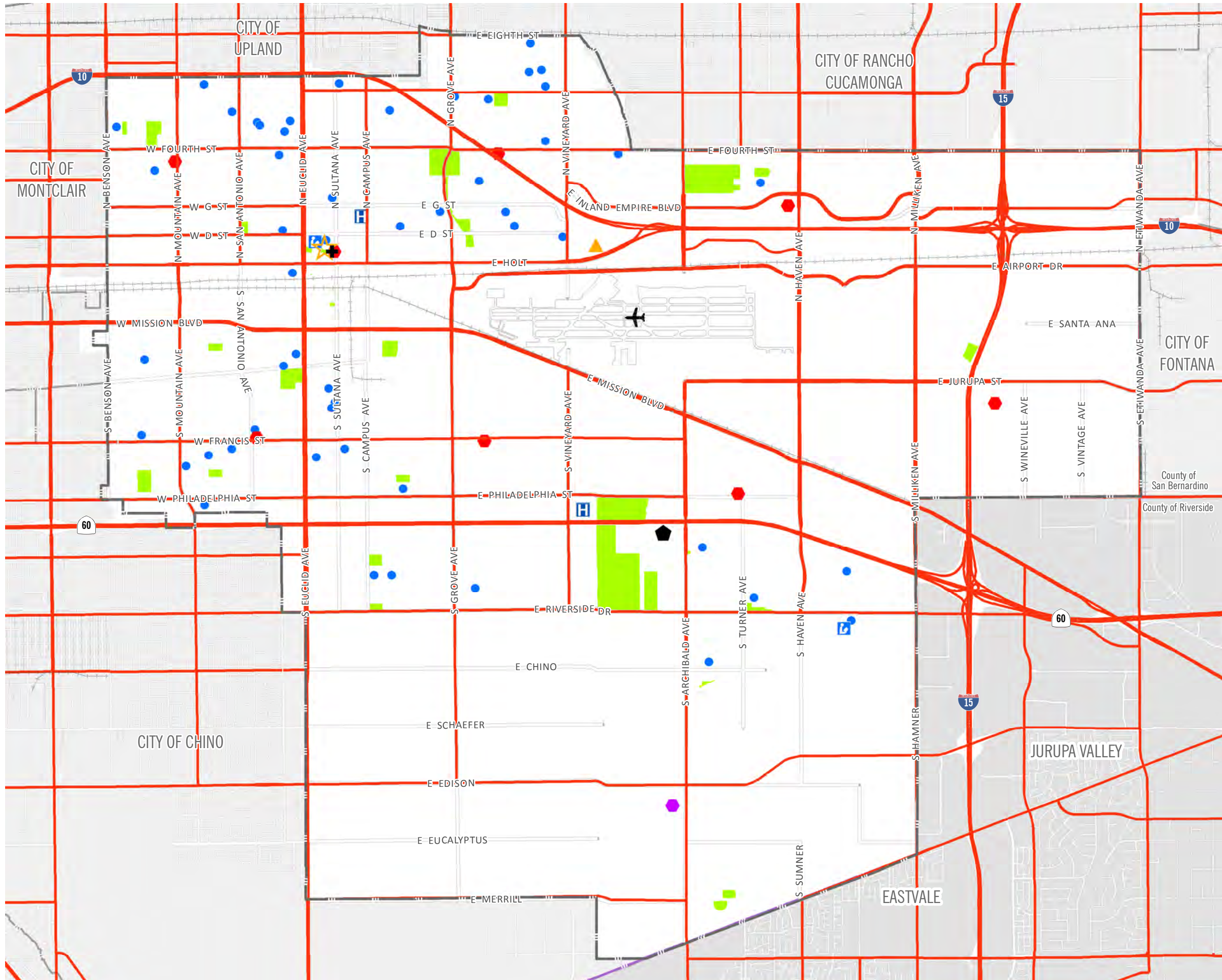
The Proposed Project is consistent with adopted policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities, and the performance and safety of such facilities, and would not combine with other area projects to result in significant impacts to such facilities. Impacts associated with alternative transportation polices are less than significant.

According to the City's Local Hazard Mitigation Plan (2018), interstate highways would serve as major emergency response and evacuation routes. Additionally, the Ontario Fire Department reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Review of emergency access is also included as part of the City's Design Review process. Therefore, impacts to emergency response and evacuation are less than significant; and therefore, less than cumulatively considerable.

5.17.5 Relevant New and Modified TOP Policies

As described above, TOP 2050 includes the following policies relevant to transportation: CE-1.12, M-1.2, M-3.6 through M-3.9, and M-3.11. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. Modified TOP 2050 policies that reduce potential transportation impacts of the Proposed Project are summarized below:

- **LU-1.1: 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, and support the expansion of the active and multimodal transportation networks throughout the City.
- **LU-1.2: Sustainable Community Strategy.** We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.



TRAFFIC

Figure 5.17-5
Evacuation Routes

- Ontario City Boundary
- County Boundary
- Evacuation Routes
- Critical Facilities**
- City Hall
- EOC
- Police Headquarters
- Convention Center
- Fire Station
- New Fire Station
- Airport
- Hospital
- Library
- Public & Private Schools
- Park
- Rail Network

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THE ONTARIO PLAN
 SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2021 Date: 3/4/2022

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- **LU-1.4: Multimodal Mobility.** We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on active transportation, transit, electric vehicles, and multi-modal transportation opportunities.
- **M-1.1: Roadway Design and Maintenance.** We require our roadways to: 1) Comply with federal, state, and local design and safety standards; 2) Meet the needs of multiple transportation modes and users; 3) Handle the capacity envisioned in the Functional Roadway Classification Plan, City of Ontario Master Plan of Streets and Highways; 4) Be maintained a peak hour Level of Service (LOS) E or better at all intersections, in accordance with best practices; 5) Be compatible with the streetscape and surrounding land uses; and 6) Be maintained in accordance with best practices and our Right-of-Way Management Plan. Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies.
- **M-1.3: Agency Coordination on Roadway Improvements.** We work with Caltrans, ~~SANBAG, SBCTA,~~ and others to identify, fund, and implement needed improvements to roadways ~~identified in the Functional Roadway Classification Plan~~ when necessary. We work with neighboring jurisdictions to promote regional connectivity, access and meet operational level of service standards at the city limits.
- **M-1.54: Complete Streets.** We work to provide a complete, balanced, context-aware sensitive, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.
- **M-1.5: Level of Service.** Maintain a peak hour Level of Service (LOS) E or better at all intersections. Maintain Level of Service D or better on arterial streets in the City. Develop and maintain a list of locations where LOS E or LOS F are considered acceptable and would be exempt from this level of service policy. Considerations for LOS exemption include being restricted by environmental constraints, lacking available right-of-way, deterring an increase in VMT, or degrading other modes of travel (such as bicycle or pedestrian infrastructure).
- **M-1.6: Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.
- **M-2.1: ~~Bikeway Plan~~ Active Transportation.** We maintain our ~~Multipurpose Trails & Bikeway Corridor~~ Active Transportation Master Plan to create a comprehensive system of on-and off-street bikeways ~~that~~ and pedestrian facilities that are safe, comfortable, accessible, and connect residential areas, businesses, schools, parks, and other key destination points.
- **M-2.2: Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our primary preferred paths of travel and use the Class III for connectivity in constrained circumstances. When truck

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routes and bicycle facilities share a right-of-way we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.

- **M-2.3: Pedestrian Walkways.** We require ~~walkways that streets~~ to include sidewalks and visible crosswalks at major intersections where necessary to promote safe and convenient travel comfortable mobility between residential areas, businesses, schools, parks, recreation areas, and other key destination points.
- **M-2.4: Network Opportunities.** We ~~explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of use public rights-of-way and easements, such as utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed-use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity.~~
- **M-3.1: Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas.
- **M-3.2: ~~Transit Facilities at New Development~~ Alternative Transit Facilities at New Development.** We require new development to ~~provide adjacent to an existing or planned transit stop to contribute to the creation of~~ transit facilities, such as bus shelters, transit bays and turnouts, as necessary and bicycle facilities, such as secure storage areas.
- **M-3.3: Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.
- **M-3.4: Bus Rapid Transit (BRT) Corridors.** We work with regional transit agencies to implement BRT service and ~~to reduce vehicle miles traveled by targeting destinations and along corridors, as shown in the Transit Plan with the highest number of potential riders.~~
- **M-3.5: Light Rail.** We support extension of the Metro Rail Gold Line to Ontario, and will work to secure station locations ~~adjacent to the Meredith site and at the proposed multimodal transit center.~~
- **M-3.10: Multimodal ~~Transit-Transportation~~ Center.** We intend to ensure the development of a multimodal ~~transit-transportation~~ center near LAONT airport to serve as a transit hub with amenities for transit riders, pedestrians, and bicyclists transitioning to local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center eCirculator, and other future transit modes. We support locations for the multimodal transportation center that are north of ONT airport, between Vineyard Avenue and Interstate 15.
- **M-4.1: Truck Routes.** We designate and maintain a network of City truck routes that provide for the effective safe and efficient transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown ~~in the on Exhibit M-04, Truck Routes Plan. We will minimize conflicts~~

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on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.

- **M-4.2: Regional Planning.** We work with regional and subregional transportation agencies and adjacent cities to plan and implement goods movement strategies, including ~~those regional truck routes, plans and projects~~ that improve mobility, deliver support the efficient movement of goods efficiently, and minimize negative environmental impacts.
- **M-4.4: Environmental Considerations.** We support both local and regional efforts to reduce/eliminate the negative environmental impacts of goods movement through the planning and implementation of truck routing and the development of a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking.
- **M-4.5: Air Cargo.** We support and promote an ~~LAONT~~ that accommodates 1.6 million tons of cargo per year as long as the impacts associated with that level of operations are planned for and mitigated.
- **M-5.2: Land Use Compatibility with Regional Transportation Facilities.** We work with ~~LAWA-ONT~~, railroads, Caltrans, ~~SANBAG SBCTA~~, and other transportation agencies to minimize impacts.
- **CD-2.5: 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.
- **CD-2.6: Connectivity.** We promote development of local street patterns, ~~and pedestrian multimodal networks, and connected public spaces~~ that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent “islands” through the following means: 1) ~~Local street patterns networks~~ that provide access both between subdivisions and within neighborhoods and discourage through traffic; 2) ~~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 to provide adequate emergency and evacuation access; and 3) Pedestrian and bicycle networks that provide convenient access to neighborhoods, centers, public and nearby destinations such as 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 other public spaces, commercial areas, and transit stops.
- **CD-~~32.716~~: Transit Stops.** We require transit stops be conveniently located, well lit, safe, ~~appealing to and clearly accessible by~~ to pedestrians, bicyclists, and people of all abilities.
- **CD-~~3.12~~: Design Comfortable, Human-Scale Public Realm.** We require that ~~pedestrian, vehicular, bicycle and equestrian circulation public spaces, including streets, parks, and plazas~~ on both public and private property be ~~coordinated and~~ designed to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.

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- **CD-3.23: Connectivity Between Streets, Sidewalks, Walkways and Plazas Complete and Connected Network.** We require landscaping and paving be used to optimize visual connectivity between streets, sidewalks, walkways and plazas for pedestrians that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.
- **~~CD-3.45: Ground Floor Usage of Commercial Buildings~~ Active Frontages.** We create lively pedestrian streetscapes by requiring the location of uses, such as shopping, galleries, restaurants, etc., primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).

5.17.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.17-1 and 5.17-3.

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

- **Impact 5.17-2** The Proposed Project would generate a substantial increase in total VMT compared to the Approved Project.

5.17.7 Mitigation Measures

5.17.7.1 MITIGATION MEASURES FROM THE 2010 CERTIFIED EIR

The following mitigation measure was taken directly from the 2010 Certified EIR. Modifications to the original mitigation measures are identified in ~~strikeout~~ text to indicate deletions and underlined to signify insertions. This mitigation measure has been removed because it is no longer applicable; it regards level of service, which is no longer a CEQA impact under SB 743.

~~16-1 The Mobility Element of The Ontario Plan shall be consistent with the traffic study prepared by Kimley-Horn and Associates in 2009. Table 5.16-6 shows the recommended lane geometry for the Proposed Land Use Plan.~~

5.17.7.2 NEW MITIGATION MEASURES

Impact 5.17-2

Because the VMT impact is citywide, mitigation measures to reduce VMT would need to focus on changing or improving the citywide travel patterns, transportation network, or infrastructure. Given the uncertainty of the effectiveness of implementing these types of mitigation measures at a citywide level and of their effectiveness at reducing citywide VMT, these measure are not considered feasible for TOP 2050.

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T-1 Prior to approval of discretionary projects subject to VMT reduction analysis, applicants shall demonstrate compliance with the City’s VMT Guidelines for CEQA assessment of VMT impacts. For projects with VMT per Service Population exceeding the County’s significance threshold, a mitigation plan shall be developed and implemented. Mitigation should consist of Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with the California Air Pollution Control Officers Association’s (CAPCOA) *Final Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (2021) and approved by the City of Ontario (if applicable). Examples of measures include but are not limited to:

- Pedestrian Network Improvements: constructing new sidewalks and/or improving damaged or substandard sidewalks that connect to a larger pedestrian network.
- Construct or Improve Bike Facilities: constructing new or enhancing a single existing Class I, II or IV bike facility that connects to a larger bike network.
- Construct or Improve Bike Boulevards: implementing a Class III bike boulevard on a local or collector street that is one travel lane in each direction, has a design speed of 25 mph or less and a design volume of 5,000 ADT or less.
- Expand Bikeway Networks: constructing a network of interconnected new Class I, II, or IV bike facilities.
- Provide End of Trip Bicycle Facilities: constructing facilities that support cyclists such as bike parking, lockers, and showers.
- Implement Transit-Supportive Roadway Treatments: funding infrastructure improvements such as traffic signal modifications and roadway signing and striping that are dedicated to improving transit travel times and reliability.
- Transit Passes: providing discounted or free transit fare to a specific geographic area, population group, or to the general public.
- Vanpool Program: providing groups of 5 to 15 people with direct shuttle service between their workplace and residence.
- Carshare Program (conventional or EV): providing access to a shared fleet of on-demand vehicles for short-term use/rental. Best practice is to discount carshare membership and provide priority parking for carshare vehicles to encourage use of the service.
- Bikeshare Program (conventional or EV): providing access to a shared fleet of on-demand bicycles for short-term use/rental. Best practice is to discount bikeshare membership and dedicate bikeshare parking to encourage use of the service.
- Rideshare Program: providing access to and encouraging the use of a ridesharing platform or service. This could be an app, website, or other service that provides ride-matching coordination services.

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- Community-Based Travel Planning (CBTP): CBTP is a residential based approach to outreach, performed by trained advisors, that provides households within a targeted geographic area with customized information, incentives, and support to encourage the use of transportation alternatives in place of single occupancy vehicles.
- Commute Trip Reduction (CTR) Program: CTR programs can be mandatory or voluntary, and involve providing information, coordination, services, infrastructure, and/or incentives for alternative modes such as ridesharing, vanpool, transit passes, and cycling.

5.17.8 Level of Significance After Mitigation

Impact 5.17-2

As shown in Table 5.17-4, total VMT would increase under the Proposed Project compared to the Approved Project, primarily as a result of the increase in residential land use in the City. Mitigation Measure T-1 would reduce potential impacts for future development projects to the extent feasible. Future development projects consistent with TOP 2050 would need to consider transportation demand management (TDM) measures consistent with those identified in the Mobility Element. TDM techniques include incentives to use transit; incentives to form carpools rather than drive alone; and making home, work, and shopping closer together to shorten travel distances. VMT impacts under the Proposed Project would remain. Impact 5.17-2 would be **significant and unavoidable**.

5.17.9 References

- California Air Pollution Control Officer's Association (CAPCOA). 2021, December 15. *Final Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*. https://www.airquality.org/ClimateChange/Documents/Final%20Handbook_AB434.pdf.
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- . 2020, June 16. Resolution Adopting Vehicle Miles Traveled Thresholds for Determining Significance of Transportation Impacts Through the California Environmental Quality Act in Conformance with SB 743.
- . 2022, January 24 (accessed). Traffic Division. <https://www.ontarioca.gov/TrafficEngineering>.

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- . 2021. San Bernardino Countywide Transportation Plan: Interim 2021 Update (Draft). Introduction and Executive Summary. https://www.gosbcta.com/wp-content/uploads/2019/10/SBCTA_CTP_2021Update_ExecutiveSumFinal.pdf.

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5.18 TRIBAL CULTURAL RESOURCES

Tribal cultural resources (TCR) include landscapes, sacred places, or objects with cultural value to a California Native American tribe. This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential for implementation of TOP 2050 (Proposed Project) to impact TCRs in the City of Ontario compared to the current TOP (Approved Project). Other potential impacts to cultural resources (i.e., prehistoric, historic, archeological, and disturbance of human remains) are evaluated in Section 5.5, *Cultural Resources*. The analysis in this section is based in part on the following technical study:

- *Record Search Results for The Ontario Plan 2050*. South Central Coastal Information Center (SCCIC). December 2021.

A complete copy of this records search is included as Appendix D to this SEIR. A compilation of Senate Bill 18 (SB 18) and Assembly Bill 52 (AB 52) tribal consultation letter correspondence received by the City from Native American tribes is provided in Appendix L.

5.18.1 Environmental Setting

5.18.1.1 REGULATORY BACKGROUND

Federal

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites which are on federal lands and Indian lands.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that provides a process for museums and federal agencies to return certain Native American cultural items, such as human remains, funerary objects, sacred objects, or objects of cultural patrimony, to lineal descendants and culturally affiliated Indian tribes.

State

California Public Resources Code

Archaeological resources are protected pursuant to a wide variety of state policies and regulations enumerated under the California Public Resources Code. Cultural resources are recognized as a nonrenewable resource and therefore receive protection under the California Public Resources Code (PRC) and CEQA.

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites; identify the powers and duties of the Native American Heritage Commission (NAHC); require that descendants be notified when Native American human remains are discovered; and provide for treatment and disposition of human remains and associated grave goods.

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California Health and Safety Code

The discovery of human remains is regulated by California Health and Safety Code Section 7050.5, which states that:

In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation...until the coroner...has determined...that the remains are not subject to...provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible.... The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and...has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

California Senate Bill 18

Existing law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious, ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites.

SB 18 was signed into law in September 2004 and went into effect on March 1, 2005. It places new requirements upon local governments for developments within or near “traditional tribal cultural places” (TTCP). Per SB 18, the law requires local jurisdictions to provide opportunities for involvement of California Native Americans tribes in the land planning process for the purpose of preserving traditional tribal cultural places. The Final Tribal Guidelines recommends that the NAHC provide written information as soon as possible but no later than 30 days after receiving a request to inform the lead agency if the proposed project is determined to be in proximity to a TTCP. The Final Tribal Guidelines recommends another 90 days for tribes to respond to a local government if they want to consult to determine whether the project would have an adverse impact on the TTCP. There is no statutory limit on the consultation duration. Forty-five days before the action is publicly considered by the local government council, the local government refers action to agencies, following the CEQA public review time frame. The CEQA public distribution list may include tribes listed by the NAHC who have requested consultation, or it may not. If the NAHC, the tribe, and interested parties agree upon the mitigation measures necessary for the proposed project, they are included in the project’s EIR. If the lead agency and the tribe both agree that adequate mitigation or preservation measures cannot be taken, neither party is obligated to take action.

Per SB 18, a city or county is required to consult with the NAHC and any appropriate Native American tribe prior to the adoption, revision, amendment, or update of a its general plan. Although SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, the Final Tribal Guidelines advises that SB 18 requirements extend to specific plans as well, because state planning law requires

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TRIBAL CULTURAL RESOURCES

local governments to use the same process for amendment or adoption of specific plans as general plans (defined in Government Code sec. 65453). In addition, SB 18 provides a new definition of TTCP requiring a traditional association of the site with Native American traditional beliefs, cultural practices, or ceremonies or the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. (Previously, the site was defined to require only an association with traditional beliefs, practices, lifeways, and ceremonial activities.) SB 18 law amended Civil Code Section 815.3 and adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

Assembly Bill 52

AB 52 took effect July 1, 2015, and requires inclusion of a new section in CEQA documents to analyze tribal cultural resources, which include heritage sites. Under AB 52, a TCR is defined in a similar way to TTCPs under SB 18—sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or eligible for inclusion in the California Register of Historic Resources or included in a local register of historical resources. Or the lead agency, supported by substantial evidence, chooses at its discretion to treat the resource as a TCR.

Similar to SB 18, AB 52 requires consultation with tribes at an early stage to determine whether the project would have an adverse impact on the TCRs and mitigation to protect them. Per AB 52, within 14 days of deciding to undertake a project or determining that a project application is complete, the lead agency must provide formal written notification to all tribes who have requested it. The tribe has 30 days after receiving the notification to respond if it wishes to engage in consultation. The lead agency must initiate consultation within 30 days of receiving the request from the tribe. Consultation concludes when both parties have agreed on measures to mitigate or avoid a significant effect to a TCR, or a party, after a reasonable effort in good faith, decides that mutual agreement cannot be reached. Regardless of the outcome of consultation, the CEQA document must disclose significant impacts on TCRs and discuss feasible alternatives or mitigation that avoid or lessen the impact.

5.18.1.2 EXISTING CONDITIONS

Cultural Setting

Prehistory

The archaeological record of southern California is a rich and complex continuum traditionally divided into time units based on changes in artifact types and styles. Archaeological data and correlations with ethnographic data have resulted in the determination of the following chronology for prehistoric southern California:

- **Early Man Horizon.** This period, predating 6,000 BC, is characterized by the presence of large projectile points and scrapers, suggesting reliance on hunting rather than gathering.
- **Milling Stone Horizon.** This period, from 6,000 BC to 1,000 BC, is characterized by the presence of hand stones, milling stones, choppers, and scraper planes; tools associated with seed gathering and shellfish

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processing with limited hunting activities; and evidence of a major shift in the exploitation of natural resources.

- **Intermediate Horizon.** This period, from 1,000 BC to AD 750, reflects the transitional period between the Milling Stone and Late Prehistoric Horizons. Little is known of this period, but evidence suggests interactions with outside groups and a shift in material culture reflecting this contact.
- **Late Prehistoric Period.** This period, from AD 750 to European contact, is characterized by the presence of small projectile points; use of the bow and arrow; steatite containers and trade items; asphaltum; cremations; grave goods; mortars and pestles; and bedrock mortars.

Cultural Traditions

The earliest inhabitants of the Ontario region lived in the region on a seasonal basis approximately 10,000 years ago. Later, permanent settlements formed along streams and creeks as populations used newer technologies and food resources. By 2,000 years ago, the Tongva (or Gabrielino), a group of Uto-Aztecan, Takic-speaking people, used both the coastal and inland areas on a seasonal basis. The Tongva Native Americans were intensive hunter-gatherers, gathering a variety of wild plants in the desert, mountains, and coastal areas. The Tongva are believed to have been one of the most populous and wealthy Native American tribes in southern California prior to European contact. They lived in villages that ranged from 50 to 200 inhabitants, each village owning in common the area surrounding the village. Kinship was organized by groups, with each group composed of several related families.

By the 1700s, local Native Americans in southern California had contact with Europeans. One of the earliest known records of this contact is based on Father Garcés' trip from the Mojave Desert to the coast of California through the Cajon Pass. In 1771, the Spanish established Mission San Gabriel Arcangel about 40 miles west of the area later known as the City of Ontario. Following the Spanish custom of naming local Native American tribes after nearby missions, the Tongva were called Gabrielino. At its peak, Mission San Gabriel furnished food and supplies to settlements and other missions throughout California. By the end of the century, the Gabrielino population significantly declined due to diseases introduced by Europeans. The Gabrielino people fragmented as individuals succumbed to Spanish control, fled the region, or died. However, in late 20th century there was a revival of Gabrielino culture.

Archaeological Resources

Archaeological resources are the physical remains of past human activities and can be either prehistoric or historic. Archaeological sites contain significant evidence of human activity. Generally, a site is defined by a significant accumulation or presence of: food remains, waste from the manufacturing of tools, tools, concentrations or alignments of stones, modification of rock surfaces, unusual discoloration or accumulation of soil, and/or human skeletal remains.

The earliest identified archaeological traditions were primarily in the southern California desert, San Diego County, and Channel Islands. These date to the Late Pleistocene or Early Holocene period and are variously termed either the Early Man Horizon or the San Dieguito Tradition. In southern San Bernardino County, very

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early human occupation has not been documented, but it is generally accepted that people lived in the region at least 10,000 years ago. It is understood that these people hunted, gathered, and collected the various plants and animals available from the lakes, rivers, foothills, marshlands, and grassland areas in the region. The records review at the SCCIC at California State University, Fullerton indicated 17 archeological resources in the City. However, due to the sensitive nature of cultural resources, archaeological site locations were not released. Based on the results of the research, there is potential archaeological sensitivity throughout the City (SCCIC 2021).

Native American Heritage Commission

The NAHC conducted a scared lands file search for the project site and identified 12 local representatives from Native American groups as potentially having local knowledge:

- Agua Caliente Band of Cahuilla Indians
- Gabrieleno Band of Mission Indians – Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrieleno/Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe
- Morongo Band of Mission Indians
- Quechan Tribe of the Fort Yuma Reservation
- San Manuel Band of Mission Indians
- Santa Rose Band of Cahuilla Indians
- Serrano Nation of Mission Indians
- Soboba Band of Luiseno Indians

The City notified all the tribal representatives about the proposed project on July 2, 2021, and asked for information about potential resources at or near the project site. The City received responses from Agua Caliente Band of Cahuilla Indians, Gabrieleno Band of Mission Indians – Kizh Nation, Quechan Tribe of the Fort Uma Reservation, and San Manuel Band of Mission Indians, but no consultation was requested.

5.18.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- TCR-1 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:
- i) 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

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- ii) 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. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

5.18.3 Environmental Impacts

5.18.3.1 2010 CERTIFIED EIR

The 2010 Certified EIR identified impacts to prehistoric archeological resources, which include TCRs, as a potentially significant impact of the Approved Project. As part of the 2010 Certified EIR, the City of Ontario conducted tribal consultation pursuant to SB 18 to identify resources that might be of cultural value to California Native American tribes. Mitigation Measures 5-3 and 5-4 of the 2010 Certified EIR were incorporated to reduce impacts to TCRs to less-than-significant levels.

5.18.3.2 PROPOSED PROJECT

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.18-1: Tribal cultural resources could be adversely impacted by grading activities associated with the Proposed Project. [Threshold TCR-1]

The 2010 Certified EIR found that under the Approved Project, impacts to prehistoric archeological resources, which include TCRs, would be less than significant with mitigation.

Conducting consultation early in the CEQA process allows tribal governments, public lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to TCRs, and reduce the potential for delay and conflict in the environmental review process.

Sacred Lands File Search and Consultation

The City requested a local government tribal consultation list from the NAHC on June 9, 2021. The tribal consultation list was requested in accordance with SB 18 and AB 52 requirements. The NAHC responded on June 22, 2021, and provided a list of tribes for the City to contact regarding potential consultation. The NAHC also notified the City that the result of the Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative. The City sent initial notification letters to California Native American tribes and tribal contacts on July 2, 2021, via certified mail.

SB 18 and AB 52 Consultation

In accordance with AB 52 and SB 18 requirements, the City sent invitation letters to the Native American contacts provided by the NAHC on July 2, 2021, formally inviting tribes to consult with the City on the general plan update. The intent of consultations is to provide an opportunity for interested Native American contacts to work with the City during the project planning process to identify and protect TCRs. Response letters were received from the following tribes (see also Appendix L).

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- **Agua Caliente Band of Cahuilla Indians.** The Agua Caliente Band of Cahuilla Indians responded on July 9 and August 3 that the City is not within the tribe's traditional use area, and it therefore defers to other tribes in the area.
- **Gabrieleño Band of Mission Indians–Kizh Nation.** Gabrieleño Band of Mission Indians–Kizh Nation responded on July 6 stating that the tribal government concurs with the updated plan. However, in the event of future construction or any ground disturbance, the tribal government would like to consult with the lead agency.
- **Quechan Tribe of the Fort Yuma Reservation.** Quechan Tribe of the Fort Yuma Reservation responded on July 9 and July 21 stating that the City is not within the tribe's traditional use area, and it therefore defers to other tribes in the area.
- **San Manuel Band of Mission Indians.** San Manuel Band of Mission Indians responded on July 13 and August 2 stating that TOP 2050 may impact projects in Serrano ancestral territory, and therefore is of interest to the tribe. The tribe requested additional information concerning whether the general plan updates would include any plans for museums, cultural centers, or interpretive sites. The tribe sees no conflicts with the zoning changes; however, when specific projects are planned and implemented, it might have comments and/or request formal consultation with the lead agency pursuant to CEQA (as amended, 2015) and PRC 21080.3.1.

TOP 2050 a regulatory document that sets the framework for future growth and development in the City and does not result in development in and of itself. However, future development as a result of the implementation of TOP 2050 could include grading in portions of the City with sensitivity to TCRs. Though the Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to TCRs compared to the Approved Project, grading and construction activities in undeveloped areas or redevelopment that requires deeper soil excavation than in the past could potentially disturb TCRs. Therefore, future development could potentially unearth previously unknown/unrecorded TCRs.

Level of Significance Before Mitigation: Potentially significant.

5.18.4 Cumulative Impacts

The area considered for analysis of cumulative impacts for TCR is the traditional tribal territories of the Tribes. Projects in Ontario and within the traditional tribal territories would involve ground disturbance and thus could damage TCR. Other lead agencies would consult independently with Native American tribes regarding TCRs pursuant to AB 52 and/or SB 18. Other projects would comply with state and federal laws and regulations protecting TCRs and would implement feasible mitigation measures for significant impacts identified. Therefore, cumulative impacts would be less than significant.

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5.18.5 Relevant New and Modified TOP Policies

As described above, TOP 2050 includes policies relevant to tribal cultural resources. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. New or modified TOP 2050 policies relevant to tribal cultural resource impacts are:

- **CD-4.1: Cultural Resource Management.** We update and maintain an inventory of historic sites and buildings, professional collections, artifacts, manuscripts, photographs, documents, maps, and other archives.

5.18.6 Level of Significance Before Mitigation

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

- **Impact 5.18-1** Tribal cultural resources could be adversely impacted by grading activities associated with the Proposed Project.

5.18.7 Mitigation Measures

5.18.7.1 MITIGATION MEASURES FROM THE 2010 CERTIFIED EIR

The following TCR mitigation measures from the Cultural Resources section were taken directly from the 2010 Certified EIR. These mitigation measures apply to and would be implemented for TOP 2050. Modifications to the original mitigation measures are identified in ~~strikeout~~ text to indicate deletions and underlined to signify insertions.

5-3 Upon receipt of an application for a ~~Specific Plan or a project that requires a General Plan amendment~~ proposed project subject to CEQA and ~~is~~ within the City's jurisdiction, the City's representative shall consult with the relevant tribe(s)' representative(s) to determine if the proposed project is within a culturally sensitive area to the tribe. If sufficient evidence is provided to reasonably ascertain that the site is within a ~~tribal~~ culturally sensitive area, an archaeologist shall prepare ~~then~~ a cultural resources assessment ~~prepared by an archaeologist shall be required~~. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the tribe(s). If mitigation is recommended in the CEQA document, the procedure described in Mitigation Measure 5-4 shall be followed.

5-4 Prior to the issuance of grading permits for a ~~Specific Plan or project that requires a General Plan amendment~~ proposed project for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated tribe(s) to notify them of the grading, excavation, and monitoring program. The applicant shall coordinate with the City of Ontario and the tribal representative(s) to develop mitigation measures that address the designation, responsibilities, and participation of tribal monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of

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compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City's jurisdiction.

5.18.7.2 NEW MITIGATION MEASURES

TCR-1 **Tribal Cultural Resources Monitoring.** The project archaeologist, in consultation with interested tribes, the developer, and the City of Ontario, shall develop an archaeological monitoring plan (AMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the project site. Details in the AMP shall include:

1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling;
2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists (if the tribes cannot come to an agreement on the rotating or simultaneous schedule of tribal monitoring, the Native American Heritage Commission shall designate the schedule for the onsite Native American Tribal Monitor for the proposed project);
3. The protocols and stipulations that the developer, City, Tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground disturbing activities on the site, the developer shall retain a tribal cultural monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.

Pursuant to the AMP, a tribal monitor from the consulting tribe shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities.

TCR-2 **Treatment and Disposition of Cultural Resources.** In the event that Native American cultural resources are inadvertently discovered during the course of any ground-disturbing activities, including but not limited to brush clearance, grading, trenching, etc., for the proposed project, the following procedures will be carried out for treatment and disposition of the discoveries:

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1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process;
2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Ontario with evidence of same:
 - a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed; all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality;
 - b. A curation agreement with an appropriate qualified repository in San Bernardino County that meets federal standards per 36 CFR Part 79, and therefore the resource would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility in San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation;
 - c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, materials shall be curated at the San Bernardino County Museum by default;
 - d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, County Museum, and consulting tribes.

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5.18.8 Level of Significance After Mitigation

Impact 5.18-1

Mitigation Measures 5-3 and 5-4 and new Mitigation Measures TCR-1 and TCR-2 would reduce potential impacts associated with TCRs to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to TCRs remain.

5.18.9 References

Ontario, City of. 2010. The Ontario Plan Environmental Impact Report. State Clearinghouse No. 2008101140. <https://www.ontarioplan.org/environmental-impact-report/>.

South Central Coastal Information Center. 2021, December 2. Record Search Results for The Ontario Plan 2050.

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5.19 UTILITIES AND SERVICE SYSTEMS

This section of the Draft Supplemental Environmental Impact Report (SEIR) addresses the potential for implementation of the TOP 2050 (Proposed Project) to impact utilities and service systems in the City of Ontario compared to the current TOP (Approved Project). Utilities and service systems include water supply and distribution systems; wastewater (sewage) conveyance and treatment; storm drainage systems; solid waste collection and disposal services; and other public utilities. Impacts to hydrology (e.g., flooding) and water quality can be found in Section 5.10, *Hydrology and Water Quality*. Impacts to electricity and natural gas systems can be found in Section 5.6, *Energy*. Cumulative impacts are based on the service areas of Ontario Municipal Utilities Company (OMUC) and the Inland Empire Utilities Agency (IEUA) for water and wastewater, the Chino Basin and Middle Santa Ana River subwatersheds for stormwater impacts, and the service areas of Badlands Sanitary Landfill and El Sobrante Landfill for solid waste impacts. The analysis in this section is based in part on the following technical study:

- *Infrastructure Report for Hydrology, Sewer, Water, and Water Quality, City of Ontario General Plan Update: The Ontario Plan*, Fuscoe Engineering, Inc., April 8, 2022.

A complete copy of this study is in Appendix G.

5.19.1 Wastewater Treatment and Collection

5.19.1.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal

Clean Water Act and National Pollution Elimination Discharge System

The federal Clean Water Act requires that wastewater be treated before it is discharged to Waters of the United States (US Code Title 33, Sections 1251 et seq.). Requirements for waste discharges from publicly owned treatment works to navigable waters are addressed in National Pollution Elimination Discharge Systems (NPDES) regulations under the Clean Water Act. NPDES permits for such discharges in the project region are issued by the Santa Ana Regional Water Quality Control Board (RWQCB).

State

State Water Resources Control Board

On May 2, 2006, the SWRCB adopted Statewide General Waste Discharge Requirements (Order No. 2006-0003) and a monitoring and reporting program (Order No. WQ-2013-0058-EXEC) for all publicly owned sanitary sewer collection systems in California with more than one mile of sewer pipes. The order provides a consistent statewide approach to reducing sanitary sewer overflows (SSO). The Waste Discharge Requirements require public agencies that own or operate sanitary sewer systems to develop and implement a sewer system management plan (SSMP) and report all SSOs to the SWRCB's online reporting system. The SWRCB has delegated authority to nine RWQCBs to enforce these requirements within their regions. The Santa Ana

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UTILITIES AND SERVICE SYSTEMS

RWQCB also implements the statewide Trash Amendments through Water Code Section 13383 Orders that contain region specific requirements.

The Santa Ana RWQCB (Region 8) issues and enforces NPDES permits in the portion of San Bernardino County that includes Ontario. NPDES permits allow the RWQCB to regulate where and how waste is disposed, including the discharge volume and effluent limits of waste and the monitoring and reporting responsibilities of the discharger. The RWQCB is also charged with conducting inspections of permitted discharges and monitoring permit compliance.

Local

Inland Empire Utilities Agency NPDES Permit

The City of Ontario conveys its wastewater via regional trunk sewers to regional wastewater treatment plants (WWTPs) operated by the Inland Empire Utilities Agency (IEUA). The IEUA operates under a NPDES permit issued by the Santa Ana RWQCB (Order No. R8-2015-0036) that covers three of its regional water recycling plants (Nos. 1, 4, and 5) and the Carbon Canyon Water Recycling Facility. The permit sets forth discharge points, effluent limitations, receiving water limitation, and monitoring and reporting requirements. Most of the wastewater generated in the Original Model Colony portion of Ontario is treated at IEUA's Regional Water Reclamation Plant No. 1. Wastewater generated in the Ontario Ranch and the southern part of the Original Model Colony is treated at Regional Water Reclamation Plant No. 5.

Inland Empire Utilities Agency Sewer System Management Plan

The IEUA maintains and regularly updates its Sewer System Management Plan to assess infrastructure capacity and plan for necessary capacity increases with future buildout conditions. The Plan was most recently updated in April 2019, and the latest biennial audit report is dated 2021.

A key element of the program is the System Evaluation and Capacity Assurance Plan, which establishes the steps necessary to address identified hydraulic deficiencies, including prioritization, alternatives analysis, and schedules. The most recent capacity assessment was completed as part of a technical memo for the 2015 Wastewater Facilities Master Plan (TM3: Regional Trunk Sewer Analysis) and modeled flows through 2035 based on available documents and growth projections.

The majority of the IEUA infrastructure was determined to be sufficient, but there were significant capacity limitations for the 30-inch pipeline that conveys flows from the Montclair diversion structure, which passes through Ontario before terminating at RP-1. It was determined that the pipeline would need to be upsized to a 36-inch-diameter sewer to convey peak buildout flows.

The 2019 Sewer System Management Program describes seven major capital improvement projects to meet the projected capacity goals through 2035. Six of these projects impact the City, and four are in the City—two relate to expanding the capacity of RP-1, one expands the existing conveyance pipeline to RP-1, and the fourth proposes upgrades to an existing pump station's capacity to convey additional flows to RP-1. The two projects outside of the city limits are to upgrade the treatment capacity of RP-5. The six capital improvement projects that directly benefit and impact Ontario are listed in Table 5.19-1, *IEUA Capital Projects*.

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Table 5.19-1 IEUA Capital Projects

Project	Description
Montclair Pipeline Upgrade Project	Increase pipeline segments that pass through Ontario from 21-inch and 30-inch diameter to 36-inch diameter to mitigate deficiencies in the conveyance system and convey peak buildout flows.
Whispering Lakes Pump Station Expansion Project	Increase pumping capacity to meet projected future flows, with the ability to send more flows to RP-1 for treatment.
RP-1 Solids Treatment Expansion Project	Increase solids treatment capacity to meet existing and projected future flows.
RP-1 Liquid Treatment Expansion and Primary Effluent Equalization Elimination Project	Increase liquid treatment capacity to meet projected future flows and eliminate primary flow equalization and convert ponds to other uses.
RP-5 Solids Handling Facilities Project (RP-2 Relocation)	Relocate RP-2 solids handling operations to RP-5. Increase solids treatment capacity to meet existing and future projected flows. Relocate RP-2 lift station above the flood elevation and demolish RP-2 facilities.
RP-5 Liquid Treatment Expansion Project	Increase liquid treatment capacity to meet projected future flows.

Source: Fuscoe 2022.

City of Ontario Sewer System Management Plan

Ontario's current SSMP is dated April 2021 and was prepared pursuant to SWRCB's Order No. 2006-003-DWQ and its amendment. The SSMP provides a plan and schedule to properly manage, operate, and maintain all parts of the sanitary sewer system, to reduce and prevent any SSOs, and to mitigate any SSOs that occur. This plan is updated every five years as per the regulatory requirements.

The 2021 SSMP demonstrates the City's ability to comply with the State requirements through collection system use ordinances, service agreements, or other legally binding procedures. It also outlines the measures taken to prevent illicit discharges into the wastewater collection system and steps taken to minimize infiltration and inflow, stormwater, chemical dumping, and unauthorized debris. The SSMP describes the design criteria for proper construction of sewers and connections; the City's operation and maintenance program; description of cleaning methods; sewer rehabilitation and replacement program; training; and an overflow emergency response plan.

City of Ontario Sewer Master Plan Update

The City's most recent Sewer Master Plan update is dated 2020 and is currently in draft form. This plan is an update to a sewer capacity analysis performed in 2012. The draft 2020 Sewer Master Plan analyzes the age and status of the sewer infrastructure and the capacity of the sewer collection system for existing and future peak flows under both dry- and wet-weather conditions. The Ontario Ranch area was reassessed in this document for consistency with planning documents.

Existing flows were modeled based on available billing data and sewer flow monitoring information, and proposed flows were modeled based on a combination of land use information, including the existing TOP and specific plans; previous sewer studies; and a city buildout table completed in 2015. Modeled flows increased from 10.4 million gallons per day (mgd) under existing conditions to 29.4 mgd under proposed conditions (Fuscoe 2022).

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Hydraulic deficiencies (i.e., pipes in need of upsizing) were based on peak dry-weather flow rates and “depth over diameter” (d/D) ratios. Any segment with a modeled d/D ratio greater than 0.64 was considered deficient. Under existing conditions, 2,410 feet of sewer pipes were determined to be deficient, that is, 0.12 percent of the City’s total sewer system. Under proposed buildout conditions, an additional 7,372 feet of sewer pipes were estimated to be deficient. No deficiencies were found for the pump stations under either existing or future buildout conditions (Fuscoe 2022).

Based on the model results, capacity improvement projects were prioritized for inclusion in future planning documents and the City’s capital improvement program (CIP). Table 5.19-2, *2021 Draft Sewer Master Plan: Recommended Capacity Improvement Projects*, summarizes the recommended capacity improvement projects.

Table 5.19-2 2021 Draft Sewer Master Plan: Recommended Capacity Improvement Projects

Project Number	Location	Description
1	Riverside Drive east of Lower Creek	City staff to update hydraulic model and rerun site-specific analysis; potential upsizing required for existing 15-inch pipe pending field verification.
2	Holt Blvd at Grove Avenue, East Holt Corridor Growth Area	Replace existing pipes with 12-inch and 15-inch diameter pipes.
3	Mountain Avenue south of I Street	Replace existing pipe with 8-inch diameter pipes.
4	Hellman Avenue and Philadelphia Street area north of RP-1	Upsize existing 18-inch pipes to 24-inch diameter pipes.
5	South of I-10 freeway, west of Archibald Avenue, Ontario Airport Metro Corridor Growth Area	Upsize existing 8-inch pipes to 12-inch diameter pipes.
6	Old Guasti Road from Turner Avenue to Archibald Avenue, Ontario Airport Metro Corridor Growth Area	Upsize existing 8-inch pipes to 12-inch diameter pipes.
7	Airport Drive and Grove Avenue	Replace existing pipes with 8-inch and 21-inch diameter pipes.
8	5th Street and Euclid Avenue	Replace existing pipe with 8-inch diameter pipe.

Sources: Fuscoe 2022; Ontario 2021, 2012

City of Ontario Capital Improvements Program

The OMUC regularly updates its CIP to prepare and budget for upcoming infrastructure improvements across a five-year planning horizon. The Engineering Department also prepares a budget for upcoming infrastructure improvements over a 5-year planning period. The following sewer infrastructure projects have been prioritized for the City’s current 2020/2021 CIP:

- **G Street Sanitary Sewer Main.** Improvement within the Ontario Airport Metro Corridor Growth Area
- **Vineyard Sewer Project.** Improvement to replace the 18-inch sewer pipe with a 21-inch pipe located at Holt Boulevard and Grove Avenue
- **Holt Boulevard at Grove Avenue Project.** Improvement to alleviate the existing capacity deficiency in the 10-inch sewer pipe in Holt Boulevard.

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City of Ontario Municipal Code

Most of the regulations pertaining to wastewater are in Chapter 7, Public Sewer System, of the Ontario Municipal Code. Article 2 contains prohibited discharges and limitations on industrial waste discharges, and Article 3 provides the requirements for industrial wastewater permits. Article 4 has specifications for pretreatment and monitoring facilities, and Article 5 provides monitoring, reporting, and inspection requirements. Article 6 covers enforcement, and Article 7 provides a schedule of fees and charges for sewer connections and for maintaining service with the City's sewer system.

Existing Conditions

The City operates and maintains the sewer collection system, which currently serves the Original Model Colony area and would serve the Ontario Ranch area upon buildout. The sewer collection system consists of approximately 425 miles of sewer mains. The system operates largely by gravity but also includes four primary pump stations and approximately 11,000 feet of associated force mains. The existing wastewater flow is approximately 10.4 mgd. The sewer lines range in size from 4 inches up to 48 inches in diameter (Fusco 2022). Figure 5.19-1, *Sewer System*, maps the existing sewer facilities in Ontario.

Inland Empire Utilities Agency Sewer Collection System and Treatment Plants

IEUA operates four WWTPs that provide recycled water to the western part of San Bernardino County. IEUA also maintains a series of regional trunk lines that transport wastewater flows from Ontario to one of IEUA's regional treatment plants, described here.

- **Regional Water Recycling Plant #1 (RP-1).** This WWTP serves the cities of Ontario, Chino, Fontana, Montclair, Rancho Cucamonga, and Upland. It features two separate treatment sections, one for liquids and one for solids, and has a treatment capacity of 44 mgd. The wastewater flows are treated to Drinking Water Title 22 standards; therefore, the recycled water from the plant is suitable for distribution and use for landscape irrigation and industrial processes. The plant is in the City of Ontario at 2662 East Walnut Street.
- **Regional Water Recycling Plant #5 (RP-5).** This WWTP is in Chino and serves Chino, Chino Hills, and Ontario. The plant has a current capacity of 16.3 mgd, which will increase to 22.5 mgd with its planned expansion project that is currently under construction. Wastewater treatment by this facility is either discharged to Chino Creek, delivered to industrial users, or pumped to basins for groundwater recharge.

IEUA also operates a system for nonreclaimable wastewater (NRW) that consists of industrial waste, groundwater treatment, and other high-strength wastewaters and brines. This system enables IEUA to prevent high-strength wastewater from entering the water-recycling facilities so that they can meet their NPDES permit limits and wastewater quality goals. IEUA operates three trunk lines that are part of the NRW system, one of which passes through Ontario. The NRW system conveys wastewater to large-scale treatment facilities in Los Angeles under the jurisdiction of the Sanitation Districts of Los Angeles County, where it is treated and ultimately discharged into the Pacific Ocean.

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5.19.1.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

- U-1 Would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- U-2 Would require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- U-5 Would result in a determination by the wastewater treatment provider which serves or may serve the project that has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

5.19.1.3 ENVIRONMENTAL IMPACTS

2010 Certified EIR

The 2010 Certified EIR concluded that the Approved Project would generate additional wastewater that would be adequately treated in accordance with the Santa Ana RWQCB and California Department of Public Health requirements. Impacts were less than significant.

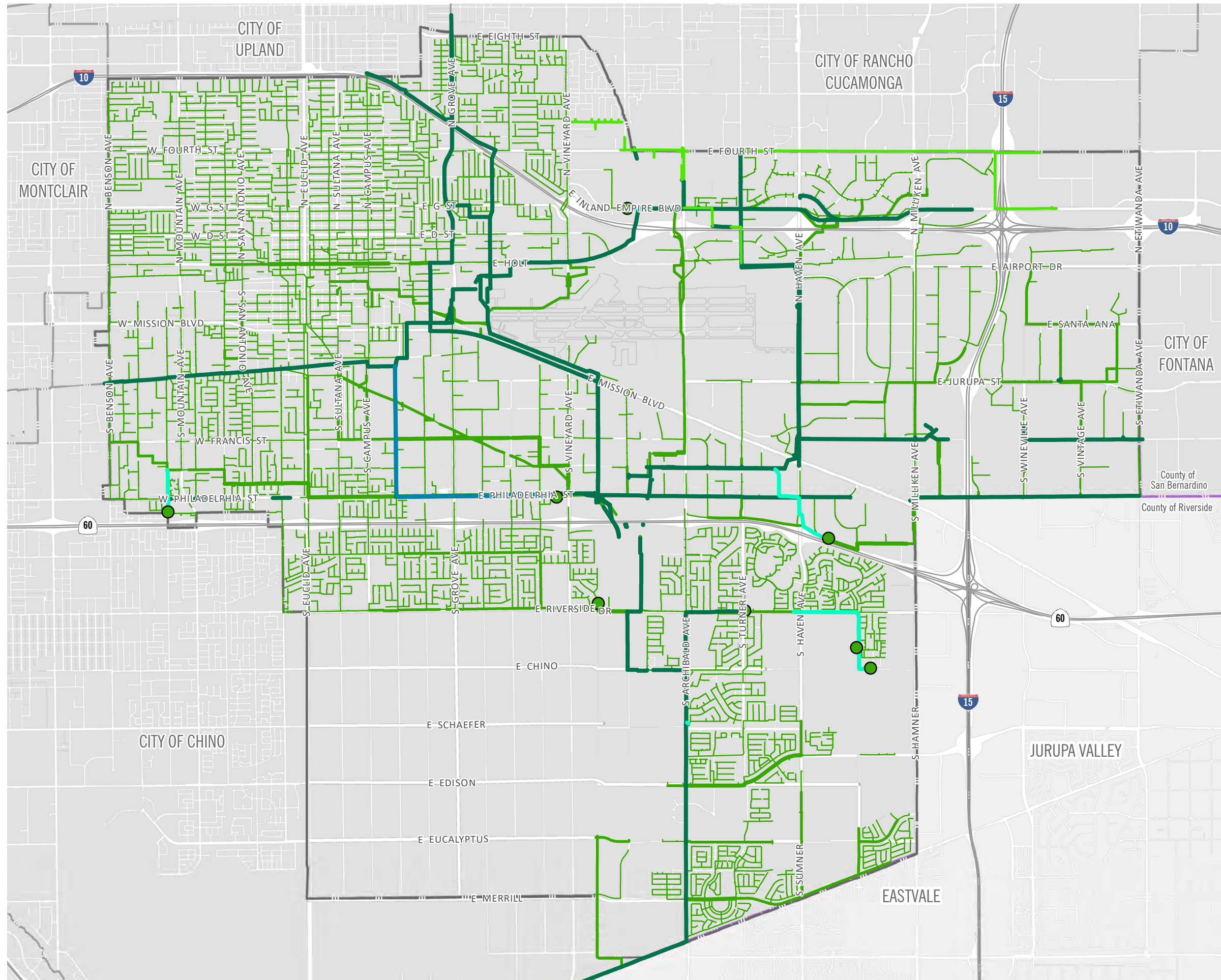
Proposed Project

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.19-1: Project-generated wastewater could be adequately treated by the wastewater service provider for the project and would not require the construction of new wastewater treatment facilities or the expansion of existing facilities or exceed wastewater treatment requirements of the Regional Water Quality Control Board. [Thresholds U-1, U-2 (part), and U-5]

The 2010 Certified EIR concluded that the Approved Project would generate additional wastewater, which would be adequately treated in accordance with the Santa Ana RWQCB and California Department of Public Health requirements.

The Proposed Project would result in an overall increase in the number of residential dwellings and nonresidential square footage compared to the Approved Project. The breakdown for the increases in wastewater flows is provided in Table 5.19-3, *Projected Wastewater Flow Rates*.



PUBLIC SERVICES

Figure 5.19-1
Sewer System

- Ontario City Boundary
- County Boundary
- Sewer Lift Station
- IEUA Force Main
- City of Ontario Force Main
- CWWD Gravity Main
- IEUA Gravity Main
- City of Ontario Gravity Main
 - 8" - 12"
 - 12" - 24"
 - 27" - 48"

2 · 0 · 5 · 0

THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: Fuscoe 2022 Date: 3/7/2022

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Table 5.19-3 Projected Wastewater Flow Rates

Growth Area	Current TOP Flows (mgd)	Proposed TOP Flows (mgd)	Percent Change from Current TOP to TOP 2050	Change in Sewer Flow (mgd)
Historic Downtown & Civic Center	0.915	1.01	+7%	+0.09
West Holt Corridor	0.521	0.451	-10%	-0.07
East Holt Corridor	0.754	0.827	+7%	+0.07
Ontario Airport Metro Center	4.50	5.46	+18%	+0.96
Ontario Ranch Great Park Corridor	4.03	4.64	+10%	+0.61
Remainder of City	23.8	24.7	+2%	+0.89
Total Growth Areas				+1.66
Total Citywide				+2.55

Sources: Fuscoe 2022.

Sewer Infrastructure

The Proposed Project would have the potential to increase sewer flows by 2.55 mgd within the City and by 166 mgd in the growth areas. The largest increase in wastewater flow rates would be in the Ontario Airport Metro Center at 18 percent; the second highest increase would be in the Ontario Ranch Great Park Corridor at 10 percent.

There are four proposed capital improvement projects in two of the growth areas:

- **East Holt Corridor.** One project at the intersection of Holt Boulevard and Grove Avenue consists of replacing existing pipe with 12-inch and 15-inch pipe. The other project is construction of a new 21-inch sewer main to divert flow from Vineyard Avenue.
- **Ontario Airport Metro Center.** One project south of I-10 and west of Archibald Avenue would involve upsizing 8-inch diameter pipes to 12-inch pipes. The other project is along Old Guasti Road between Turner Avenue and Archibald Avenue and would upsize 8-inch pipes to 12-inch diameter pipes.

For the Ontario Ranch, sewer flows are anticipated to increase by 10 percent when comparing the current TOP to the proposed TOP. The City has confirmed that the sewer infrastructure in this area has been sized to accommodate sewer flows associated with the TOP 2050 (Fuscoe 2022). Therefore, no adverse impacts on sewer infrastructure is anticipated in this area.

Additionally, the TOP 2050 has policies in place to require improvements to sewer infrastructure as part of new development and redevelopment projects and has processes in place to ensure that any sewer improvement projects are implemented prior to or during new development (LU-1.3, LU-4.3, and ER-1.8). The City also has the discretion to require additional sewer capacity studies for new development and redevelopment and is currently performing site-specific studies of certain areas of the sewer system. Based on the results of these studies, the City can require development fees to fund infrastructure improvements that are required for the proposed new developments.

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The City regularly updates its Sewer Master Plan and CIP and has a process to assess local sewer impacts on a project-by-project basis. The draft 2020 Sewer Master Plan serves as an infrastructure planning tool to make decisions as to when CIP projects are warranted. The OMUC regularly provides and prioritizes sewer projects for inclusion in the latest CIP, which includes a budget for wastewater infrastructure improvements over a five-year planning horizon.

In summary, the City’s wastewater collection system is adequate to convey the additional 2.55 mgd that would occur with implementation of the Proposed Project. The City has indicated that the sewer infrastructure will be able to accommodate sewer flows associated with the TOP 2050 (Fusco 2022). A description of proposed regional and City improvements is provided in Tables 5.19-1 and 5.19-2. With funding from sewer connection/usage fees and the CIP budget, the City would continue to expand and improve the sewer infrastructure to accommodate new development and future growth. Therefore, there would be no significant impacts on wastewater infrastructure.

Wastewater Treatment Capacity

With respect to wastewater treatment, IEUA has two facilities that serve the City of Ontario: RP-1 and RP-5. The current combined capacity of these two facilities is 60.3 mgd and would increase to 66.5 mgd once the expansion project that is currently under construction at RP-5 is completed. IEUA can route flows to either of the two facilities as needed. In 2020, RP-1 treated an average wastewater flow of 25 mgd, and RP-2 treated an average wastewater flow of 8 mgd (IEUA 2020). Therefore, these two WWTPs have a current combined treatment rate of 33 mgd. Current and future WWTP capacities are summarized in Table 5.19-4, *IEUA WWTP Flow Rates and Capacities*.

Table 5.19-4 IEUA WWTP Flow Rates and Capacities

Wastewater Treatment Plant	Current Capacity (MGD)	2025 Capacity with RP-5 Expansion (MGD)	2040 Future Capacity (MGD)
RP-1	44	44	44
RP-5	16.3	22.5	30
Total Capacity	60.3	66.5	74
Current Flow Rates	33	33	--
Excess Capacity	27.3	33.5	--

Sources: IEUA, 2020.

The excess capacity for the two facilities is 27.3 mgd under current conditions. After the expansion project at RP-5 is complete in 2025, excess capacity would increase to 33.5 mgd. There are additional plans to increase the treatment capacity of RP-5 to 30 mgd by 2040; the combined treatment capacity of both WWTPs would be 74 mgd (IEUA 2020).

The 2021 wastewater flow rate for Ontario is estimated to be 10.4 mgd, and the wastewater flow rate for the TOP 2050 buildout is estimated to be 37.1 mgd. The additional flow with implementation of the Proposed Project would be 26.7 mgd (37.1 – 10.4). Since the excess capacity of the two WWTPs in 2025 is 33.5 mgd, the

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additional flow rate from the Proposed Project of 26.7 mgd would not exceed the capacity of the wastewater treatment providers.

In addition, IEUA has seen a decrease in the volume of sewage flows of approximately 10 percent since 2013, even as the population has increased (IEUA 2020). This is a result of a decrease in indoor water consumption with the installation of more efficient plumbing fixtures and compliance with California Green Building Standards Code for new developments. IEUA projects a significant increase in the growth of its service area in the next ten years, with 40 percent of the growth resulting from new development in Ontario. The projected increase in population growth rates and corresponding increase in wastewater flows have been accounted for in IEUA's capital improvement projects, with expansions of both RP-1 and RP-5 scheduled for completion by 2035 (IEUA 2020).

IEUA also assesses monthly wastewater sewer fees and one-time sewer connection fees to provide funds for future upgrades and expansion of its infrastructure and WWTPs. In addition, IEUA continually updates its Wastewater Facilities Master Plans for RP-1 and RP-5 and includes plans for expansion of these facilities to meet the growth within the service area through year 2060.

IEUA uses an average factor of 270 gpd per equivalent dwelling unit (EDU) in its projection of wastewater flows (IEUA 2015). Recent flow measurements indicate that with water conservation efforts and compliance with the California Green Building Standards Code for new construction, actual flow rates are now around 200 gpd/EDU (IEUA 2015). Therefore, even with future increases in population and wastewater flows in the service area, IEUA could continue to provide wastewater treatment to all its customers.

The quality of wastewater is overseen by two agencies: the Santa Ana RWQCB and the California Department of Public Health. The Santa Ana RWQCB has regional permitting authority over water quality issues, and the California Department of Public Health oversees standards and health concerns. Title 22 of the California Code of Regulations provides the regulatory setting for drinking water quality in California and is followed by these agencies when they assess water quality. The wastewater treated in IEUA's regional plants meets or exceeds the standards for recycled water quality set by Title 22 (IEUA 2021). RP-1 and RP-5 would continue to meet the water quality standards of the Santa Ana RWQCB and the California Department of Public Health as well as the wastewater discharge limitations in the RWQCB NPDES permit. Therefore, there would be no significant impacts on wastewater collection and treatment.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

5.19.1.4 CUMULATIVE IMPACTS

The area considered for cumulative impacts for wastewater is the IEUA service area. Cumulative projects in the IEUA service area could cause significant impacts if they either exceeded wastewater treatment requirements of RWQCBs or generated wastewater exceeding the combined capacities of wastewater treatment plants. Cumulative development within the IEUA service area could result in the need for new and/or expanded the

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wastewater treatment plants. However, as stated previously, IEUA has experienced a decrease in the volume of sewage flow of approximately 10 percent over the last 20 years, due to a decrease in indoor water consumption with new development compliance with California Green Building Standards Code and water conservation efforts. The IEUA anticipates a significant increase in the growth of its service area in the next ten years, with 40 percent of the growth resulting from new development in Ontario. The IEUA develops 10-year forecasts and specifies capital improvements that will be implemented to meet the increase in demand. The ultimate capacity for wastewater flows to the IEUA WWTPs is 80 mgd by 2060 (IEUA 2020).

Also, future development within the service area would be required to comply with all applicable regulations and ordinances issued by IEUA. Wastewater from cumulative projects is assumed in the SSMPs prepared by IEUA and the cities that send wastewater to the IEUA WWTPs. The IEUA and the cities within its service area plan for increased demand with future development. Therefore, with continued compliance with local and regional regulations and the requirements of TOP 2050, cumulative impacts would be less than significant, and would not be cumulatively considerable.

5.19.1.5 RELEVANT NEW AND MODIFIED TOP POLICIES

As described above, TOP 2050 includes the following policies relevant to wastewater: Policies LU-1.3, LU-4.3, and ER-1.8. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. There are no new or modified TOP policies that pertain to wastewater.

5.19.1.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.19-1.

5.19.1.7 MITIGATION MEASURES

Mitigation Measures from the 2010 Certified EIR

No mitigation measures were identified

5.19.1.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant impacts were identified, and no significant and unavoidable impacts related to wastewater would occur.

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5.19.2 Water Supply and Distribution

5.19.2.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal

Federal Safe Drinking Water Act

The Safe Drinking Water Act, the principal federal law intended to ensure safe drinking water to the public, was enacted in 1974 and has been amended several times since then. It authorizes the United States Environmental Protection Agency (EPA) to set national standards for drinking water, called the National Primary Drinking Water Regulations, to protect against both naturally occurring and human-made contaminants. These standards set enforceable maximum contaminant levels in drinking water and require all water providers in the United States to treat water to remove contaminants, except for private wells serving fewer than 25 people. In California, the SWRCB conducts most enforcement activities. If a water system does not meet standards, it is the water supplier's responsibility to notify its customers.

America's Water Infrastructure Act of 2018

America's Water Infrastructure Act was signed into law on October 23, 2018 and authorizes federal funding for water infrastructure projects; expands water storage capabilities; assists local communities in complying with the Safe Drinking Water Act and Clean Water Act; reduces flooding risks for rural, western, and coastal communities; and addresses significant water infrastructure needs in tribal communities (Barasso 2018). Additionally, the act requires that drinking water systems that serve more than 3,300 people develop or update risk assessments and emergency response plans, which must be certified by the EPA within a deadline specified by America's Water Infrastructure Act.

State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Act (Water Code secs. 13000, et seq.) passed in California in 1969 and was amended in 2013. It is the basic water quality control law for California. Under this act, the SWRCB has authority over state water rights and water quality policy. The act divided the state into nine regional basins, each under the jurisdiction of a RWQCB to oversee water quality on a day-to-day basis at the local and regional levels. RWQCBs engage in various water quality functions in their respective regions and regulate all pollutant or nuisance discharges that may affect either surface water or groundwater. The City of Ontario is in the jurisdiction of the Santa Ana RWQCB (Region 8).

20 x 2020 Water Conservation Plan

The 20 x 2020 Water Conservation Plan was issued by the Department of Water Resources in 2010 pursuant to Senate Bill 7, which was adopted during the 7th Extraordinary Session of 2009–2010 and therefore dubbed “SB X7-7.” SB X7-7 mandated urban water conservation and authorized the Department of Water Resources to prepare a plan implementing urban water conservation requirements (20 x 2020 Water Conservation Plan).

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In addition, it required agricultural water providers to prepare agricultural water management plans, measure water deliveries to customers, and implement other efficiency measures. SB X7-7 required urban water providers to adopt a water conservation target of 20 percent reduction in urban per capita water use by 2020 compared to 2005 baseline use.

Senate Bills 610 and 221

To assist water suppliers, cities, and counties with integrating water and land use planning, the state passed Senate Bill (SB) 610 (Chapter 643, Statutes of 2001) and SB 221 (Chapter 642, Statutes of 2001), effective January 1, 2002. SB 610 and SB 221 improved the link between information of water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 are companion measures that promote more collaborative planning between local water suppliers, cities, and counties. Both require detailed information regarding water availability to be provided to city and county decision makers prior to approval of certain large development projects. This detailed information must be included in the administrative record as the evidentiary basis for an approval action by the city or county on such projects. The statutes recognized local control and decision making regarding the availability of water for projects and the approval of projects. Future projects subject to SB 610 and SB 221 are required to provide a water supply assessment. Under SB 610, water supply assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects subject to CEQA (defined in Water Code Section 10912[a]). Under SB 221, approval by a city or county of certain types of residential subdivision requires an affirmative verification of sufficient water supply. SB 221 is intended as a fail-safe measure to ensure collaboration on finding the needed water supplies to serve new large subdivisions before construction begins. General plans are not required to prepare a water supply assessment, because individual projects within the general plan area that meet the criteria in SB 610 would be required to prepare one. Nevertheless, a detailed discussion on water supply and demand for the Proposed Project is included in this section.

2018 Water Conservation Legislation (Senate Bill 606 and Assembly Bill 1668)

In 2018, the California Legislature enacted two policy bills to establish long-term improvements in water conservation and drought planning to adapt to climate change and longer and more intense droughts in California. The Department of Water Resources and the SWRCB will develop new standards for:

- Indoor residential water use
- Outdoor residential water use
- Commercial, industrial, and institutional (CII) water use for landscape irrigation with dedicated meters
- Water loss

Urban water suppliers will be required to stay within annual water budgets, based on their standards for their service areas, and to calculate and report their urban water use objectives in an annual water use report. For example, the bills define a daily standard for indoor residential use of 55 gallons per person until 2025, when it decreases to 52.5 gallons and further decreases to 50 gallons by 2030. The legislation also includes changes to requirements for preparing an urban water management plan.

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Water Conservation in Landscaping Act of 2006

The Water Conservation in Landscaping Act (AB 1881) required the State Department of Water Resources to update the State of California's Model Water Efficient Landscape Ordinance (MWELo) by 2009. Under AB 1881, cities and counties were required to adopt the MWELo by January 31, 2010, or to adopt a different ordinance that is at least as effective in conserving water as the MWELo.

The MWELo was revised in July 2015 via Executive Order B-29-15 to address the ongoing drought and to build resiliency for future droughts. The 2015 revisions to the MWELo increased water efficiency standards for new and retrofitted landscapes through more efficient irrigation systems, greywater usage, on-site stormwater capture, and limiting the portion of landscapes that can be covered in turf.

The City of Ontario complies with the State's current MWELo and has implemented landscape development standards. Developers are required to submit landscape plans and complete water efficient landscape worksheets prepared by a certified landscape architect prior to the start of construction.

California Building Code: CALGreen

The California Building Standards Commission adopted the nation's first green building standards in July 2008, the California Green Building Standards Code (California Code of Regulations [CCR], Title 24, Part 11), also known as CALGreen. CALGreen applies to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure in California unless otherwise indicated in the code. CALGreen establishes planning and design standards for sustainable site development, including water conservation measures and requirements that new buildings reduce water consumption by 20 percent below a baseline. CALGreen is updated every three years to allow for consideration and possible incorporation of new efficiency technologies and methods. The mandatory provisions of CALGreen became effective January 1, 2011, and the latest version, the 2019 California Green Building Standards Code, became effective on January 1, 2020. The building efficiency standards are enforced through the local building permit process.

California Plumbing Code

The latest version of the California Plumbing Code (24 CCR, Part 5) was issued in 2019 and is updated on a three-year cycle. It includes new standards for plumbing fixtures, new provisions for storm drain systems, and design criteria for potable and recycled water systems. The City adopts the California Plumbing Code and latest updates.

Recycled Water Regulations

Two State agencies have primary responsibility for regulating the application and use of recycled water: the California Department of Public Health and the SWRCB. Planning and implementing water recycling projects entail numerous interactions with these regulatory agencies prior to project approval. The California Department of Public Health establishes the statewide effluent bacteriological and treatment reliability standards for recycled water uses in CCR, Title 22, Division 4, Environmental Health. Title 22 establishes standards for each general type of use based on the potential for human contact with recycled water. The SWRCB is responsible for establishing and enforcing requirements for the application and use of recycled water. Permits are required from the SWRCB for a water recycling operation. As part of the permit application

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process, applicants are required to demonstrate that the proposed recycled water operation will not exceed the ground and surface water quality objectives in the basin management plan and that the operation is compliant with Title 22 requirements.

California Health and Safety Code

A portion of the California Health and Safety Code is dedicated to water issues, including testing and maintenance of backflow prevention devices, coloring of pipes carrying recycled water, and programs addressing cross-connection control by water users.

California Water Code

The California Water Code addresses various water-related issues, including water shortage emergencies, on-site wastewater treatment systems, potable water reuse, greywater systems, appropriation of water, water rights, and the establishment of California water districts.

Mandatory Water Conservation

Following the declaration of a state of emergency due to drought conditions on July 15, 2014, the SWRCB adopted Resolution No. 2014-0038 for emergency regulation of statewide water conservation efforts. These regulations went into effect on August 1, 2014, to reduce outdoor urban water use and intended that all California households would voluntarily reduce their water consumption by 20 percent. Water companies with 3,000 or more service connections were required to report monthly water consumption to the SWRCB. The SWRCB readopted the regulations several times until Governor Brown issued Executive Order B-40-17 in April 2017, ending the drought emergency and directing the SWRCB to rescind parts of its existing drought emergency water conservation regulations but maintain the regulations that prohibit wasteful water use practices until permanent requirements are in place. The regulations that are still in effect prohibit wasteful water use practices such as: 1) the application of potable water to outdoor landscapes in a manner that causes excess runoff; 2) the use of a hose to wash a motor vehicle except where the hose is equipped with a shut-off nozzle; 3) the application of potable water to driveways and sidewalks; 4) the use of potable water in nonrecirculating ornamental fountains; and 5) the application of potable water to outdoor landscapes during and within 48 hours after measurable rainfall. Also, urban water suppliers are still required to submit monthly water monitoring reports to the SWRCB.

Urban Water Management Planning Act

The California Urban Water Management Planning Act and Section 10610 et seq. of the Water Code require that all urban water suppliers in California that provide water to more than 3,000 customers or supply more than 3,000 acre-feet per year (afy) to prepare and adopt an urban water management plan (UWMP) and update it every five years. The act is intended to support efficient use of urban water supplies. The act requires the UWMP to compare water supply and demand over the next 20 years for normal years, single dry years, and multiple dry years and to determine current and potential recycled water uses. The UWMP also provides conservation measures to ensure the efficient use of water supplies and must include a water shortage contingency plan.

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Both SB 610 and SB 221 identify the UWMP as a planning document that can be used by a water supplier to meet the standards in both statutes. Thorough and complete UWMPs are foundations for water suppliers to fulfill the specific requirements of these statutes, and they are important source documents for cities and counties as they update their general plans. Conversely, general plans are source documents as water suppliers update the UWMPs. These planning documents are linked, and their accuracy and usefulness are interdependent.

Principles Governing CEQA Analysis of Water Supply

In *Vineyard Area Citizens for Responsible Growth, Inc., v. City of Rancho Cordova* (February 1, 2007), the California Supreme Court articulated the following principles for analysis of future water supplies for projects subject to CEQA:

- To meet CEQA's informational purposes, the EIR must present sufficient facts to decision makers to evaluate the pros and cons of supplying the necessary amount of water to the project.
- CEQA analysis for large, multiphase projects must assume that all phases of the project will eventually be built, and the EIR must analyze, to the extent reasonably possible, the impacts of providing water to the entire project. Tiering cannot be used to defer water supply analysis until future phases of the project are built.
- CEQA analysis cannot rely on "paper water." The EIR must discuss why the identified water should reasonably be expected to be available. Future water supplies must be likely rather than speculative.
- When there is some uncertainty regarding future availability of water, an EIR should acknowledge the degree of uncertainty, include a discussion of possible alternative sources, and identify the environmental impacts of such alternative sources. Where a full discussion still leaves some uncertainty about long-term water supply, mitigation measures for curtailing future development if intended sources become unavailable may become a part of the EIR's approach.
- The EIR does not need to show that water supplies are ensured, because such a degree of certainty would be "unworkable, as it would require water planning to far outpace land use planning." The requisite degree of certainty of a project's water supply varies with the stage of project approval. CEQA does not require large projects, at the early planning phase, to provide a high degree of certainty regarding long-term future water supplies.
- The EIR analysis may rely on existing urban water management plans, if the project's demand was included in the water management plan's demand accounting.
- The ultimate question under CEQA is not whether an EIR establishes a likely source of water, but whether it adequately addresses the reasonably foreseeable impacts of supplying water to the project.

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Local

City of Ontario Water Master Plan

The draft Ontario Water Master Plan (WMP) was prepared by AKM Consulting Engineers to document a multi-year capital improvement program to maintain the City's water utility infrastructure in a sound operable condition and to meet the level of service expectations of the City over the planning period from 2020 through 2035. The 2020 WMP describes the water distribution system in the City of Ontario, identifies system deficiencies, and recommends improvements.

The capacity of the City's potable water system was assessed through an initial survey of the water infrastructure, including water supply pipes, pumps, and storage facilities in March 2019. A computer model (Innovyze Infowater) was subsequently developed to model existing flows and proposed future flows. Proposed flows were based on a combination of land use information, including the existing 2020 General Plan and specific plans; previous water studies and plans; and a City buildout table completed in 2015. Water demand factors provided in the WMP were used to estimate future demand in areas of new development and redevelopment.

A series of deficient water segments were identified in the City's service area based on the following criteria:

- Nonfire flow pipelines with a diameter of less than 8 inches
- Fire-flow pipelines with a diameter of less than 6 inches
- Any pipelines constructed before the year 1970

A total length of 205 miles of deficient pipelines was identified, ranging in diameter from 2 inches to 42 inches. The draft 2020 WMP recommended implementing a replacement/rehabilitation program for the deficient line segments. In addition, the WMP identified a series of future projects, including the construction of nine new groundwater wells; renovation of two groundwater wells; and construction of five new reservoirs, one new booster pump station, and three new pressure reducing stations (Fusco 2022).

City of Ontario Recycled Water Master Plan Update

The 2020 Recycled Water Master Plan Update is a planning tool to guide future recycled water use and expansion of the existing system for the City of Ontario through the year 2040. This is an update to the previous 2012 Recycled Water Master Plan. The report assesses the recycled water system for two phases: the near term and future buildout. The near-term phase, which would take place over the next five years, considers the following:

- Recycled water system in the Ontario Ranch service area
- Recycled water to the Creekside conversion project areas
- Conversion of large irrigation meters/users to recycled water
- Conversion of parks and schools to recycled water
- Conversion of current agricultural land to recycled water

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The future phase considered full buildout in Ontario Ranch and all potential conversion areas in the Original Model Colony (OMC). The Euclid Avenue conversion areas are also considered as future phase improvements (OMUC 2020). The existing recycled water demands and projected near-term and future recycled water demands are summarized in Table 5.19-5, *Recycled Water Demands*.

Table 5.19-5 Recycled Water Demands

Service Area	Existing Recycled Water Demands (afy)	Near Term Recycled Water Demands (afy)	Future Recycled Water Demands (afy)
Ontario Ranch	4,465	6,740	8,158
Original Model Colony (OMC)	5,190	5,428	7,901
Total	9,655	12,168	16,059

Source: OMUC 2020.

The report includes a hydraulic model analysis that was performed to determine 24-hour maximum daily demands. No deficiencies were identified under existing conditions. Near-term and future recommendations include additional pressure reducing valves and an additional pump station as well as 12.2 miles of new pipelines for the near-term scenario and 51.9 miles of new pipelines for the future scenario. Most of the recommended improvements are within or adjacent to the Ontario Ranch area and the Ontario Ranch Great Park Corridor. There also would be improvements in the Historic Downtown and Civic Center and the Ontario Airport Metro Center (Fusco 2022). Assuming these recommended projects are completed, no design deficiencies were identified for near-term and future recycled water demands. It is not anticipated that recycled water infrastructure will be a constraining factor on future growth.

City of Ontario Capital Improvement Program

The City regularly updates its CIP to prepare and budget for upcoming infrastructure improvements for a five-year planning period. The latest CIP, dated 2020-21 through 2024-25, includes the following water supply infrastructure projects for the Original Model Colony area that are planned and underway:

- **Airport Drive.** A 16-inch water main within the Ontario Airport Metro Corridor Growth Area
- **G Street.** An 8-inch recycled water main and 18-inch potable water main within the Ontario Airport Metro Corridor Growth Area
- **Palmetto Avenue.** A 12-inch water main along Palmetto Avenue (not in a growth area)

New water infrastructure projects that are planned and underway for the Ontario Ranch area include:

- A 24- to 42--inch potable water main transmission main for the 925 pressure zone
- A 9-million gallon potable water reservoir for the 925 pressure zone
- Two new groundwater wells Nos. 43 and 53

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- A wellhead treatment facility for Well No. 50

Additional water projects that involve the expansion, replacement or update of the water distribution system include:

- Ongoing 8-inch and 12-inch potable water distribution main replacements
- Structural retrofit of 1348 Zone reservoir
- Emergency water interconnections with adjacent water systems
- Rehabilitation of five pressure reducing stations
- Construction of Haven recycled water and pressure reducing station
- Installation of a 30-inch potable water transmission main for the 1212 pressure zone in San Antonio Avenue
- Euclid Avenue recycled water system
- Automated metering infrastructure (AMI) antenna towers
- Onsite chlorine generator replacements
- Wellhead treatment facility for groundwater wells Nos. 37 and 39.

City of Ontario 2020 Urban Water Management Plan

The City of Ontario has an approved UWMP updated in 2020. The UWMP provides current water usage by residential and nonresidential customers, and it projects future water use for a normal year, single dry year, and multiple dry years over a 25-year planning period. The UWMP was prepared with information from the City's 2020 Water Master Plan and 2018 Hazard Mitigation Plan, the San Bernardino County's 2017 Multi-Jurisdictional Hazard Mitigation Plan, and the UWMPs from the various agencies that supply water to the City, including the IEUA. Table 5.19-6, *UWMP Existing and Projected Supply and Demand: Normal Year*, provides the annual average water supply and demand projections from the City's UWMP under normal conditions through year 2045.

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Table 5.19-6 UWMP Existing and Projected Supply and Demand: Normal Year

Supply/Demand	(Acre-Feet/Year)					
	2020	2025	2030	2035	2040	2045
Groundwater Pumped from Chino Basin	18,395	20,249	22,915	24,943	31,476	31,476
Chino Desalter Authority	6,636	11,000	13,000	15,000	17,000	17,000
Water Facilities Authority	6,513	8,533	8,533	8,533	8,533	8,533
San Antonio Water Company	565	600	600	600	600	600
Recycled Water – IEUA	7,812	12,168	13,465	14,762	16,059	16,059
Total Supplies	39,921	52,550	58,513	63,838	73,668	73,668
Average Annual Demand	39,921	52,550	58,513	63,838	73,668	73,668

Source: OMUC 2021.

The 2020 UWMP also reports the City’s daily per capita water demand of 161 gallons per capita per day in 2020. This demand is well below the minimum water use reduction target of 196 gallons per capita per day required by the Water Conservation Bill of 2009 (SB X7-7). Therefore, the City is in compliance with SB X7-7.

According to the 2020 UWMP, the City would increase local groundwater production, surface water purchases from Chino Basin Desalter and imported surface water providers, and the use of recycled water from IEUA to meet its future water supply needs. The supply capacity from additional storage upgrades would add between 2,000 and 5,000 afy for groundwater sources. Overall, the City plans on increasing its total water supply from 39,921 afy in 2020 to 73,668 afy in 2045.

City of Ontario Water Shortage Contingency Plan

The City’s Water Shortage Contingency Plan, which is provided in Chapter 8 of the 2020 UWMP, provides a detailed approach to how the City would respond in the case of a water shortage. The plan also includes an annual water supply and demand assessment, which reviews the water demands for the current years and for a potential upcoming single dry year prior to any response actions taken by the City. The water shortage contingency plan also contains a summary of the Emergency Response Plan, which provides the actions and responses that would be implemented during a catastrophic water shortage resulting from natural disasters, system failure, or other unforeseen circumstances.

Per Water Code Section 10632 (a)(3)(A), the City must include the six standard water shortage levels from the normal reliability, as determined by an annual assessment of water demand and supply. The six standard water shortage levels (see Table 5.19-7, *Water Shortage Contingency Plan Levels*) correspond to progressively increasing estimated shortage conditions and align with the response actions the supplier would implement to meet the severity of the impending shortages.

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Table 5.19-7 Water Shortage Contingency Plan Levels

Shortage Level	Percent Shortage Range	Shortage Response Actions
1	Up to 10%	Washing of motor vehicles, trailers, boats, or any other type of mobile equipment shall be done only with a hand-held bucket or a hose equipped with a positive shutoff nozzle for quick rinses, except that washing may be done at the immediate premises of a commercial car wash or with reclaimed wastewater. No person shall sprinkle, water, or irrigate any landscaped or vegetated areas between the hours of 9 am and 4 pm.
2	11% to 20%	In addition to Shortage Level 1, operators of hotels and motels must provide the option of choosing not to have towels and linens laundered daily. Irrigation is prohibited during and within 48 hours of rainfall,
3	21% to 30%	In addition to Shortage Level 2, the use of fire hydrants shall be limited to fire fighting and related activities and other uses of water for municipal purposes shall be limited to activities necessary to maintain the public health, safety, and welfare. Unless written permission is granted by the City Manager or his/her designee, the use of potable water for construction activities and grading shall be prohibited.
4	31% to 40%	In addition to Shortage Level 3, residents and CII customers would be prohibited from irrigating turf or other landscaping more than two days a week. No person shall irrigate any turf or landscaped area more than 15 minutes on watering days. No vehicles shall be washed unless it is taken to a car wash.
5	41% to 50%	In addition to Shortage Level 4, residents and CII customers would be prohibited from irrigating turf or landscaping more than one day a week.
6	>50%	In addition to Shortage Level 5, unless otherwise permitted by a resolution of the City Council, there shall be no use of potable water for irrigation of outdoor landscape or turf. Commercial nurseries shall be prohibited from the use of potable water for irrigation of outdoor, landscape and turf except by use of a hand-held hose equipped with a positive shutoff nozzle. The following nonessential use of water shall be prohibited: the filling, cycling, filtering, or refilling of swimming pools, spas, Jacuzzis, fountains, or other like devices

Source: OMUC 2021.

City of Ontario Municipal Code

The City of Ontario Municipal Code includes various directives that pertain to water supply and conservation, as in Title 6, Sanitation and Health:

- **Chapter 8A, Water Conservation Plan.** This section of the code provides the steps to be taken to minimize the potential for a water shortage through water conservation and the enactment of policies to be implemented during various stages of water shortages.
- **Chapter 8B, Water Services.** This section of the code provides the rules for payment of water service connection fees and includes regulations regarding cross-connections, backflow prevention devices, and use of fire hydrants.
- **Chapter 8C, Recycled Water Use.** The purpose of this chapter is to establish procedures, specifications, and limitations on the development and operation of recycled water facilities and systems within the City's service area and adopt rules and regulations controlling such use. The section includes rates, fees, charges, and deposits for obtaining recycled water service.

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City of Ontario Water Connection and Water Usage Fees

In order to maintain and expand the water supply infrastructure that supplies potable and recycled water to residential and nonresidential customers, the City imposes water connection fees and water usage fees. The rate structure has two components: a Readiness-to-Serve charge, which is based on the size of the meter, and a monthly usage charge, which is based on the amount of water used. There are separate tier structures for potable water and recycled water. In addition, the City collects water service connection fees for new service connections.

Existing Conditions

The City of Ontario provides water service within a 37.2-square-mile area. The service area includes most of the City of Ontario; however, Cucamonga Valley Water District (CVWD) lines serve two areas of the City: 1) east of Vineyard Avenue and north of 4th Street and 2) east of I-15 and north of I-10. In addition, IEUA provides wholesale, recycled water supply to the City for distribution to retail customers. Metropolitan Water District of Southern California (MWD) also has delivery/conveyance lines that run through the City.

The City's distribution system consists of approximately 584 miles of water mains that are between 2 and 42 inches in diameter, and 12 active reservoirs store a total of 75 million gallons. Additionally, the City has 6 booster pump stations and 17 groundwater wells with a total production capacity of about 56 million gallons per day. The City provides an average supply of 33.14 mgd of water to its service area. Figure 5.19-2, *Water System*, provides a map of the existing water system in the City, and Table 5.19-8, *Existing Water Infrastructure*, summarizes the existing water infrastructure.

Table 5.19-8 Existing Water Infrastructure

Growth Area	Pressure Zone (Potable/Recycled)	Primary Water Facilities
West Holt Corridor	1212/1299	4-inch to 14-inch City water lines
Historic Downtown and Civic Center	1212/1299	4-inch to 16-inch City water lines City Well #45 8-inch City recycled water line
East Holt Corridor	1212/1299	4-inch to 12-inch City water lines City Well #40 8-inch to 12-inch City recycled water lines
Ontario Airport Metro Center	1212/1299 & 1158	4-inch to 36-inch City water lines 36-inch IEUA recycled water line 6-inch to 12-inch City recycled water lines City Wells #s 24, 25, 29, 37, 38, 39, 47
Ontario Ranch Great Park Corridor	925/930	Currently limited City infrastructure 30-inch IEUA recycled water line

Source: Fuscoe 2022.

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The City receives its water supply from:

- Groundwater pumped from the Chino Basin.
- Treated groundwater from the Chino Basin produced by the Chino Basin Desalter Authority.
- Imported water from the Metropolitan Water District of Southern California treated and purchased through Water Facilities Authority.
- Groundwater and/or surface water purchased from San Antonio Water Company.
- Recycled water purchased from IEUA. (OMUC 2021)

Chino Basin Groundwater

Approximately 46 percent of Ontario's water supply is groundwater pumped by the City from the Chino Groundwater Basin, which is adjudicated and managed by the Chino Basin Watermaster. The 1978 Chino Basin Judgment initially estimated the "safe yield" of the basin at approximately 140,000 afy. The safe yield is the amount of water that can be pumped from the aquifer annually and for a number of years without depleting the source beyond its ability to be replenished naturally through recharge. However, the safe yield is recalculated every ten years and the safe yield was reset to 131,000 afy for the next ten years (2020 to 2030). There are three stakeholder groups, designated as Pools, that are governed by the Chino Basin Judgment:

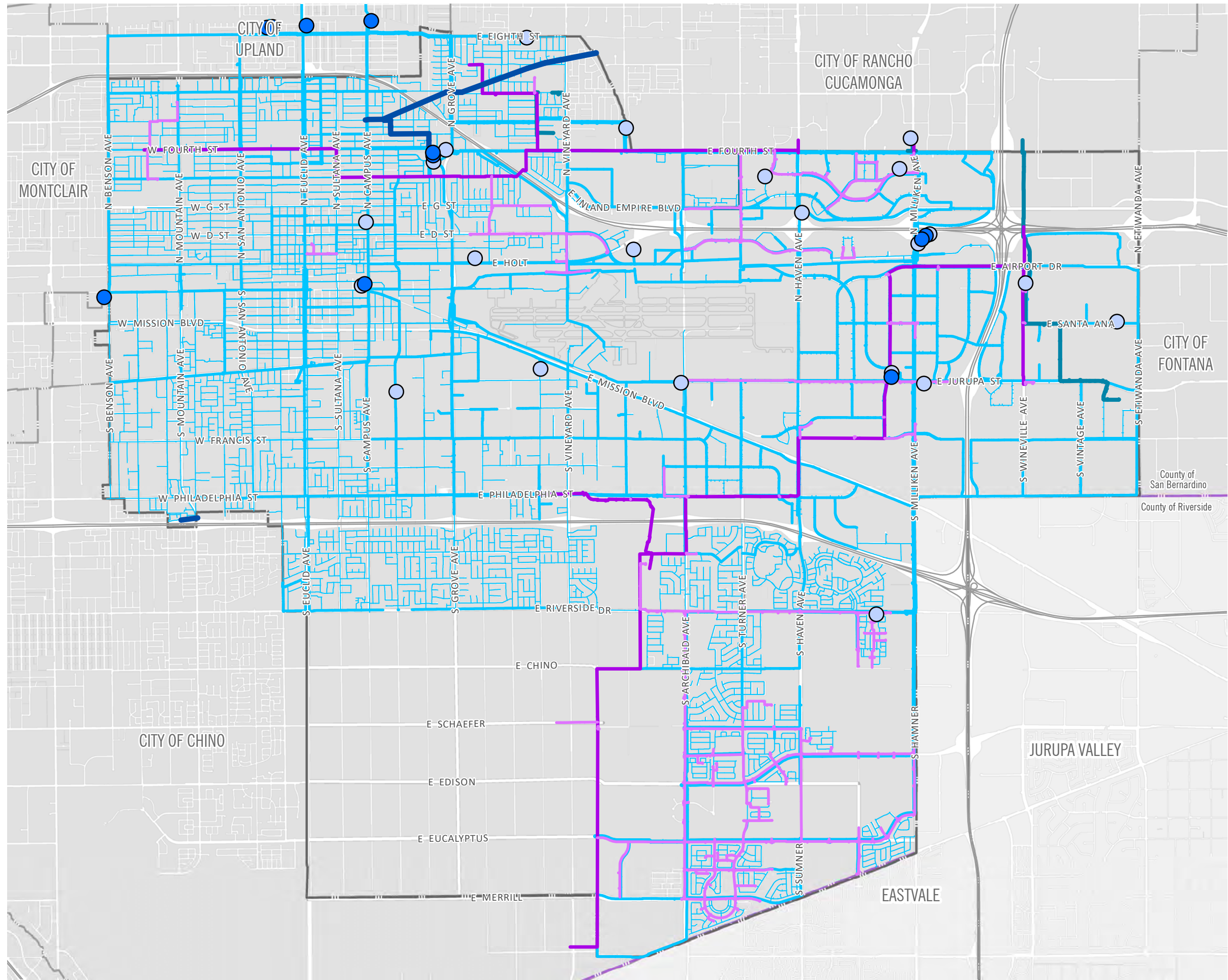
- Appropriative Pool, consisting of local cities, public water districts, and private water companies
- Overlying Agricultural Pool, representing dairymen, farmers, and the State of California.
- Overlying Non-Agricultural Pool, representing area industries.

Under this agreement, the City of Ontario is in the Appropriative Pool and has a "base water right," which is a percentage of the safe yield. The City has appropriative rights of approximately 21 percent of the safe operating yield from the Appropriative Pool. This amounted to 8,470 afy in 2020 (OMUC 2021) and varies from year to year based on the safe yield; however, the judgment stipulates that water producers can pump more than their appropriative right if they either pay for replenishment water that is recharged back into the groundwater basin or purchase water rights from other users. Stakeholders within the different Pools can also transfer or lease groundwater rights. By 2020, the City had purchased rights to 3,921 afy of "overlying non-agricultural" pool water.

In addition, the judgment provides that as agricultural uses convert to urban uses, water rights in the Overlying Agricultural Pool can be converted at two acre-feet per acre to the water agency that serves the urban area. By 2020, the City had obtained an additional 4,254 afy from land use conversions.

PUBLIC SERVICES

Figure 5.19-2
Water System



- Ontario City Boundary
- County Boundary
- Water Supply Reservoir
- Active Water Supply Wells
- MWD Water Main
- City of Ontario Recycled Water
- IEUA Recycled Water Line
- CVWD Water Main
- City of Ontario Water Main
 - 4" - 10"
 - 12"-20"
 - 24" +

2 • 0 • 5 • 0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: Fuscoe 2022 Date: 3/7/2022

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The City is also entitled to water rights due to groundwater recharge with stormwater and recycled water in the Chino Basin, and the City has rights to store water in the Chino Basin. As of June 2020, the City had 96,544 af in storage pursuant to Appropriative Rights and 3,461 af in storage pursuant to Overlying Non-Agricultural Rights (OMUC 2021). The availability of additional storage in the basin allows the City to take advantage of wet years by storing additional water for use in dry years.

Chino Desalter Authority

The City of Ontario also receives treated groundwater for potable uses from the Chino Desalter Authority (CDA). The CDA is a joint powers authority consisting of the cities of Chino, Chino Hills, Norco, and Ontario; the Jurupa Community Services District; the Santa Ana River Water Company; IEUA; and Western Municipal Water District. The CDA operates and manages Chino Desalters I and II. These desalter facilities remove salts from brackish groundwater extracted from the lower Chino Basin. The City has an agreement to receive 8,533 af of treated water from the CDA (OMUC 2021). In 2020, the City received 6,636 af from CDA, which is approximately 17 percent of its water supply.

MWD Imported Water

In addition, the City purchases treated, imported surface water from the Water Facilities Authority (WFA). The WFA is a joint powers authority consisting of the cities of Chino, Chino Hills, Ontario, and Upland and the Monte Vista Water District. The WFA purchases untreated imported water from MWD through IEUA. The surface water is treated at the WFA-operated Agua de Lejos Treatment Plant in Upland. In 2020, the City purchased 6,513 af of treated water from the WFA, which is approximately 16 percent of its total water supply (OMUC 2021). The imported water supplies from the WFA may be impacted during multi-year drought conditions, which limits MWD from delivering sufficient water supplies to all its member agencies. In anticipation of a reduction in supplies, MWD developed a Water Supply Allocation Plan, which provides a means of equitably providing reduced water supplies during drought conditions.

Other Purchased Water

The City also purchases water from the San Antonio Water Company (SAWCo), which delivers domestic and irrigation water to a variety of shareholders. The City has an entitlement of 600 af based on the active share entitlements. SAWCo's water supply sources include surface water from San Antonio Canyon, water from the San Antonio tunnel, and groundwater sources from the Chino Basin, Six Basins, and Cucamonga Basin. Most of SAWCo's water supplies are obtained from groundwater produced in the Cucamonga Basin and surface water from San Antonio Creek. In 2020, the City purchased 565 af of water from SAWCo, which is approximately 1.4 percent of its total water supply.

Recycled Water

In addition, the City's recycled water system is an important component of its total water supplies. In 2020, the City obtained 7,812 af from IEUA, which is approximately 20 percent of the total water supply (OMUC 2021). Recycled water is received from IEUA's water recycling plants RP-1 and RP-5 and then distributed through the City's purple pipe system. The City has received recycled water from IEUA since 1972. It is used for industrial

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uses, landscape irrigation, agricultural irrigation, and golf course irrigation. The recycled pipelines operated and maintained by the City total approximately 173,000 feet. The City's 2020 Recycled Water Master Plan identified potential future recycled water customers in the City as well as plans to expand the recycled water system to additional parks, schools, nurseries, and commercial landscaping areas. The City also plans to continue retrofitting landscape irrigation systems to use recycled water where available. Economic incentives for customers to convert to recycled water are being explored, since the monthly charge for recycled water is approximately 60 percent of the charge for potable water. The City is also investigating the viability of making conversion to recycled water mandatory for customers with non-potable uses that are in proximity to an existing or planned recycled water pipeline.

5.19.2.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

- U-2 Would require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- U-4 Would not have sufficient water supplies available to serve the project from existing entitlements and resources, and new and/or expanded entitlements would be needed.

5.19.2.3 ENVIRONMENTAL IMPACTS

2010 Certified EIR

The 2010 Certified EIR concluded that the Approved Project would require additional water storage and/or supply to accommodate water demand associated with buildout. However, impacts to utilities were less than significant upon implementation of regulatory requirements and standard conditions of approval.

Proposed Project

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.19-2: Water supply and delivery systems are adequate to meet project requirements. [Thresholds U-2 (part) and U-4]

The 2010 Certified EIR concluded that the Approved Project would have less than significant impacts associated with water storage and/or supply.

Water Infrastructure

The Proposed Project would result in an overall increase in the number of residential dwelling units and nonresidential square footage compared to the Approved Project. The breakdown for the increase in water demand is provided in Table 5.19-9, *Projected Water Demand Rates*. Full implementation of TOP 2050 has the potential to increase water demand by 1.8 mgd in the growth areas and by 3 mgd in the City overall. This

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accounts for an increase of approximately 6 percent from the current TOP to TOP 2050. The growth areas represent about 60 percent of the proposed increased in water demand. The largest increase in water demand is in the Ontario Airport Metro Center.

Table 5.19-9 Projected Water Demand Rates

Growth Area	Current TOP Water Demand (mgd)	Proposed TOP Water Demand (mgd)	Percent Change from Current TOP to TOP 2050	Change in Water Demand (mgd)
Historic Downtown & Civic Center	1.22	1.35	+10%	+0.13
West Holt Corridor	0.677	0.598	-12%	-0.08
East Holt Corridor	0.975	1.05	+8%	+0.07
Ontario Airport Metro Center	5.46	6.56	+20%	+1.10
Ontario Ranch Great Park Corridor	6.22	6.82	+10%	+0.61
Remainder of City	37.3	38.5	+3%	+1.21
Total Growth Areas				+1.82
Total Citywide				+3.03

Sources: Fuscoe 2022.

To accommodate needed infrastructure expansion and improvements, the City has prepared a WMP and CIP. It also requires development impact fees and has construction requirements based on a completed evaluation of existing and projected water demands. The potable water demand factors in the WMP are conservative and are used for sizing water pipes to convey average and peak daily flow rates. Therefore, they do not reflect the State's requirements to reduce residential indoor water demand to 55 gallons/person/day by 2025 and 50 gallons/person/day after 2030. An extensive list of planned capital improvement projects is provided in the WMP and summarized in the section *City of Ontario Capital Improvement Program* above (OMUC 2020).

Because the planned development in the City for the current TOP and TOP 2050 would result in an increase in demand for potable and recycled water, the City and the IEUA have made plans for infrastructure expansion and improvement. As part of the land development approval process, the City determines a project's fair-share costs and connection fees. Through the use of connection fees and agreements, the City maintains and expands its water distribution system as necessary and is able to ensure that new developments pay their fair-share costs. The City has the discretion to require water capacity studies associated with new development and redevelopment and currently requires site-specific studies to determine a project's impact throughout the water system. Therefore, impacts related to infrastructure expansion and improvement caused by the implementation of TOP 2050 would be less than significant.

Water Demand

Total water demand associated with the Proposed Project would be 78,128 afy (Fuscoe 2022), which is an increase of approximately 6 percent compared to the 2020 UWMP calculated water demand of 73,688 afy for

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the years 2040 and 2045. The 2020 UWMP considered the buildout projections for the current TOP; therefore, the increase of 6 percent is the same as comparing the current TOP to TOP 2050.

The water demand factors used in the 2020 UWMP are conservative because they are based on the City's water demand factors from the WMP, which don't consider declining per capita water use in future years, the City's continuing conservation efforts, and the increased use of recycled water. Recent State laws, changes in the building code, and water service costs are anticipated to substantially lower water demand rates in the future:

- SB 606 and AB 1668 establish indoor water use standards (55 gallons/person/day until 2025, 50 gallons/person/day after 2030), outdoor water standards, and water loss standards that water suppliers must meet by 2025.
- New construction is subject to the latest CALGreen building code, which typically results in a 20 percent reduction in indoor water use.
- SB 407 requires all buildings in California to meet current plumbing fixture standards within this decade, which will require retrofitting of existing homes and businesses.
- Increases in water service costs, which will provide an incentive for additional water-saving practices and the use of recycled water, which is less costly, for nonpotable uses.

Applying these more conservative water demand factors by implementing a future water demand factor of 50 gallon/person/day for all residential uses and a 20 percent reduction in nonresidential uses (compliance with CALGreen and new building code requirements), the calculated water demand for the Proposed Project buildout would be approximately 60,000 afy, which is well below the UWMP estimate of 73,688 afy for the years 2040 and 2045. The calculations to support the reduced water demand are provided in Appendix G.

In addition, when a proposed project triggers the criteria for preparing a WSA, such as a residential project with more than 500 dwelling units, the project must demonstrate that adequate supplies of water are available to meet the demand of the new development. Also, the mitigation measures from the 2010 Certified EIR have been incorporated into the City's policies and municipal code.

TOP 2050 policies LU-1.3 and LU-4.3 ensure that the infrastructure and services for all development are adequate and that the necessary infrastructure and services are in place prior to or concurrent with development. The goal of Policy ER-1.1 is to increase local water supplies to reduce dependence on imported water. Policy ER-1.2 states the water supply and quality should match the appropriate use and Policy ER-1.3 requires conservative strategies that reduce water usage. Policy ER-1.4 requires that water supply and demands be balanced and ER-1.5 relates to water quality protection, pollution prevention, and existing contamination and remediation. Policy S-3.7 requires monitoring the water supply system to ensure that there are adequate supplies for firefighting needs.

The 2020 UWMP states that there are sufficient water supplies through 2045 to meet projected demands in normal years, single dry years, and multiple dry years through 2045. Although the Proposed Project at buildout is estimated to generate a 6 percent increase in water demand using conservative water demand factors, new

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State requirements as listed above and City policies and code requirements would result in enhanced water efficiency and conservation. Applying these measures to the Proposed Project water demand estimates would result in total water demand below the projections in the 2020 UWMP for year 2045. Therefore, there would be sufficient water supplies to meet the demand for TOP 2050 buildout.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

5.19.2.4 CUMULATIVE IMPACTS

The area considered for cumulative impacts for water supply and treatment is the IEUA and City of Ontario service areas. The IEUA and the OMUC obtain groundwater from the Chino Groundwater Basin, which is adjudicated and managed by the Chino Basin Watermaster, imported water from MWD, purchased water from San Antonio Water Company, and recycled water from IEUA. The IEUA and City's 2020 UWMPs state that there are sufficient water supplies through 2045 to meet projected demands in normal years, single dry years, and multiple dry years. Although the Proposed Project at buildout is estimated to generate a 6 percent increase in water demand using conservative water demand factors, new State requirements and City policies and code requirements would result in enhanced water efficiency and conservation would result in total water demand below the projections in the 2020 UWMP for year 2045. With the implementation of SB X7-7 and State, regional, and local water conservation ordinances, all new development would be required to conserve water use and implement water efficiency measures. In addition, pursuant to SB 610 and SB 221, water supply assessments would be prepared for large development projects prior to the approval of each project to ensure adequate water supply for new development.

Overall, cumulative water demands would neither exceed planned levels of supply nor require building new water treatment facilities or expanding existing facilities beyond what is currently planned. In addition, future development would be required to pay connection fees, which would offset the costs of system maintenance and capital upgrades to support the new development in the service areas. Therefore, cumulative impacts would be less than significant and would not be cumulatively considerable.

5.19.2.5 RELEVANT NEW AND MODIFIED TOP POLICIES

As described above, TOP 2050 includes the following policies relevant to water supply and demand: LU-1.3, LU-4.3, ER-1.2, and ER-1.4. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. Relevant TOP 2050 policies that reduce potential water supply impacts of the Proposed Project are:

- **ER-1.1: Local Water Supply.** We increase local water supplies to reduce our dependence on imported water. New and redevelopment projects are aligned with our available water supply and/or to enhance our available water supply.

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- **ER-1.3: Conservation and Sustainable Water Supply.** ~~We require conservation strategies that reduce water usage work with regional water providers and users to conserve water and ensure sustainable local water supplies as more frequent droughts reduce long term local and regional water availability.~~
- **ER-1.5: Groundwater Water Resources 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. Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.~~
- **S-3.7: Water Supply and System Redundancy.** We monitor our water system to manage and ensure adequate firefighting water supplies.

5.19.2.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.19-2.

5.19.2.7 MITIGATION MEASURES

Mitigation Measures from the 2010 Certified EIR

The following mitigation measures were taken directly from the 2010 Certified EIR; however, these mitigation measures have since been incorporated into the Policy Plan and/or the City's Municipal Code. Modifications to the original mitigation measures are identified in ~~strikeout~~ text to indicate deletions and underlined to signify insertions.

- 17-1 ~~The City shall include a policy in the Policy Plan that requires water conservation measures for development projects to improve water use efficiency and reduce overall water demand. Reduce potable water demand, through conservation measures, including but not limited to:~~
- ~~a) Work cooperatively with all developers to incorporate conservation measures into project designs (such as those recommended by the California Urban Water Conservation Council).~~
 - ~~b) Continue to develop and implement drought contingency plans to assist citizens and businesses reduce water use during water shortages and emergencies.~~
 - ~~e) Revise the City Code to include a Water Efficient Landscape Ordinance to encourage or, as appropriate, require the use of water efficient landscaping consistent with AB 1881.~~
- 17-2 ~~The City shall include a policy in the Policy Plan that maximizes the use of recycled water as an irrigation (nonpotable) source for landscaping, parks, and other irrigation opportunities in all areas of the City and requires use of recycled water in dual-system office and industrial uses in selected urban areas of the City, where available and feasible.~~

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~~17.3 The City shall include a policy in the Policy Plan that the City participate through the Chino Basin Water Master and the Inland Empire Utilities Agency in regional efforts to develop finding additional sources of water for groundwater recharge, such as capture of stormwater runoff, recycled water, or other sources to ensure that the Chino Basin stays in long-term hydraulic balance and sustainability and that adequate additional local water sources would be available to increase the flexibility of the City's water supply.~~

New Mitigation Measures

No significant impacts were identified, and no new mitigation measures are warranted.

5.19.2.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant impacts were identified and therefore no mitigation measures are needed.

5.19.3 Storm Drainage Systems

5.19.3.1 ENVIRONMENTAL SETTING

Regulatory Background

The regulatory framework for stormwater is described in detail in Chapter 5.10, *Hydrology and Water Quality*, of this SEIR. The regulatory requirements that pertain solely to storm drain systems are repeated in this section.

Federal

Federal Clean Water Act

Under Section 401 of the Clean Water Act, every applicant for a Section 404 permit that may result in a discharge to a water body must first obtain a state water quality certification indicating the proposed activity will comply with State water quality standards. Certifications are issued in conjunction with US Army Corps of Engineers Section 404 permits for dredge and fill discharges. In addition, a water quality certification must be sought for any activity that would result in the placement of structures in waters of the United States that are not jurisdictional to the US Army Corps of Engineers, such as isolated wetlands, to ensure that the proposed activity complies with State water quality standards. In California, the authority to grant water quality certification or waive the requirement is delegated by the SWRCB to its nine RWQCBs.

National Pollutant Discharge Elimination System

Under the NPDES program, all facilities that discharge pollutants into waters of the United States are required to obtain an NPDES permit. Requirements for stormwater discharges are also regulated under this program. As previously described, the City of Ontario lies within the jurisdiction of the Santa Ana RWQCB (Region 8). The City is currently subject to the requirements of the San Bernardino County MS4 Permit (Order No. R8-2010-0036, NPDES Permit No. CAS618036). The RWQCB is in the process of revising the MS4 permit to include Orange County, Riverside County, and San Bernardino County under one regional MS4 permit.

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Under Provision XI, Section E of the NPDES Permit, the co-permittees are required to include appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address stormwater runoff pollutant discharges and prevent increases in runoff flows from new development and redevelopment projects. The goal is to be accomplished primarily through the implementation of low-impact development techniques and preparation of a water quality management plan (WQMP). In addition, projects must address the potential for causing hydrologic conditions of concern (HCOC) if they disturb more than one acre of land and are not in a HCOC-exempt area, as shown on the San Bernardino HCOC Exemption Map (San Bernardino County 2022). The HCOC requirements include implementing site design measures to ensure that postproject runoff does not exceed preproject runoff for the two-year, 24-hour storm event.

State Regulations

State Water Quality Control Board's Trash Amendment

On April 7, 2015, the SWRCB adopted an amendment to “Water Quality Control Plan for Ocean Waters of California” to control trash. In addition, “Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California” added “Part 1, Trash Provisions.” Together, they are collectively referred to as the “Trash Amendments.” The Trash Amendments provide statewide consistency for the RWQCBs in their regulatory approach to protect aquatic life and public health beneficial uses, reduce environmental issues associated with trash in State waters, and focus limited resources on high-trash-generating areas.

The Trash Amendments apply to all Phase I and II permittees under the NPDES municipal separate storm sewer systems (MS4) permits. Compliance with the Trash Amendment requires municipalities to install certified trash treatment control systems on all catch basins no later than December 2, 2030. The Santa Ana RWQCB implements the statewide Trash Amendments through Water Code Section 13383 Orders that contain region specific requirements.

Regional

San Bernardino County Regional MS4 Permit

The City of Ontario is under the jurisdiction of the MS4 permit issued by the Santa Ana RWQCB to San Bernardino County and the municipalities in San Bernardino County. Waste discharge requirements for stormwater entering municipal storm drainage systems are described in the MS4 permit, Order No. R8-2010-0036, NPDES No. CAS618036. Additional information is provided in Chapter 5.10, *Hydrology and Water Quality*.

Local

City of Ontario Master Plan of Drainage

The City of Ontario’s Master Plan of Drainage (MPD) was updated in 2012 to analyze existing storm drain infrastructure capacity and to determine future storm drain facility needs for buildout conditions, based on the land use plan of the current TOP. The MPD contains the following information:

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- Update and evaluate the inventory and capacities of the existing City-owned storm drain facilities.
- Prepare hydrology studies to quantify peak flow rates for runoff during major storm events, based on built-out conditions of the 2010 Land Use Plan and current TOP.
- Identify and quantify upgrades to existing City-owned storm drain systems to provide adequate flood protection and mitigate development impacts, based on the City’s latest policies and goals.
- Evaluate alternatives to eliminate drainage deficiencies using the existing facilities to the maximum extent.
- Develop a master plan that establishes preliminary alignment and sizes for recommended future backbone drainage facilities that ensure adequate flood protection.
- Develop project costs and prioritization for the implementation of the recommended master plan facilities.

Proposed storm drain improvements are provided in Table 5.19-10, *Proposed Storm Drain Improvements*.

Table 5.19-10 Proposed Storm Drain Improvements

Area	Improvement Number	Improvement Description	Status
Historic Downtown & Civic Center	B-5	Improve City storm drains along Vine Avenue, Laurel Avenue, and G Street	Not yet constructed
	B-6	Improve City storm drains along Vine Avenue between G Street and 6th Street	
	B-7	Improve City storm drains along Sultana Avenue and Melrose Avenue	
	B-11	Improve City storm drains along Oakland Avenue, Palm Avenue, Francis Street, and Fern Avenue	
West Holt Corridor	B-8	Improve City storm drains along Mountain Avenue, Boulder Avenue, and I Street	Not yet constructed
	B-16	Improve City storm drains along Benson Avenue between I Street and State Street	
	B-17	Improve City storm drains along I Street, G Street, D Street, Stoneridge Court, and Brooks Street	
East Holt Corridor	B-20	Improve City storm drains along I Street and D Street	Not yet constructed
Ontario Airport Metro Center	A-5	Add to City storm drain system along 4th Street and 5th Street	Not yet constructed
	B-26	Improve City storm drains along Convention Center Way and Holt Boulevard	
	C-17	Add to City storm drain system along Archibald Avenue between Inland Empire Boulevard and Airport Drive	
	C-18	Add to City storm drain system along Inland Empire Boulevard and Plaza Serena	Completed

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Table 5.19-10 Proposed Storm Drain Improvements

Area	Improvement Number	Improvement Description	Status
Ontario Ranch Great Park Corridor	C-5	Add to City storm drain system along Archibald Avenue between County Line Channel and Schaefer Avenue - Completed	Completed
	C-7	Add to City storm drain system along Edison Avenue east of Cucamonga Channel	Not yet constructed
	C-8	Add to City storm drain system along Eucalyptus Avenue east of Cucamonga Channel - Completed	Completed
	C-10	Add to City storm drain system along Hellman Avenue and Edison Avenue	
	C-11	Add to City storm drain system along Hellman Avenue and Schaefer Avenue	Not yet constructed
	C-12	Add to City storm drain system along Merrill Avenue west of Cucamonga Channel to Eucalyptus Avenue	
	C-13	Add to City storm drain system along Walker Avenue between Cucamonga Creek and Chino Avenue	
	C-14	Add to City storm drain system along Grove Avenue between Merrill Avenue and Chino Avenue	
	C-15	Add to City storm drain system along Merrill Avenue and Bon View Avenue	
	C-16	Add to City storm drain system along Euclid Avenue between Merrill Avenue and Riverside Drive	

Sources: Fuscoe 2022; Ontario 2012.

City of Ontario Capital Improvement Program

The City's Engineering Department regularly updates its CIP project list to prepare and budget for infrastructure improvements over a 5-year planning period. The following storm drain infrastructure project has been prioritized in the City's current 2021/22 CIP, and three recent storm drain improvements are included (Fuscoe 2022):

- In Design: San Antonio Avenue storm drain; estimated completion date December 2025
- Completed: Bon View Avenue new storm drain
- Completed: Parco Avenue new storm drain
- Completed: Francis Avenue storm drain and Ely Basin (new pipe and upsized pipe).

In addition, several proposed storm drain improvements identified in the MPD have since been constructed, as shown in Table 5.19-10.

San Bernardino County 2020/21 Capital Improvement Program

The San Bernardino County Flood Control District has developed an extensive system of facilities, including dams, debris basins, channels, and storm drains to intercept and convey flood flow through and away from major developed areas in the County. The San Bernardino County Flood Control Planning Division is responsible for long range planning and for coordinating flood control project development and funding with

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other agencies. The Division meets with City engineers to coordinate the planning, development, and construction of flood control projects within the City boundaries. Pending projects in San Bernardino County's latest CIP includes drainage facilities, as well as road, bridge, flood, and bikeway projects. The following projects are within the City's boundaries:

- In Design: West State Street storm drain, Segment 3B
- In Design: Grove Basin outlet storm drain

City of Ontario Standard Conditions of Approval for New Development

The City's standard conditions of approval for new development for the Original Model Colony (OMC) and Ontario Ranch projects (Resolution No. 2017-027) include the following regulations:

- **SC 3.65 (OMC); SC 3.66 (Ontario Ranch).** A hydrology study and drainage analysis, prepared in accordance with the San Bernardino County Hydrology Manual and the City of Ontario's Standards and Guidelines, and signed by a Civil Engineer registered in the State of California, shall be submitted to the Engineering Department prior to Grading Plan approval. Additional drainage facilities may be required as a result of the findings of the study.
- **SC 3.67 (OMC); SC 3.68 (Ontario Ranch).** Prior to Grading Plan approval and the issuance of a grading permit, an Erosion and Sediment Control Plan shall be submitted to, and approved by, the Engineering Department. The Erosion and Sediment Control Plan shall identify the BMPs that would be implemented by development projects during construction in order to reduce the discharge of sediment and other pollutants into the City's storm drain system.
- **SC 3.68 (OMC); SC 3.69 (Ontario Ranch).** Prior to Grading Plan approval and the issuance of a grading permit, a completed WQMP shall be submitted to, and approved by, the Engineering Department. The WQMP shall be submitted using the San Bernardino County Stormwater Program's model template and shall identify all Post Construction, Site Design, Source Control, and Treatment Control BMPs, that will be incorporated into development project, in order to minimize any potential adverse impacts to receiving waters.

City of Ontario Municipal Code, Title 6, Chapter 6, Stormwater Drainage Systems

Section 6-6.206 prohibits specified types of discharges into the City's stormwater drainage system, or into any street leading to the drainage system. Section 6-6.208 requires that any persons conducting activities that could potentially contribute to stormwater pollution comply with all applicable BMPs as listed in the California Stormwater Best Management Practice Handbooks or the current San Bernardino County Stormwater Program's "Report of Waste Discharge," to reduce pollutants in stormwater runoff and reduce non-stormwater discharges to the City's stormwater drainage system to the maximum extent practicable or to the extent required by law. Sections 6-6.501 through 6-6.506 govern discharges into stormwater from construction activities. Sections 6-6.801 through 6-6.803 provide the stormwater pollution abatement charges that are collected for developed parcels within the City to fund future storm drain improvements and the fees imposed for business inspections to ensure compliance with the MS4 permit requirements.

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City of Ontario Departments

The City has several departments that involve design, construction, and maintenance of the City's storm drain system. The Engineering Department is responsible for the preparation and periodic revision of the MPD; developing storm drain standards and specifications; and reviewing and approving storm drain improvement plans provided by developers and businesses. The CIP/Field Services Division of the Engineering Department provides the planning, design, surveying, bidding, construction inspection, and project management functions for the City's CIP projects. The work includes repairing and constructing storm drain improvements at various locations throughout the City. The Land Development Section of the Engineering Department is responsible for the development of all public infrastructure and improvements associated with new development within the public right-of-way, which includes storm drains. The Parks and Street Maintenance Division under the Public Works Agency services and cleans the City's storm drains of debris and sediment. The City also collects development impact fees from project developers that are used to construct regional and local storm drain facilities and mitigate the impact of future development.

The City's Environmental Services Section under the Engineering Department is responsible for implementation of the MS4 permit and education of residents, business owners, and developers on stormwater pollution issues and regulatory requirements. The Environmental Services Section conducts the following activities:

- Represents the City as co-permittee of the San Bernardino County MS4 permit.
- Regulates stormwater runoff as required by the MS4 permit.
- Inspects commercial and industrial businesses identified as potential stormwater polluters and enforces the NPDES permit requirements.
- Inspects construction sites for compliance with the Ontario Municipal Code, San Bernardino County MS4 permit, and the State's General Construction Permit.
- Requires new development/redevelopment projects to prepare a WQMP and SWPPP in compliance with the regional MS4 permit and State General Construction Permit and reviews and approves these documents prior to the issuance of grading permits.
- Educate developers, contractors, business owners, residents, and municipal employees on stormwater BMPs.
- Control illicit connections to storm drains.
- Control or mitigate illegal discharges to storm drains.
- Control municipal facility operations and practices to prevent discharges of pollutants to storm drains.

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Existing Conditions

The City owns and maintains over 136 miles of storm drains. The existing storm drain system is shown on Figure 5.19-3, *Existing Storm Drain System*. In addition, Caltrans has storm drains along Interstate 10 and State Route 60 corridors. All of the storm drains convey runoff to several regional backbone facilities owned and operated by the San Bernardino County Flood Control District (SBCFCD). The City is in Zone 1 of the SBCFCD. The three major regional channels that convey stormwater from the City are (Ontario 2012):

- **San Antonio Channel.** The northwest portion of the City drains to San Antonio Channel via the city of Montclair's San Bernardino Avenue Storm Drain, SBCFCD's West State Street Storm Drain, and SBCFCD's Chino Storm Drain. San Antonio Channel runs along the western boundary of San Bernardino County through the cities of Montclair, Chino, and Chino Hills.
- **Cucamonga Channel.** This channel and a number of its tributary systems convey runoff from the central portion of the City. The regional SBCFCD storm drain systems that are tributary to Cucamonga Channel are:
 - West Cucamonga Channel System, including the 8th Street Basins, Princeton Basin, East State Street Storm Drain, Francis Street Storm Drain, and Ely Basin
 - Riverside Drive Storm Drain #2 and Lower Cucamonga Spreading Grounds
 - Deer Creek Channel and Turner Basins
 - Lower Deer Creek Channel, Commerce Center Storm Drain, and Chris Basin
 - County Line Channel
- **Day Creek Channel.** The eastern portion of the City drains to this channel system and includes the following tributaries: Lower Etiwanda Creek Channel, Wineville Basin, and Riverside Basin.

Areas in the southwest portion of the City that do not drain to the three areas listed above instead drain to the Prado Flood Control Basin via other regional and backbone facilities in Chino, including:

- **Cypress Channel.** The channel system, which is owned and operated by the SBCFCD, includes Magnolia Storm Drain and Sultana-Cypress Storm Drain, which drain south through Chino to the Prado Flood Control Basin.
- **Airport Channel.** This is Chino's master-planned Euclid Avenue Storm Drain, Line I, which drains the easterly side of Euclid Avenue from Merrill Avenue to the Prado Flood Control Basin. This system conveys runoff generated in the cities of Ontario and Chino.
- **Grove Avenue Storm Drain.** This is Chino's master-planned storm drain, Line J, which drains south from Merrill Avenue into an existing reinforced concrete box under the runway of Chino Airport and Chino with ultimate discharge into the Prado Flood Control Basin. This system also conveys runoff from the cities of Ontario and Chino.

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- Future Walker Avenue Storm Drain.** This is Chino’s master-planned storm drain, Line A. It is planned to extend south of Merrill Avenue through Walker Avenue and Remington Avenue to drain to Cucamonga Creek in Chino. Essentially, all of the flows conveyed by this storm drain will be from its tributary drainage area in Ontario.

The existing drainage facilities that are in Ontario’s growth areas are summarized in Table 5.19-11, *Existing Storm Drain Facilities*.

Table 5.19-11 Existing Storm Drain Facilities

Growth Area	Primary Drainage Facilities
Historic Downtown & Civic Center	16-inch to 54-inch City storm drain lines SBCFCD East State Street Storm Drain
West Holt Corridor	33-inch to 60-inch City storm drain lines SBCFCD West State Street Storm Drain
East Holt Corridor	18-inch to 96-inch City storm drain lines SBCFCD West Cucamonga Channel
Ontario Airport Metro Center	24-inch to 114-inch City storm drain lines Caltrans storm drain lines SBCFCD Turner Basins, Guasti Basins, Deer Creek Channel, and Commerce Center Storm Drain
Ontario Ranch Great Park Corridor	60-inch City storm drain line SBCFCD Cucamonga Channel City of Chino Airport Channel and Grove Avenue Storm Drain

Sources: Fuscoe 2022.

5.19.3.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

- U-3 Would require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

5.19.3.3 ENVIRONMENTAL IMPACTS

2010 Certified EIR

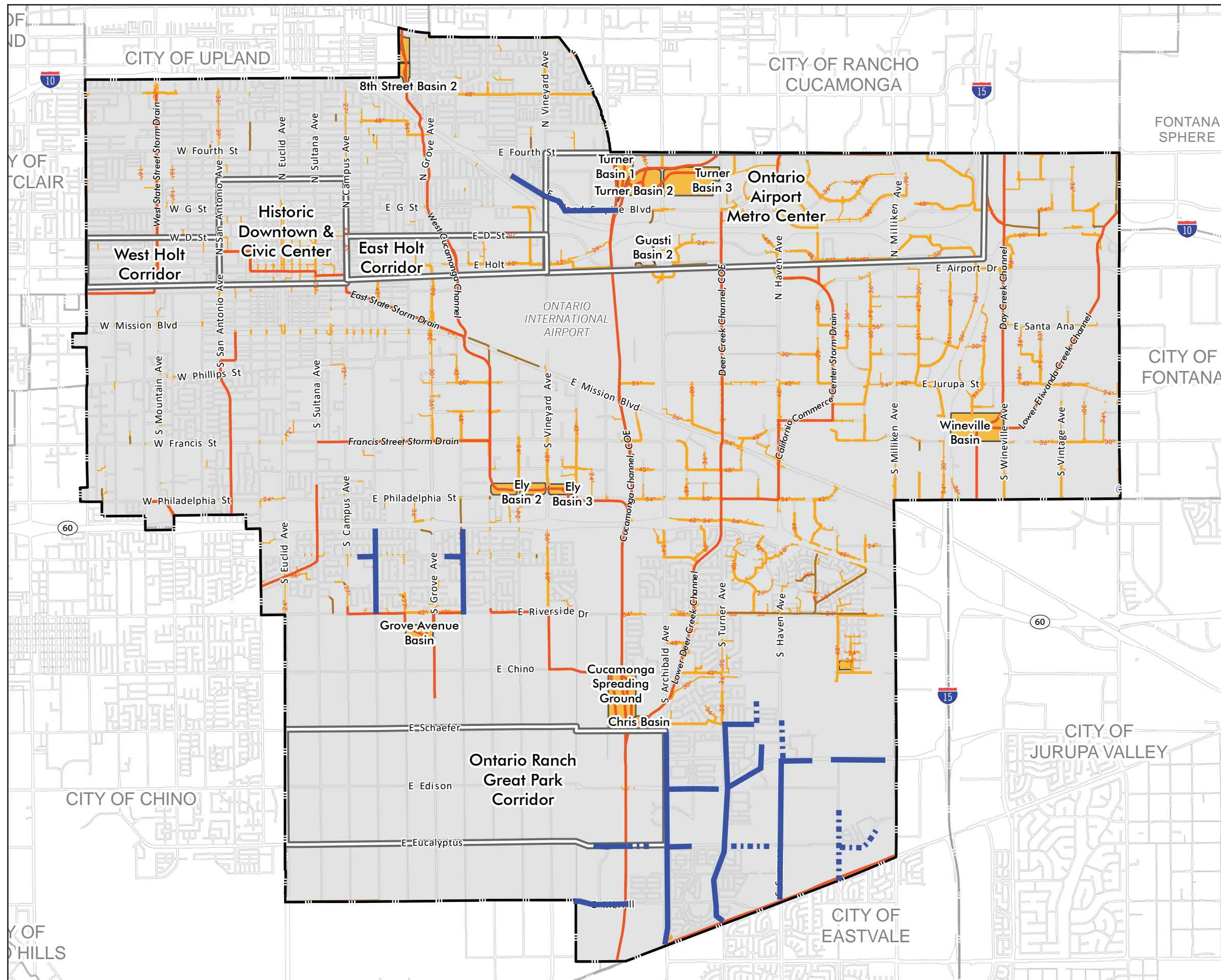
The 2010 Certified EIR concluded that under the Approved Project, the storm drainage systems would be expanded to accommodate growth and impacts would be less than significant.

Proposed Project

The applicable thresholds are identified in brackets after the impact statement.

Figure 5.19-3

Existing Storm Drain System



- County Flood Control Channel
- City Storm Drain - Open Channel
- City Storm Drain - Underground**
- 12" - 42"
- 42" - 120"
- Detention Basins
- Proposed Growth Areas
- Ontario City Boundary
- Newly Constructed City Storm Drain (accepted by City)
- - - Newly Constructed City Storm Drain (not yet accepted by City)



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Impact 5.19-3: Existing and/or proposed storm drainage systems are adequate to serve the drainage requirements of TOP 2050. [Threshold U-3]

The 2010 Certified EIR concluded the Approved Project would have less than significant impacts to storm drainage systems.

Potential future development as part of the Proposed Project and the change in land uses could result in an increase in impervious surfaces, which in turn could result in an increase in stormwater runoff, higher peak discharges to drainage channels, and the potential to cause nuisance flooding in areas without adequate drainage facilities.

There are limited land use changes between the current TOP and TOP 2050 in the OMC (e.g., West Holt, Historic Downtown, East Holt, and the Ontario Airport Metro Center). Therefore, potential future development sites would be primarily in infill areas or already developed areas that are paved, and new development on these sites should not create a substantial increase in impervious surfaces and the need for an expanded storm drain system. However, the City would continue to make improvements in these areas as described in the MPD and the City's CIP.

The southern portion of the City, in the Ontario Ranch, currently has limited storm drain systems; however, the City's MPD identifies several planned improvements in the area, as shown on Figure 5.19-4, *Proposed Storm Drain System*, and described in Table 5.19-10, *Proposed Storm Drain Improvements*. Completion of these MPD improvements would provide permanent storm drain service to the project.

Most projects in Ontario Ranch would not be exempt from hydromodification requirements. Therefore, in this area and other portions of the City that are not exempt, all future projects would be required to install stormwater treatment measures to ensure that post-project runoff does not exceed pre-project runoff for the two-year, 24-hour storm event. This would also minimize the potential for increases in peak runoff from newly developed sites.

TOP 2050 policies ER-1.6, ER-1.7, S-2.2, S-2.5, and S-2.6 direct the City to incorporate strategies to capture, slow and treat runoff and reduce the downgradient potential for flooding. Compliance with these policies will ultimately reduce discharge volumes to the storm drain system. Policy S-2.1 requires hydrological studies prepared by a State-certified engineer when development is located in a 100-year or 500-year floodplain to assess the impact that new development will have on the flooding potential of existing downgradient developments. Also, LU-1.3 requires adequate infrastructure and services for all development and LU-4.3 requires that the necessary infrastructure and services be in place prior to or concurrent with new development.

Each future project in the OMC and Ontario Ranch would be required to comply with the City's storm drain policies and the MS4 permit. This would require the preparation of hydrology reports and drainage plans for review and approval by the City to ensure that there are no adverse impacts to the City's storm drain system with the addition of stormwater from the project sites. Also, the developers would need to prepare a WQMP that addresses stormwater runoff and requires the construction of stormwater treatment facilities for temporary on-site retention of stormwater runoff. These requirements would minimize the amount of stormwater runoff from potential future development in these areas.

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Revenue from the City's development impact fees are used to fund infrastructure projects, including storm drain improvements. And the City would continue to implement the proposed improvements to the storm drain infrastructure, as documented in the MPD and the CIP. Compliance with the City's policies and programs that ensure adequate infrastructure and the regulatory provisions in the MS4 permit that limit runoff from new development would ensure that implementation of TOP 2050 would not result in significant increases in runoff that would contribute to the construction or expansion of new storm drains beyond what is already planned. In addition, the City would continue to repair, rehabilitate, and upgrade the storm drain system through implementation of the CIP program, and potential future development would be required to pay storm drainage fees per the City's municipal code. Therefore, impacts with respect to stormwater infrastructure would be less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

5.19.3.4 CUMULATIVE IMPACTS

The area considered for cumulative impacts is the Chino Creek and the Middle Santa Ana River subwatershed. Other projects in this area would increase impervious areas, thus increasing runoff and flows into the storm drain systems. Within San Bernardino county, other projects would also be required to prepare hydrology and hydraulic studies in accordance with the County Hydrology Manual and analyze stormwater flows that result from the 100-year storm event to ensure that the capacities of the storm drain systems are not exceeded. Additionally, other project would be required to comply with the MS4 permits applicable to those watersheds. The Santa Ana RWQCB MS4 permit applies to portions of three counties in the Santa Ana Basin. Most projects would meet criteria in the MS4 permits that require low-impact development (LID) and on-site stormwater bioretention facilities that would reduce the amount of runoff entering public storm drain systems. Cumulative impacts would be less than significant and would not be cumulatively considerable.

5.19.3.5 RELEVANT NEW AND MODIFIED TOP POLICIES

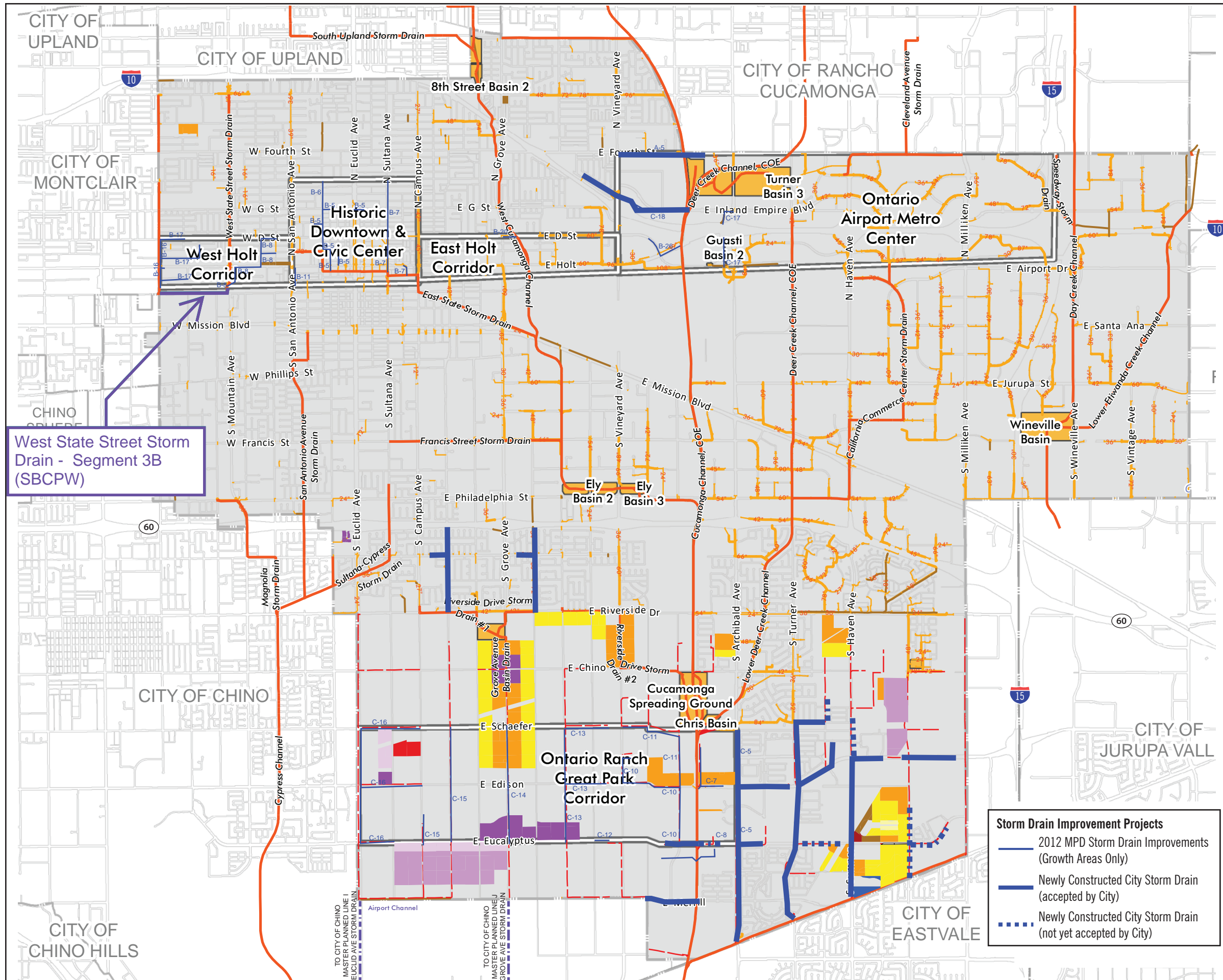
As described above, TOP 2050 includes the following policies relevant to storm drain systems: LU-1.3, LU-4.3, and S-2.6. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. New or modified TOP 2050 policies relevant to stormwater impacts are:

- **ER-1.5: Groundwater Water Resources 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. Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.~~
- **ER-1.6: Urban Runoff Quantity.** We encourage the use of low impact development strategies, including green infrastructure, to intercept runoff, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems.

Figure 5.19-4

Proposed Storm Drain System

- Land Use Parcels**
Imperviousness Condition Change
- Residential**
- LDR Low Density Residential
 - LMDR Low Medium Density Residential
 - MDR Medium Density Residential
 - HDR High Density Residential
- Mixed-Use**
- MU Mixed Use
- Commercial**
- NC Neighborhood Commercial
 - GC General Commercial
- Employment**
- BP Business Park
 - IND Industrial
- Other**
- PS Public School
 - ROW Right of Way
- City Drainage Facilities**
- 12" - 42" Storm Drain Lines
 - 42" - 120" Storm Drain Lines
 - Detention Basins
 - Open Channel
 - Proposed Storm Channel
- Other Jurisdictional Drainage Facilities**
- Caltrans Storm Drain Lines
 - Private Storm Drain Lines
 - SB County Storm Drain Lines
 - SB County Flood Control Channel
 - Ontario City Boundary
 - Proposed Growth Areas



- Storm Drain Improvement Projects**
- 2012 MPD Storm Drain Improvements (Growth Areas Only)
 - Newly Constructed City Storm Drain (accepted by City)
 - Newly Constructed City Storm Drain (not yet accepted by City)



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- **S-2.1: Entitlement and Permitting Process.** ~~We follow State guidelines and building code to determine when development proposals require hydrological studies prepared by a State-certified engineer when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient.~~
- **S-2.2: Floodplain Insurance Mapping.** ~~We will limit development in flood plains and participate in the National Flood Insurance Program require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.~~
- **S-2.5: Stormwater Management-Drain System.** ~~We maintain and improve the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces.~~
- **S-2.7: Collaboration Between Agencies.** ~~Collaborate with the San Bernardino County Flood Control District and other state and federal agencies to maintain flood-control infrastructure to minimize flood damage.~~

5.19.3.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.19-3.

5.19.3.7 MITIGATION MEASURES

Mitigation Measures from the 2010 Certified EIR

No mitigation measures were identified

New Mitigation Measures

No significant impacts were identified, and no new mitigation measures are warranted.

5.19.3.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant impacts were identified, and no significant and unavoidable impacts related to storm drain systems would occur.

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5.19.4 Solid Waste

5.19.4.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal

Resource Conservation and Recovery Act of 1976

The Resource Conservation and Recovery Act of 1976 (Title 40 of the Code of Federal Regulations), Part 258, contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design (liners, leachate collection, run-off control, etc.), groundwater monitoring, and closure of landfills.

State

California Integrated Waste Management Act

California's Integrated Waste Management Act of 1989 (AB 939) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.

In 2007, SB 1016 amended AB 939 to establish a per-capita disposal measurement system based on two factors: a jurisdiction's reported total disposal of solid waste divided by the jurisdiction's population. The California Integrated Waste Management Board was replaced by CalRecycle in 2010. CalRecycle sets a per-capita disposal rate target for each jurisdiction. Each jurisdiction must submit an annual report to CalRecycle with an update of its progress in implementing diversion programs and its current per-capita disposal rate.

Organic Waste Methane Emissions Reduction Act

In September 2016, SB 1383 was signed into law establishing methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants in various sectors of California's economy. SB 1383 establishes goals to reduce the landfill disposal of organics by achieving a 50 percent reduction in the 2014 level of statewide disposal of organic waste by 2020 and a 75 percent reduction by 2025. SB 1383 grants CalRecycle the regulatory authority to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food must be recovered for human consumption by 2025. Methane emissions resulting from the decomposition of organic waste in landfills are a significant source of greenhouse gas emissions contributing to global climate change. Organic materials—including waste that can be readily recycled or composted—account for a significant portion of California's overall waste stream.

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Mandatory Commercial and Multifamily Residential Recycling Requirements

AB 341 (Chapter 476, Statutes of 2011) increased the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses. Businesses that produce four or more cubic yards of solid waste per week or multifamily residential dwellings of five or more units are covered by this regulation. Under AB 341, businesses and multifamily dwellings must separate recyclables from trash and either subscribe to recycling services, self-haul their recyclables, or contract with a permitted private recycler.

Mandatory Commercial Organics Recycling

AB 1826, which was enacted in 2014, mandates organic waste recycling for businesses and multifamily dwellings with five or more units. The commercial organics recycling law took effect on April 1, 2016, and organic waste includes food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. Previously, businesses and multifamily residences of five or more units that generated four or more cubic yards per week of solid waste (including recycling and organic waste) had to arrange for organic waste recycling services. However, the law contained a 2020 trigger that if the statewide goal of 50 percent reduction in organic waste as compared to 2014 had not been met, the threshold for mandatory compliance would cover businesses that generate two or more cubic yards of solid waste per week. This is the threshold that is currently being enacted.

California Solid Waste Reuse and Recycling Access Act

The California Solid Waste Reuse and Recycling Access Act (AB 1327) requires areas to be set aside for collecting and loading recyclable materials in development projects. The act required CalRecycle to develop a model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own that establishes standards, including space allocation, for the collection and loading of recyclable materials.

California Green Building Standards Code

Section 4.408 and 5.408 of CALGreen pertain to construction waste reduction disposal and recycling. The requirements mandate that, in the absence of a more stringent local ordinance, a minimum of at least 65 percent of the nonhazardous construction and demolition waste generated during most new construction must be recycled or salvaged. CALGreen requires developers to prepare and submit a waste management plan for on-site sorting of construction debris, which is submitted to the City for approval, or use a waste management company with verifiable documentation. The waste management plan must:

- Identify the materials to be diverted from disposal by recycling, reuse on the project, or salvage for future use or sale.
- Specify if materials will be sorted on-site or mixed for transportation to a diversion facility.
- Identify the diversion facility where the material collected can be taken.

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- Identify construction methods employed to reduce the amount of waste generated.
- Specify that the amount of materials diverted shall be calculated by weight or volume, but not by both.

Local

San Bernardino Countywide Integrated Waste Management Plan

The California Integrated Waste Management Act of 1989 (AB 939) requires each county to prepare and adopt a Countywide Integrated Waste Management Plan (CIWMP). The plan identifies solid waste facilities in San Bernardino County and describes the countywide plan for reaching the State-mandated 50 percent recycling goal. Waste reduction and disposal facilities in the county that require solid waste facility permits must conform to policies and siting criteria in the CIWMP. The CIWMP includes, by reference, source reduction and recycling elements, household hazardous waste elements, and nondisposal facility elements as well as a plan that describes countywide diversion programs and landfill disposal needs. The elements must be reviewed every five years and revised if necessary. The latest five-year review report for the CIWMP was submitted by San Bernardino County Solid Waste Management Division on April 2018. The latest CIWMP states that the County has five landfills that have the capacity to accept all solid waste from its customers for a period in excess of 15 years (San Bernardino County 2018).

In addition, each city, county, or regional agency must prepare an annual report for submittal to CalRecycle that summarizes its progress in reducing solid waste, as required by Public Resources Code Section 41821. Once every two or four years (depending on the compliance schedule), CalRecycle conducts its own jurisdictional review of the annual reports to determine if the jurisdiction has met the Integrated Waste Management Act goals.

San Bernardino Recycling Market Development Zone

The San Bernardino Recycling Market Development Zone (RMDZ) includes the unincorporated areas of San Bernardino County and various cities within the county, including parts of Ontario. The County Economic Development Agency administers the RMDZ in collaboration with participating cities and solid waste providers. Materials targeted in the RMDZ include mixed waste paper, glass, tires and rubber, plastic, yard waste, and inert solids. The goal of the zone is to attract businesses that can process these materials in the RMDZ.

City of Ontario Municipal Code

The City's regulations related to solid waste are in Municipal Code, Title 6, Chapter 3, Integrated Solid Waste Management. This chapter describes the requirements and regulations for the users of the City's solid waste collection services, including nonorganic waste, recycling, green waste, and other organic waste. It also requires owners and occupants of residential and commercial buildings to pay monthly integrated waste service charges. The code describes the business recycling requirements and construction and demolition diversion requirements that must be implemented for compliance with State recycling and diversion laws. Business recycling plans must be submitted for new development and certain redevelopment projects that plan to use commercial collection services. Construction and demolition recycling plans must be submitted for the

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construction, addition, or alteration of residential and nonresidential structures. The code also specifies mandatory business recycling and mandatory commercial business organics recycling services.

Existing Conditions

Solid Waste Collection

The City of Ontario provides its own solid waste collection service. The Integrated Waste Department, which is part of the Ontario Municipal Utilities Company, provides its customers with blue containers for recyclables, green containers for grass clippings, leaves, and brush; and black containers for all nonrecyclable materials. The department has also developed a Refuse and Recycling Planning Manual to assist developers with meeting the City's requirements for refuse and recycling storage and access for service and addressing the City's recycling goals. The manual provides standards for residential, commercial, and industrial container storage and vehicle access, minimum weekly service requirements, and Ontario and San Bernardino County code requirements. The City also provides a household hazardous waste facility for residents at 1430 S. Cucamonga Avenue. Residents can recycle used computers, televisions, and other electronic waste free of charge.

Landfills

Household and business refuse, green waste, and recycling collected in Ontario are sent to the West Valley Materials Recovery Facility in Fontana for processing, recycling, or landfilling; the facility is operated by Burrtec. According to the most recent CalRecycle data, over 98 percent of the solid waste collected from the City was taken to either Badlands Sanitary Landfill or El Sobrante Landfill. El Sobrante Landfill in Corona is owned and operated by USA Waste of California, a subsidiary of Waste Management, Inc. The Badlands Sanitary Landfill in Moreno Valley is owned and operated by the Riverside County Department of Waste Resource. The local enforcement agency for both landfills is the County of Riverside Department of Environmental Health. Information regarding these landfills is provided in Table 5.19-12, *Landfills Serving the City of Ontario*.

Table 5.19-12 Landfills Serving the City of Ontario

	Badlands Sanitary Landfill	El Sobrante Landfill
Total waste received in 2019 (tons)	885,708	3,387,857
Total waste received from Ontario in 2019 (tons)	47,574	218,454
Percentage of total waste from Ontario	5.4%	6.4%
Maximum permitted throughput (tons/day)	4,800	16,054
Average daily disposal rate in 2020 (tons/day)	2,813	10,995
Excess daily capacity (tons/day)	1,987	5,059
Remaining capacity (cubic yards)	15,748,799	143,977,170
Estimated closing date	2022 ¹	2051
Total	9,655	12,168

Source: CalRecycle 2022.

¹ Although the estimated closure date for this landfill on the CalRecycle website is 2022, the RWQCB just issued new Waste Disposal Requirements for this landfill which increases its maximum disposal tonnage to 5,000 tons/day, expands the landfill capacity, and extends the closure date to 2073.

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Solid Waste Diversion and Recycling

Compliance with AB 939 is measured by comparing the CalRecycle target disposal rates for residents and employees to actual disposal rates. The latest target disposal rates for Ontario are 9.9 pounds per day (ppd) for residents and 16.5 ppd for employees. Actual disposal rates in 2020 were 9.1 ppd for residents and 13.5 ppd for employees. Therefore, solid waste diversion goals for Ontario are in compliance with AB 939.

5.19.4.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

- U-6 Would be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

- U-7 Would not comply with federal, state, and local statutes and regulations related to solid waste.

5.19.4.3 ENVIRONMENTAL IMPACTS

2010 Certified EIR

The 2010 Certified EIR concluded that the Approved Project would be served by landfills with sufficient permitted capacities to accommodate the project's solid-waste disposal needs.

Proposed Project

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.19-4: Existing and/or proposed facilities would be able to accommodate Project-generated solid waste and comply with related solid waste regulations. [Thresholds U-6 and U-7]

The 2010 Certified EIR concluded that the Approved Project would have less than significant impacts associated with solid-waste disposal.

TOP 2050 would result in an increase in population of 52,535 people compared to the current TOP but would result in a net decrease of 17,065 jobs. This increase in population would result in more solid waste generation and could impact the capacity of the receiving landfills. Table 5.19-13, *Additional Solid Waste Generated by TOP 2050*, provides an estimate of the amount of solid waste that would be generated with the Proposed Project.

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Table 5.19-13 Additional Solid Waste Generated by TOP 2050

	Residents	Employees
Increase in population and jobs with TOP 2050	52,535	-17,065
Per capita waste generation rate (pounds/day)	9.1	13.5
Per capita waste generation rate (tons/year)	1.66	2.46
Additional waste generated by TOP 2050 (tons/year)	87,248	-42,044

Source: CalRecycle 2022.

As shown in Table 5.19-13, TOP 2050 would generate an additional 87,248 tons/year of solid waste from residents, but this would be offset by a reduction of 42,044 tons/year due to a decrease in the number of employees. This would result in a net increase in solid waste generation at buildout of the Proposed Project of 45,204 tons/year.

This equates to about 151 tons/day (assuming 300 disposal days/year). The combined excess capacity of the Badlands Sanitary Landfill and the El Sobrante Landfill is 7,046 tons/day. Therefore, these landfills would easily accommodate the additional 151 tons/day from TOP 2050, which is about 2 percent of the landfills' excess capacity, and both landfills have closure dates beyond the year 2050.

In addition, these calculations conservatively assume that there is no increased diversion rate for recycling. In the future, other neighboring landfills would also be available to accept solid waste from the City, if needed. The latest update of the San Bernardino County CIWMP indicates that there is sufficient landfill capacity to meet the needs of the county for at least the next 15 years.

Furthermore, future development pursuant to TOP 2050 would comply with Section 4.408 of the 2019 CALGreen building code, which requires that at least 65 percent of nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. Development would also comply with AB 341, which mandates recycling for commercial and multifamily residential land uses. Additionally, future businesses that generate organic waste in amounts over a certain threshold would be mandated to recycle organic matter in accordance with AB 1826. Therefore, solid waste facilities would be able to accommodate project-generated solid waste associated with the Proposed Project. In addition, TOP 2050 policies ER-2.1, ER-2.2, and ER-2.3 describe waste diversion requirements, hazardous and electronic waste disposal, and purchasing of products made from recycled materials that would ensure that the City has a cost-effective integrated waste management system that meets or exceeds state and federal recycling and waste diversion mandates.

With continued compliance with the applicable regulations, leading to increased recycling and waste diversion, anticipated rates of solid waste disposal from the Proposed Project would be less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant.

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5.19.4.4 CUMULATIVE IMPACTS

The area considered for cumulative impacts to solid waste disposal includes all the cities and counties that dispose of their solid waste in Badlands Sanitary Landfill or El Sobrante Landfill. These landfills currently have a combined excess daily capacity of 7,046 tons/day and have a remaining landfill capacity of 15,750,000 cubic yards for Badlands Sanitary Landfill and 144,000,000 cubic yards for El Sobrante Landfill. Both landfills have closure dates beyond 2050. In addition, state and local regulations and ordinances regarding the recycling of construction debris and organic wastes will further reduce the amount of solid waste transported to these landfills in the future. Therefore, with continued compliance with the applicable regulations, in combination with reasonably foreseeable future development, cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

5.19.4.5 RELEVANT NEW AND MODIFIED TOP POLICIES

As described above, TOP 2050 includes the following policies relevant to solid waste: ER-2.1 through ER-2.3. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. There are no new or modified policies pertaining to solid waste.

5.19.4.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: Impact 5.19-4.

5.19.4.7 MITIGATION MEASURES

Mitigation Measures from the 2010 Certified EIR

No mitigation measures were identified

New Mitigation Measures

No significant impacts were identified and no new mitigation measures are warranted.

5.19.4.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant impacts were identified, and no significant and unavoidable impacts related to solid waste would occur.

5.19.5 References

CalRecycle, 2022a. Landfill Tonnage Reports, Jurisdiction of Origin Waste Disposal, and SWIS Facility/Site Activity Details. <https://www2.calrecycle.ca.gov>.

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Inland Empire Utilities Agency (IEUA). 2015, March. Fiscal Year 2015/16 Ten-Year Capital Improvement Plan.

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Ontario Engineering Department. 2012, March. Master Plan of Drainage, City of Ontario. Prepared by Hunsaker and Associates, Inc.

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San Bernardino County. 2022. “HCOC Exemption Map and Criteria.” Appendix F of the Santa Ana River Watershed Technical Guidance Document for WQMP Final. <http://cms.sbcounty.gov/Portals/50/Land/AppendixF-HCOCExemptionCriteriaandMap.pdf?ver=2013-02-28-193056-000>.

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5.20 WILDFIRE

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential for implementation of TOP 2050 (Approved Project) to exacerbate wildfires in the City of Ontario compared to the current TOP (Approved Project). Cumulative impacts related to wildfire are based on regional wildfire hazards in the southern California region in proximity to wildlands and are based on Fire Hazard Severity Zones (FHSZ) mapped by the California Department of Forestry and Fire Protection (CAL FIRE).

5.20.1 Environmental Setting

5.20.1.1 REGULATORY BACKGROUND

State

CAL FIRE

CAL FIRE is dedicated to the fire protection and stewardship of over 31 million acres of California's wildlands. The Board of Forestry and Fire Protection is a regulatory body within CAL FIRE. It is responsible for developing the general forest policy of the state, determining the guidance policies of CAL FIRE, and representing the state's interest in federal forestland in California. The Board of Forestry and Fire Protection also promulgates regulations and reviews general plan safety elements that are adopted by local governments for compliance with statutes. Together, the Board and CAL FIRE protect and enhance the forest resources of all the wildland areas of California that are not under federal jurisdiction.

CAL FIRE Strategic Plans

CAL FIRE produced the *2019 Strategic Fire Plan for California*, which contains goals, objectives, and policies to prepare for and mitigate the effects of fire on California's natural and built environments. The *2019 Strategic Fire Plan for California* focuses on fire prevention and suppression activities to protect lives, property, and ecosystems. In addition, CAL FIRE provides regulatory oversight to enforce State fire laws and delivers a land use planning and defensible space inspection program to local governments across the state (CAL FIRE 2019).

The California Strategic Plan is implemented through individual "unit plans" that are prepared for different regions of the state. CAL FIRE's fire suppression operations are organized into 21 units that geographically follow county lines. CAL FIRE has adopted a San Bernardino Unit Fire Plan that covers San Bernardino County. The unit plan sets forth the agency's priorities for the prevention, protection, and suppression of wildfires. The overall goal of the San Bernardino County Unit Fire Plan is to reduce total costs and losses from wildland fire in the unit by protecting assets at risk through focused prefire management prescriptions, increasing initial attack success. The last unit plan was updated in 2021 (CAL FIRE 2021).

CAL FIRE Fire Hazard Severity Zone Mapping

CAL FIRE publishes maps recommending FHSZs for every California county. Lands in California fall within one of the following management areas: local responsibility area (LRA), state responsibility area (SRA), or federal responsibility area (FRA). Within each of these areas, a single agency has direct responsibility: local fire departments or fire protection districts are responsible in LRAs; CAL FIRE is responsible in SRAs; and federal

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agencies, such as the US Forest Service, National Park Service, Bureau of Land Management, US Department of Defense, US Fish and Wildlife Service, or Department of the Interior, are responsible in FRAs.

Within the LRAs, CAL FIRE designates lands as Very High FHSZ or not. The LRA maps also show such areas within the SRA and FRA, but do not differentiate lands within the SRA and FRA from each other (that is, SRA and FRA areas are mapped together).

Within the SRA, CAL FIRE designates Moderate FHSZs, High FHSZs, and Very High FHSZs. The SRA maps show which lands are in the LRA and FRA, but do not show the hazard zones in the LRA and FRA.

Office of State Fire Marshal

The California Office of the State Fire Marshal supports the mission of CAL FIRE by focusing on fire prevention. Its fire safety responsibilities include: regulating buildings in which people live, congregate, or are confined; controlling substances and products which may, in and of themselves, or by their misuse, cause injuries, death, and destruction by fire; providing statewide direction for fire prevention in wildland areas; regulating hazardous liquid pipelines; developing and reviewing regulations and building standards; and providing training and education in fire protection methods and responsibilities. These achievements are accomplished through major programs, including engineering, education, enforcement, as well as support from the State Board of Fire Services.

California Office of Emergency Services

The California Office of Emergency Services (Cal OES) was established on January 1, 2009, and created by Assembly Bill (AB) 38, which merged the duties, powers, purposes, and responsibilities of the former Cal OES with those of the Governor's Office of Homeland Security. Cal OES is responsible for the coordination of State agency response to major disasters in support of local governments. Cal OES is responsible for ensuring the State's readiness to respond to and recover from all hazards—natural, man-made, emergencies, and disasters—and for assisting local governments in their emergency preparedness, response, recovery, and hazard mitigation efforts. In 2018, Cal OES completed a State Hazard Mitigation Plan, which designates FHSZs and Wildland Urban Interface (WUI) areas (Cal OES 2018).

California Public Utilities Commission

In 2007, wildfires in southern California were ignited by overhead utility power lines and aerial communication facilities near power lines. In response, the California Public Utilities Commission (CPUC) began considering and adopting regulations to protect the public from fire hazards posed by overhead power lines and nearby aerial communication facilities. The CPUC published a fire threat map—under Rulemaking 15-05-006 following procedures in Decision 17-01-009 revised by Decision 17-06-024—that adopted a work plan for the development of a utility high-fire-threat district where enhanced fire safety regulations in Decision 17-12-024 apply (CPUC 2018). The fire regulations require electrical utilities to:

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- Prioritize the correction of safety hazards.
- Correct nonimmediate fire risks in “Tier 2” (elevated fire threat) areas in the CPUC high fire-threat district within 12 months, and in “Tier 3” (extreme fire threat) areas within 6 months.
- Maintain increased clearances between vegetation and power lines in the high fire-threat district.
- Maintain stricter wire-to-wire clearances for new and reconstructed facilities in Tier 3 areas.
- Conduct annual inspections of overhead distribution facilities in rural areas of Tier 2 and Tier 3 areas.
- Prepare a fire prevention plan annually if overhead facilities exist in the high fire-threat district. (CPUC 2017)

California Government Code

The State of California is responsible for the prevention and suppression of wildfires on land outside the incorporated boundaries of a city. In 1991, the State Legislature adopted the Bates Bill (Government Code Sections 51175–51189) following the fires in the Oakland Hills. The bill requires CAL FIRE to identify and classify areas in LRAs that have a “very high fire severity” hazard for wildfires. LRAs are areas where local governments have the primary responsibility for preventing and suppressing fires. A local agency is required to adopt CAL FIRE’s findings within 120 days of receiving recommendations from CAL FIRE, pursuant to Government Code section 51178(b), or propose modifications in accordance with state law. The Very High FHSZs are currently being updated, due in part to the 2017 fire season.

Chapter 6.8 (Sections 51175–51189) of the California Government Code relates to Moderate, High, and Very High FHSZs and establishes that the prevention of wildfires is a statewide concern.

California Government Code Section 51182 requires that occupied dwellings or structures on or adjoining a mountainous area, forest-covered land, shrub-covered land, grass-covered land, or land covered with flammable material in a Very High FHSZ (designed by a local agency pursuant to Section 51179) shall be maintained at all times as follows:

- Defensible space of 100 feet around the structure shall be maintained. Fuel modification necessary shall be determined taking into consideration the flammability of the building materials, building standards, location, and type of vegetation. A greater distance of defensible space may be required by State law, local ordinance, rule, or regulation, or by an insurance company.
- Portions of trees extending within 10 feet of an outlet of a chimney or stovepipe shall be removed.
- Trees, shrubs, or other plants adjacent to or overhanging a building shall be maintained free of dead or dying wood.
- The roof of the structure shall be maintained free of leaves, needles, or other vegetative materials.

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- For the construction of a dwelling or structure that will be occupied or rebuilding an occupied dwelling or occupied structure damaged by a fire in that zone, for which a building permit is required, certification shall be obtained from the local building official of structure compliance with all applicable State and local building standards.

Government Code section 65302 requires that safety elements be revised periodically to address wildfire risks in accordance with regulations and guidance promulgated by the Board of Forestry and Fire Protection. In addition, cities must submit a revised safety element to the Board for consideration and comments no later than 90 days prior to its adoption. Local governments must also respond about how they plan to address the Board's comments or make findings to the contrary prior to the adoption of the safety element.

To meet the intent of state law, Senate Bill (SB) 1241 requires the safety element to:

- Identify wildfire hazards with the latest state-prepared, very high fire severity zone maps from the Board of Forestry and Fire Protection, US Geological Survey, and other sources.
- Consider guidance given by the Office of Planning and Research's Fire Hazard Planning document (OPR 2015).
- Demonstrate that the city or contract agency and associated codes satisfactorily address adequate water supply, egress requirements, vegetation management, street signage, land use policies, and other criteria to protect from wildfires.
- Establish in the safety element (and other elements that must be consistent with it) a set of comprehensive goals, policies, and feasible implementation measures for protection of the community from unreasonable risks of wildfire.

California Public Resources Code

The Board of Forestry and Fire Protection is authorized in the Public Resources Code (PRC Sections 4290 and 4291) to adopt minimum fire safety standards for new construction in Very High FHSZs in SRAs. The Board published its fire safety regulations in the California Code of Regulations, Title 14. (These standards may differ from those in Appendix D of the California Fire Code.) Fire safe regulations currently address:

- Article 1: Administration of ordinance and defensible space measures (Chapter 49)
- Article 2: Emergency access and egress standards (roadways) (Appendix D)
- Article 3: Standards for signs identifying streets, roads, and buildings (Chapter 5)
- Article 4: Emergency water standards for fire use (Appendix B, BB)
- Article 5: Fuel modification standards (Chapter 49)

PRC section 4291, et seq., requires that brush, flammable vegetation, or combustible growth be removed within 100 feet of buildings on or adjoining a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land covered in flammable materials.

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California PRC section 4442 regulates the use of internal combustion engines that use hydrocarbon fuels on forest-covered land, brush-covered land, and grass-covered land. Internal combustion engines, like those used in construction, must be equipped with a spark arrester, which is a device used for removing and retaining carbon and other flammable particles from the exhaust flow for engines that use hydrocarbon fuels. These engines must be maintained in effective working order or be constructed, equipped, and maintained for the prevention of fire.

Local ordinances adopted by local governments cannot be less restrictive than the provisions in State law. These regulations would be applied in SRAs outside of the city's boundaries, such as a sphere of influence and surrounding unincorporated lands.

California Building Code

The California Building Code (CBC), contained in Part 2 of Title 24 of the California Code of Regulations, identifies building design standards, including those for fire safety. Typical fire safety requirements of the CBC include the installation of fire sprinklers in all new high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

Chapter 7A of the CBC, Materials and Methods for Exterior Wildfire Exposure, prescribes building materials and construction methods for new buildings in an FHSZ (referred to in the CBC as a "Wildland-Urban Interface Fire Area"). Chapter 7A contains requirements for roofing; attic ventilation; exterior walls; exterior windows and glazing; exterior doors; decking; protection of underfloor, appendages, and floor projections; and ancillary structures.

California Fire Code

The California Fire Code (CFC) is a series of building, property, and lifeline codes in the California Code of Regulations, Title 24, Chapter 9. The California Fire Code contains fire-safety-related building standards, such as construction standards, vehicular and emergency access, fire hydrants and fire flow, sprinkler requirements, etc. Specific chapters relevant to wildfire include Chapter 49, Requirements for Wildland-Urban Interface, which prescribes construction materials and methods in FHSZs. These requirements generally parallel CBC Chapter 7A.

Assembly Bill 38 (2019)

AB 38, approved in 2019, amended California Civil Code Section 1102.6f to require that, on or after January 1, 2021, any seller of real property in a High or Very High FHSZ (as identified by CAL FIRE) shall provide a disclosure to the buyer (if the home was constructed before January 1, 2010), including the following statement:

This home is located in a high or very high fire hazard severity zone and this home was built before the implementation of the Wildfire Urban Interface building codes which help to fire harden a home. To better protect your home from wildfire, you might need to consider improvements. Information on fire hardening, including current building standards and

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information on minimum annual vegetation management standards to protect homes from wildfires, can be obtained on the internet website <http://www.readyforwildfire.org>.

Additionally, the seller shall include a list of features that may make a home vulnerable to wildfire and flying embers, and disclose which of the listed features, if any, the seller is aware exist on the home.

If, pursuant to Government Code Section 51182, certification is required from the local building official that a structure complies with all applicable State and local building standards, the seller shall provide the buyer with a copy of the final inspection report or information on where a copy of the report may be obtained.

After July 1, 2025, the seller shall also provide a list of low-cost retrofits (developed and listed pursuant to California Government Code Section 51189), as well as disclose which listed retrofits, if any, have been completed during the time that the seller owned the property.

AB 38 also amended Civil Code Section 1102.19 to require that, on and after July 1, 2021, a seller of real property in a High or Very High FHSZ (as identified by CAL FIRE) shall provide documentation to the buyer stating that the property is in compliance with Public Resources Code Section 4291 or local vegetation management ordinances.

AB 38 added Article 16.5 to the California Government Code to establish the California Wildfire Mitigation Financial Assistance Program through a joint powers agreement between the California Office of Emergency Services and CAL FIRE. Through the joint powers agreement, the agencies shall develop and administer a program to encourage: cost-effective structure hardening and retrofitting to create fire-resistant homes, businesses, and public buildings and to facilitate vegetation management, the creation and maintenance of defensible space, and other fuel modification activities that provide neighborhood or communitywide benefits against wildfire.

Lastly, AB 38 amended Section 4123.7 of the Public Resources Code requires the Natural Resources Agency to review the regional capacity of counties containing a Very High FHSZ. The review shall include an identification of entities engaged in fire prevention work, a review of fire prevention organizational or capacity deficits, and recommendations to improve regional capacity and collaboration.

Regional

The County of San Bernardino Multi-jurisdictional Hazard Mitigation Plan (MJHMP) identifies the County's hazards, reviews and assesses past disaster occurrences, estimates the probability of future occurrences and sets goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards. The MJHMP integrates goals and objectives to reduce wildfire risks in San Bernardino County (San Bernardino County 2017).

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Local

City of Ontario Local Hazard Mitigation Plan

In 2018, the City of Ontario prepared a Local Hazard Mitigation Plan (LHMP) to identify the City's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to reduce or eliminate long-term risk to people and property from natural and man-made hazards. Wildfire hazard is rated the highest risk of the 23 hazards evaluated, followed by flooding. The LHMP contains a series of goals and mitigation programs to address each of the hazards.

City of Ontario Municipal Code

Title 4, Chapter 4, Fire Code, adopts the CFC by references and establishes local amendments to the CFC.

5.20.1.2 EXISTING CONDITIONS

Wildfire Background

Wildfires burn in many types of vegetation, including forest, woodland, scrub, and grassland. Many species of native California plants are adapted to fire, and fire can play an important role in the health of these ecosystems (CAL FIRE 1999). Wildfires have grown in frequency and intensity throughout the West during the past several years, particularly in California, where prolonged drought and hot, dry temperatures have been common.

Wildfire Causes

Though wildfires can occur from natural origins (e.g., lightning) and can play an important role in certain ecosystems, a 2017 study that evaluated 1.5 million wildfires in the United States between 1992 and 2012 found that humans were responsible for igniting 84 percent of wildfires and accounted for 44 percent of acreage burned (Balch et al. 2017). Human-caused wildfires can be from debris burning, arson, equipment use, and power-line failures.

An analysis of US Forest Service wildfire data from 1986 to 1996 determined that 95 percent of human-caused wildfires and 90 percent of all wildfires ignited within half a mile of a road; and that about 61 percent of all wildfires and 55 percent of human-caused wildfires ignited within about 650 feet of a road. The study concluded that the increase in human-caused ignition greatly outweighed the benefits of increased access for firefighters (Pacific Biodiversity Institute 2007).

The number of large wildfires in California (i.e., greater than 1,000 acres) has increased from approximately 35 to 55 per year since the 1960s (State Board of Forestry and Fire Protection and CAL FIRE 2018). At the same time, the average mean temperature and length of fire season are increasing. The 2020 fire season was a record-setting year of wildfires, with the state's first "gigafire" (burning more than 1 million acres). By the end of 2020, 10,000 fires had burned more than 4.2 million acres (more than 4 percent of the state's land), making 2020 the largest wildfire season recorded in California's modern history (CAL FIRE 2020). The wildfire season had an unusually early start in 2021, in the midst of an ongoing drought and historically low rainfall and reservoir levels. In July 2021, more than three times as many acres had burned compared to the previous year through

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that date, with drought, extreme heat, and reduced snowpack contributing to the severity of fires (CAL FIRE 2021). The encroachment of urban development into wildland areas has been another contributing factor that increases the risk of human-caused wildfires.

Secondary Effects

Secondary effects of wildfire include additional hazards such as poor air quality, landslides, and power outages.

- **Air Pollution.** Smoke is made up of a complex mixture of gases and fine particles produced when wood and other organic materials burn. The biggest health threat from smoke is from fine particles that can penetrate the lungs and cause a range of health problems, from burning eyes and a runny nose to aggravated chronic heart and lung diseases. Exposure to particulate pollution is even linked to premature death. Some populations are more sensitive than others to smoke, including people with heart or lung diseases, the elderly, children, people with diabetes, and pregnant women (AirNow 2017).
- **Landslides and Debris Flows.** When supporting vegetation is burned away, hillsides become prone to destabilization and erosion, increasing the risk of landslides. Postfire landslide hazards include fast-moving, highly destructive debris flows in the period immediately following wildfires in response to high-intensity rainfall, and flows that are generated over longer periods that are accompanied by root decay and loss of soil strength. Fires increase the potential for debris flows by increasing the imperviousness of soil so that it repels water and by destroying vegetation that would slow and absorb rainfall, and whose roots would help stabilize soil (Oregon Water Science Center 2018). The burning of vegetation and soil on slopes more than doubles the rate that water will run off into watercourses (California Department of Conservation). Postfire debris flows are particularly hazardous because they can happen with little warning, sweep away objects in their paths with great force, strip vegetation, block drainages, damage structures, and endanger human life. Debris flows differ from mudflows in that debris flows are composed of larger particles. Postfire debris flows are most common in the two years after a fire; they are usually triggered by heavy rainfall. It takes much less rainfall to trigger debris flows from burned areas than from unburned areas. Areas with steep slopes are typically within debris flow areas.
- **Power Outages.** Power outages relating to wildfire can occur either from deliberate shutoff of power in order to reduce the risk of wildfires that might occur from power lines damaged during dry, hot winds, or as a result of wildfire damage to utilities. This has obvious consequences, such as the inability to operate vulnerable and critical systems for day-to-day life, such as fuel, water, communication, heating and cooling, and other systems that require electricity.

Wildland Urban Interface

According to Cal OES, a WUI is defined as any area where structures and other human development meet or intermingle with undeveloped wildland or vegetative fuels (Cal OES 2018). Historically, homes in these WUI areas were particularly vulnerable to wildfires because they were built with a reliance on fire department response for protection rather than fire resistance, survivability, and self-protection. However, in the recent past, a number of serious wildfires have highlighted the need for regulating development in these hazardous areas. Development in the WUI exacerbates fire occurrence and fire spread in several ways, including:

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- Increased numbers of human-caused wildfires.
- Wildfires become harder to fight.
- Firefighting resources are diverted from containing the wildfire to protecting lives and homes.
- Letting natural fires burn becomes impossible, leading to buildup of fuel and increasing wildfire hazard further. (Radeloff et al. 2018)

Wildfire History

The County of San Bernardino MJHMP lists wildfire events in the county from 2010 to 2016 (County of San Bernardino 2017); none of these wildfires were in Ontario. The City of Ontario LHMP identifies two historical wildfires in the City—the 1958 Pole Line fire that burned 3,960 acres, and the 2007 Walker fire that burned 166 acres of pastureland (Ontario 2018). Figure 5.20-1, *Historic Wildfires*, maps fire perimeter of the Poleline fire, which occurred in the northeastern portion of the City in 1958.

Wildfire Hazards

The severity of the wildfire hazard is based on fuel classification, topography (steepness of slope), and critical fire weather frequency. According to CAL FIRE, a fire hazard is defined as a “measure of the likelihood of an area burning and how it burns.” Wildfire hazards in San Bernardino County are exacerbated by the region’s summer conditions, which include high temperatures, low humidity, and low precipitation, followed by fall conditions, including the high-velocity, very dry desert winds or “Santa Ana winds” that blow periodically from mid-October through November (County of San Bernardino 2017). Wildfire season in Ontario begins in late spring or early summer, when temperatures are high, humidity is low, and conditions are dry. The City’s local topography, relative proximity to Cajon Pass, and Santa Ana winds pose the greatest fire hazard to the City (Ontario 2018).

Ontario and adjoining lands are in the LRA, where CAL FIRE only designates lands as being in a Very High FHSZ or not. As shown on Figure 5.20-2, *Fire Hazard Severity Zones*, there are no areas of Ontario mapped within the Very High FHSZ. The nearest Very High FHSZs are in Upland and Rancho Cucamonga to the north, Fontana and Jurupa Valley to the east, and Norco and Chino Hills to the south.

The City of Ontario LHMP maps areas at risk of a wildfire event in the City and identifies scattered areas, primarily within Ontario Ranch, as high risk. Portions of the City, primarily within the center and northeast of the City, are mapped as moderate risk (Ontario 2018).

The CPUC high fire-threat district includes an area in the northeastern portion of Ontario, north of Interstate 10 along North Archibald Avenue (CPUC 2018).

5.20.2 Thresholds of Significance

As described in Section 4.20.1.2, *Existing Conditions*, Ontario and surrounding lands are not in the SRA or any mapped very high fire hazard areas. Consequently, the proposed project would not result in significant

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environmental impacts related to wildland fires, and the following standards are not discussed further in this EIR.

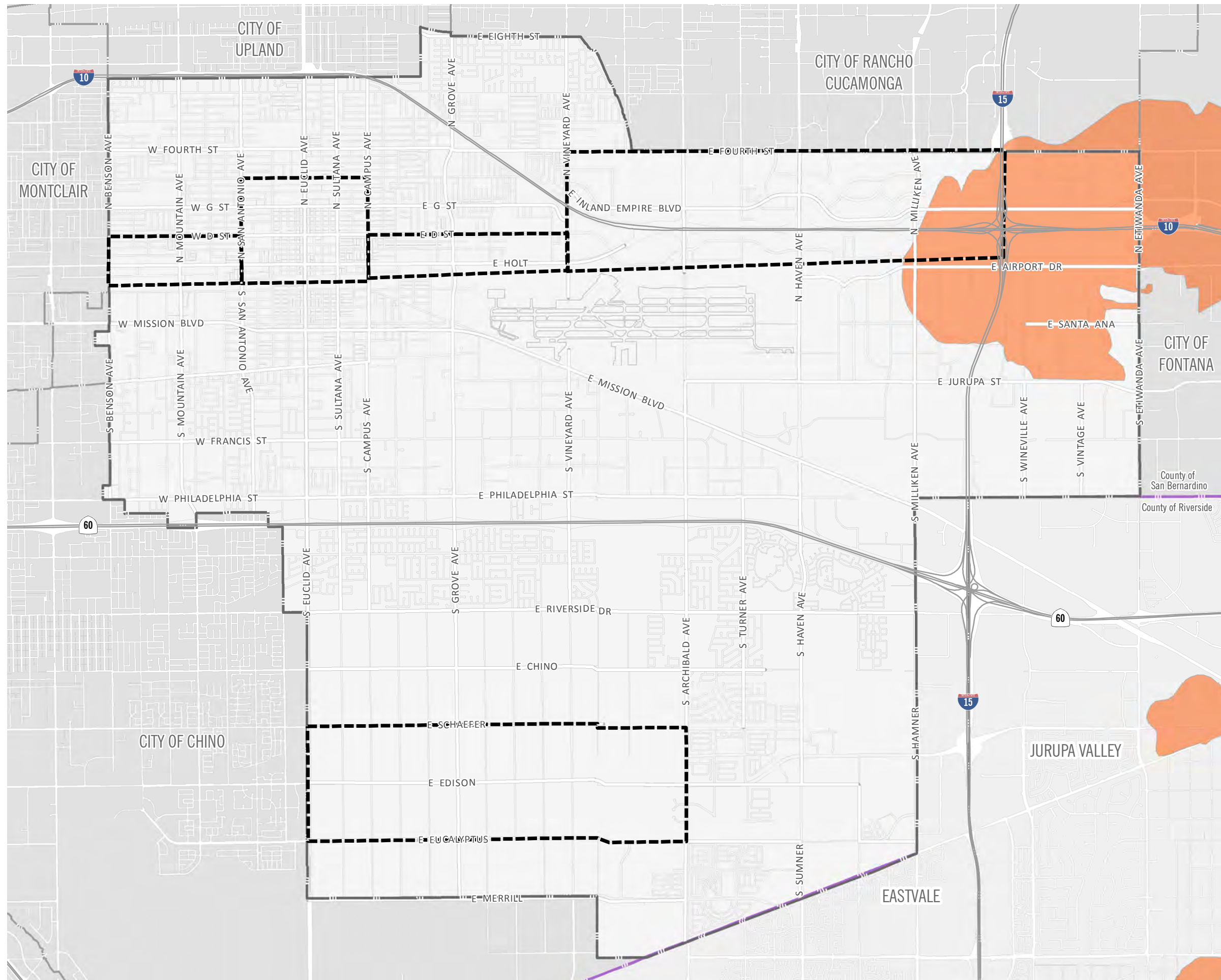
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones the project would:

- W-1 Substantially impair an adopted emergency response plan or emergency evacuation plan.
- W-2 Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
- W-3 Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
- W-4 Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

5.20.3 Environmental Impacts

5.20.3.1 2010 CERTIFIED EIR

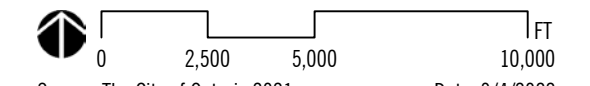
The 2010 Certified EIR was prepared prior to the 2019 amendments to the CEQA Guidelines that created a new section in Appendix G of the CEQA Guidelines and established new standards of significance pertaining to wildfires (listed in Section 5.20.2, *Thresholds of Significance*). However, the 2010 Certified EIR evaluated potential impacts associated with wildfires in Section 5.8, *Hazards and Hazardous Materials*, and concluded that the Approved Project would result in a less-than-significant impact associated with wildfire hazards. Specifically, Impact 5.8-6 of the Certified EIR states, “Ontario is designated a moderate fire hazard zone; however, adherence to existing regulations and review of building plans by the Ontario Fire Department would reduce risks from urban and wildland fire threats to the City.”



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Figure 5.20-1
Historic Wildfire

-  Proposed Growth Areas
-  Ontario City Boundary
-  County Boundary
-  Historic Fire Perimeters



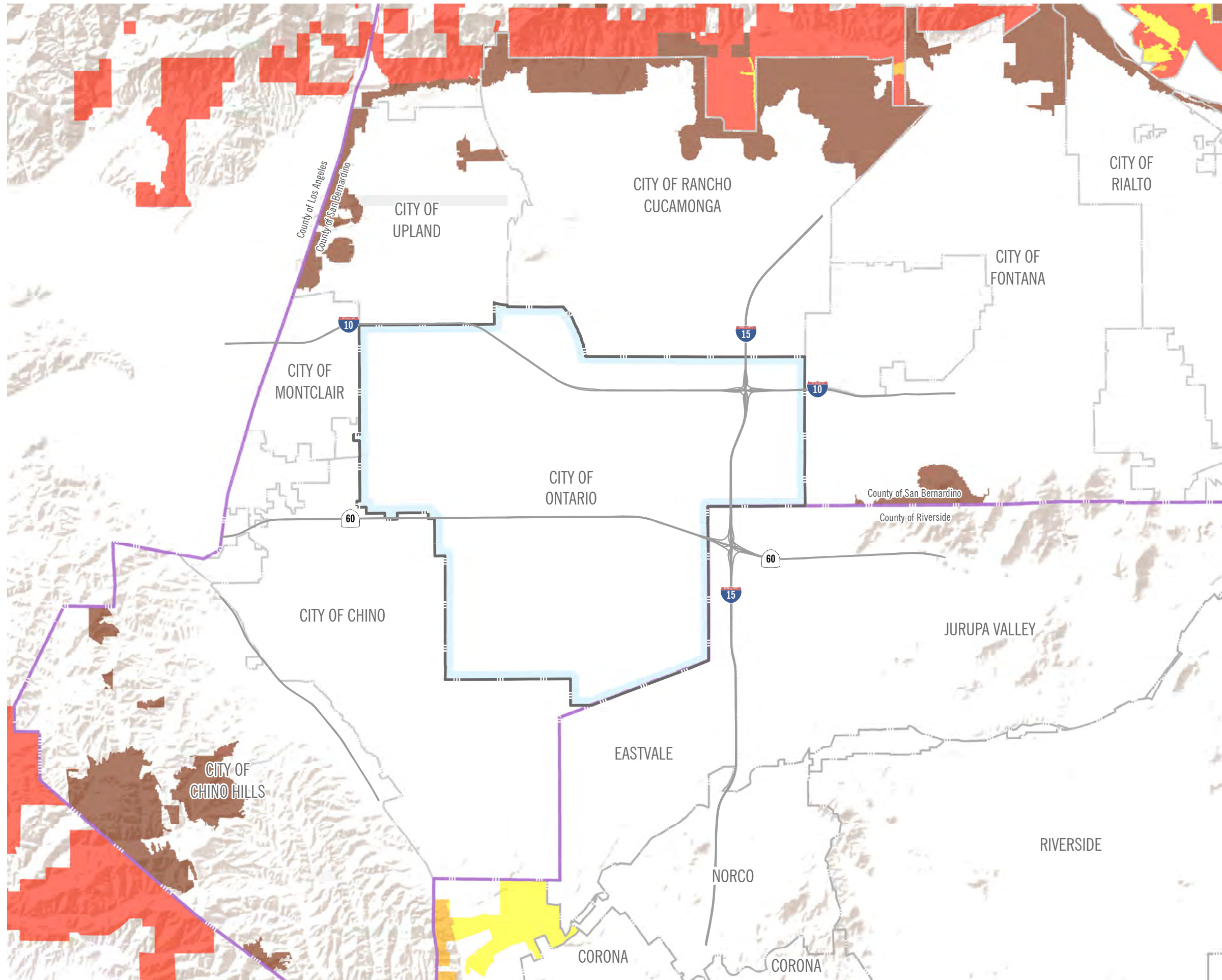
Source: The City of Ontario 2021

Date: 3/4/2022

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Figure 5.20-2
Fire Hazard Severity Zones

-  Ontario City Boundary
-  County Boundary
- Fire Hazard Severity Zone in Local Responsibility Area
- Hazard Class
-  Very High
- Fire Hazard Severity Zone in State Responsibility Area
- Hazard Class
-  Very High
-  High
-  Moderate

2 • 0 • 5 • 0



THE ONTARIO PLAN
SUPPLEMENTAL EIR



Source: CalFire 2021 Date: 3/10/2022

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5.20.3.2 PROPOSED PROJECT

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.20-1 The Mobility Element adequately addresses emergency access. [Threshold W-1]

The 2010 Certified EIR found that circulation improvements under the recommended circulation plan would be designed to adequately address emergency access.

The majority of the population growth associated with TOP 2050 would occur in Ontario Ranch. As identified in the City's Roadway Classification map (see Figure 5.17-3), there is substantial improvements in transportation infrastructure planned to accommodate the increase in population in the City in the event of an emergency. The City has adopted roadway classification standards in Policy M1-1 that include roadway design standards as part of TOP 2050, precluding the construction of any unsafe features.

- **M-1.1: Roadway Design and Maintenance.** We require our roadways to: 1) Comply with federal, state, and local design and safety standards; 2) Meet the needs of multiple transportation modes and users; 3) Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; 4) Be maintained in accordance with best practices; 5) Be compatible with the streetscape and surrounding land uses; and 6) Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies.

Additionally, a review of emergency access is included as part of the City's Design Review process. According to the City's Local Hazard Mitigation Plan (2018), interstate highways would serve as major emergency response and evacuation routes. Additionally, the Ontario Fire Department reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to transportation hazards and emergency access compared to the Approved Project.

Level of Significance Before Mitigation: Less than significant impact.

Impact 5.20-2 TOP 2050 would not result exacerbate wildfire risks or expose people or structures to significant risks that may occur following a wildfire (e.g., landslides, mudflows, and flooding). [Threshold W-2, W-3, and W-4]

The 2010 Certified EIR found that the Approved Project would result in less-than-significant risks from wildfire hazards. The City is outside of the SRA, and CAL FIRE has determined that the City contains no areas subject to very high wildfire risk. However, the City recognizes that even though fuel loading is light in Ontario and fire risk comes primarily from urban fires, not wildfires, there is some risk related to wildfires.

There are many resources available to address wildland fires should they arise—CAL FIRE's *2019 Strategic Fire Plan for California*, the CFC, County of San Bernardino MJHMP, City of Ontario LHMP, and fire services from the City of Ontario Fire Department. With adherence to these building practices, development and

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infrastructure associated with TOP 2050 would not exacerbate risk or result in post-wildfire hazards (e.g., landslides, mudflows, and flooding).

In addition, the TOP 2050 contains the following policies to prevent wildfire hazards and support the community during wildfire events:

- **S-3.4: Special Team Services.** We maintain effective special rescue services.
- **S-3.6: 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.
- **S-3.8: Fire Prevention through Environmental Design.** We require new development to incorporate fire prevention considerations in the design of streetscapes, sites, open spaces, and buildings.
- **S-3.9: Resource Allocation.** We analyze fire data to evaluate the effectiveness of our fire prevention and reduction strategies and allocate resources accordingly.
- **S-8.3: Emergency/Disaster Training and Exercises.** We conduct training and exercises to prepare for and evaluate emergency/disaster response and recovery procedures.
- **S-8.5: Interdepartmental Coordination.** We utilize all City departments to help support emergency/disaster mitigation, preparedness, response, mitigation, and recovery.
- **CD-2.8: 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, maintaining visibility and accessibility, and using lighting.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to that of the Approved Project.

Level of Significance Before Mitigation: Less than significant impact.

5.20.4 Cumulative Impacts

Fire Hazards

The areas considered for cumulative impacts related to wildfires are fire hazard severity zones in the City. Projects within wildfire hazards zones are required to comply with regulations governing development in such zones, including CBC Chapter 7A, CFC Chapter 49, and California Public Resources Code Sections 4291 et seq. TOP 2050 policies regarding wildfire would also reduce cumulative impacts. Wildfire impacts of TOP 2050 would not be cumulatively considerable.

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Emergency Response and Evacuation

According to the City's Local Hazard Mitigation Plan (2018), interstate highways would serve as major emergency response and evacuation routes. Additionally, the Ontario Fire Department reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Review of emergency access is also included as part of the City's Design Review process. Therefore, impacts associated with evacuation are less than significant and would not be cumulatively considerable.

5.20.5 Relevant New and Modified General Plan Policies

As described above, TOP 2050 includes the following policies relevant to wildfire: S-3.4, S-3.6, S-3.9, and S-8.3. A comprehensive list of policies and policy changes is provided in Appendix B of this SEIR. Modified TOP 2050 policies that reduce potential wildfire hazards are:

- **S-3.1: Prevention Services.** We proactively mitigate or reduce the negative effects of fire, hazardous materials release, and structural collapse by implementing the regularly adopted California Fire Code and California Building Code.
- **S-3.3: Fire and Emergency Medical Services.** We maintain sufficient fire stations, equipment and staffing to respond effectively to emergencies and meet the needs of the community and State requirements.
- **S-3.5: ~~Emergency Communication Services~~ Notifications.** We maintain a 9-1-1 emergency communication and dispatch center public alert notification system that efficiently conveys information about imminent, developing, ongoing, and concluding emergency events to residents and visitors, working with network providers that translate information into other languages.
- **S-3.7: Water Supply and System Redundancy.** We monitor our water system to manage and ensure adequate firefighting water supplies.
- **S-3.8: Fire Prevention through Environmental Design.** We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings.
- **S-8.2: Emergency Management Plans.** We maintain, update and adopt the Emergency Operations Plan (EOP) and incorporate, by reference the City's Hazard Mitigation Plan (HMP).
- **S-8.4: Interagency Emergency Cooperation.** We ~~partner with public and private organizations, such as participation in the California Master Mutual Aid Agreement, in order to enhance and complement our planning and response capabilities~~ maintain partnerships, including automatic aid agreements, with fire protection, police and sheriff departments, and emergency management agencies in San Bernardino and Riverside County to strengthen emergency response.
- **S-8.5: Interdepartmental Coordination.** We utilize all City departments to help support emergency/disaster preparedness, response, mitigation, and recovery.

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- **S-8.7: Extreme Heat and Air Quality.** We work to ensure that all community members are informed about and have access to community cooling centers and clean air centers during extreme heat events or wildfires, with a focus on serving environmental justice communities. We support the development of extreme heat emergency response policies and practices to address these critical health risks in the community.
- **M-1.1: Roadway Design and Maintenance.** We require our roadways to: 1) Comply with federal, state, and local design and safety standards; 2) Meet the needs of multiple transportation modes and users; 3) Handle the capacity envisioned in the Functional Roadway Classification Plan, City of Ontario Master Plan of Streets and Highways; 4) ~~Be Maintained a peak hour Level of Service (LOS) E or better at all intersections, in accordance with best practices;~~ 5) Be compatible with the streetscape and surrounding land uses; and 6) ~~Be maintained in accordance with best practices and our Right-of-Way Management Plan~~ Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies.
- **CD-2.8: 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~~ maintaining visibility and accessibility, and ~~use of~~ using lighting.

5.20.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.20-1 and 5.20-2.

5.20.7 Mitigation Measures

5.20.7.1 MITIGATION MEASURES FROM THE 2010 CERTIFIED EIR

No mitigation measures were identified.

5.20.7.2 NEW MITIGATION MEASURES

No significant impacts were identified and no mitigation measures are warranted.

5.20.8 Level of Significance After Mitigation

No significant impacts associated with wildfire hazards were identified.

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5.20.9 References

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6. Significant Unavoidable Adverse Impacts

At the end of Chapter 1, *Executive Summary*, is a table that summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. Mitigation measures would reduce the level of impact, but the following impacts would remain significant, unavoidable, and adverse after mitigation measures are applied:

Air Quality

- **Impact 5.3-1.** TOP 2050 would be inconsistent with the South Coast Air Quality Management District's (AQMD) Air Quality Management Plan (AQMP) because buildout under the plan would cumulatively contribute to the nonattainment designations of the South Coast Air Basin (SoCAB). Incorporation of Mitigation Measures 3-2 and AQ-1 into future development projects for the operation phase would reduce criteria air pollutant emissions associated with buildout of TOP 2050. Additionally, goals and policies in TOP 2050 would promote increased capacity for alternative transportation modes; however, due to the magnitude of residential units that would be developed under TOP 2050 to accommodate the RHNA, compared to the Approved Project, no additional mitigation measures are available that would reduce impacts below South Coast AQMD thresholds. Impact 5.3-1 would remain significant and unavoidable.
- **Impact 5.3-2.** Buildout in accordance with TOP 2050 would generate short-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measure 3-1 and the goals and policies of TOP 2050 would reduce construction-related air pollutant emissions to the extent feasible. Construction emissions associated with the Proposed Project would be similar to the Approved Project, because the Proposed Project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the city that would require substantial landform modification; however, individual projects accommodated under TOP 2050 may exceed the South Coast AQMD regional significance thresholds. Therefore, like the Approved Project, construction-related regional air quality impacts of developments that would be accommodated by TOP 2050 would remain significant and unavoidable.
- **Impact 5.3-3.** Buildout in accordance with TOP 2050 would generate long-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measure 3-2 and AQ-1, in addition to the goals and policies of TOP 2050, would reduce air pollutant emissions to the extent feasible. The measures and policies covering topics such as expansion of the pedestrian and bicycle networks, promotion of public and active transit, and support to increase building energy efficiency and energy conservation would also reduce criteria air pollutants within the city; however, Impact 5.3-3 would remain significant and unavoidable due to the increase in volatile organic compounds from residential development associated with TOP 2050 compared to that of the Approved Project.

6. Significant Unavoidable Adverse Impacts

- **Impact 5.3-4.** Buildout of TOP 2050 and the Approved Project could expose sensitive receptors to substantial concentrations of toxic air contaminants (TAC). Buildout could result in new sources of criteria air pollutant emissions and/or TACs near existing or planned sensitive receptors. Review of development projects by South Coast AQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure that health risks are minimized. Policy ER-4.9, Health Risk Assessments, would ensure mobile sources of TACs not covered under South Coast AQMD permits are considered during subsequent project-level environmental review by the City of Ontario. Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD, and TACs would be less than significant. Implementation of TOP 2050 would generate TACs that could contribute to elevated levels in the air basin. This effect is more substantial with the Proposed Project compared to the Approved Project because of the increase in industrial land use allowed under the Proposed Project. Though individual projects would achieve the project-level risk threshold of 10 per million, they would nonetheless contribute to the higher levels of risk in the SoCAB, potentially affecting environmental justice areas. Therefore, the Proposed Project's cumulative contribution to health risk is significant and unavoidable.

Cultural Resources

- **Impact 5.5-1.** Historical resources categorized under the Development Code as Tier III could potentially be impacted with implementation of the Proposed Land Use Plan. Mitigation Measure 5-1 would require historic or potentially historic resources to be evaluated for historic significance through the City's Development Code tier system. Major modification or demolition of Tier III resources may be appropriate under certain circumstances. If demolition occurs, the City requires historic resources to be documented and historic features to be salvaged, and requires a demolition mitigation fee. Therefore, the ordinance does not provide a high level of protection for Tier III historic resources. Impact 5.5-1 would remain significant and unavoidable.

Noise

- **Impact 5.13-1.** Buildout of TOP 2050 and the Approved TOP would result in temporary increase in noise levels as a result of construction activities. Mitigation Measure 12-4 would reduce potential impacts associated with construction from individual development projects to the extent feasible. Due to potential for proximity of construction activities to sensitive uses, the number of construction projects occurring simultaneously, and the potential duration of construction activities, Impact 5.13-1 could still result in a temporary substantial increase in noise levels above ambient conditions and exceedance of the 80 dBA Leq threshold. Therefore, project and cumulative impacts would remain significant and unavoidable. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.
- **Impact 5.13-3.** Buildout of TOP 2050 and the Approved TOP would result in temporary increase in vibration levels as a result of construction activities. Mitigation Measure 12-2 would reduce potential impacts associated with construction vibration from individual development projects to the extent feasible. Due to potential for proximity of construction activities to sensitive uses, the number of construction

6. Significant Unavoidable Adverse Impacts

projects occurring simultaneously, and the potential duration of construction activities, Impact 5.13-3 could be significant. Therefore, project and cumulative impacts associated with the Proposed Project would remain significant and unavoidable. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

- **Impact 5.13-4.** Buildout of TOP 2050 and the Approved TOP would place noise-sensitive receptors within the 70 dBA CNEL and 65 dBA CNEL noise contours of the Ontario International Airport. With implementation of Mitigation Measure 12-1, impacts to future sensitive receptors from excessive airport related noise would be reduced to interior noise levels of 45 dBA CNEL or less. Though interior noise levels are required to achieve the interior noise limits of Title 24 and Title 25, exterior noise levels may continue to exceed the noise compatibility criteria for the City. Consequently, airport noise compatibility impacts of the Proposed Project would remain significant and unavoidable.

Transportation

- **Impact 5.17-2.** As shown in Table 5.17-4, total vehicle miles traveled (VMT) would increase under the Proposed Project compared to the Approved Project, primarily as a result of the increase in residential land use in the city. Mitigation Measure T-1 would reduce potential impacts for future development projects to the extent feasible. Future development projects consistent with TOP 2050 would need to consider transportation demand management measures consistent with those identified in the Mobility Element. Transportation demand management techniques include incentives to use transit; incentives to form carpools rather than drive alone; and making home, work, and shopping closer together to shorten travel distances. VMT impacts under the Proposed Project would remain. Impact 5.17-2 would be significant and unavoidable.

6. Significant Unavoidable Adverse Impacts

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7. Alternatives to the Proposed Project

7.1 INTRODUCTION

7.1.1 Purpose and Scope

The California Environmental Quality Act (CEQA) requires that an environmental impact report (EIR) include a discussion of reasonable project alternatives that would “feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives” (CEQA Guidelines Section 15126.6[a]). As required by CEQA, this chapter identifies and evaluates potential alternatives to the Proposed Project.

Section 15126.6 of the CEQA Guidelines explains the foundation and legal requirements for the alternatives analysis in an EIR. Key provisions are:

- “[T]he discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.” (15126.6[b])
- “The specific alternative of ‘no project’ shall also be evaluated along with its impact.” (15126.6[e][1])
- “The no project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” (15126.6[e][2])
- “The range of alternatives required in an EIR is governed by a ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.” (15126.6[f])
- “Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries..., and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)” (15126.6[f][1]).
- “Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.” (15126.6[f][2][A])

7. Alternatives to the Proposed Project

- “An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative.” (15126.6[f][3])

For each development alternative, this analysis:

- Describes the alternative.
- Analyzes the impact of the alternative as compared to the Proposed Project.
- Identifies the impacts of the project that would be avoided or lessened by the alternative.
- Assesses whether the alternative would meet most of the basic project objectives.
- Evaluates the comparative merits of the alternative and the project.

According to Section 15126.6(d) of the CEQA Guidelines, “[i]f an alternative would cause...significant effects in addition those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.”

7.1.2 Project Objectives

As described in Section 3.3, the following objectives have been established for the Proposed Project and will aid decision makers in their review of the Proposed Project, the Project Alternatives, and associated environmental impacts.

1. Provide a technical update to the current TOP that updates the goals and policies to enhance public safety and livability, align with updated economic forecasts, and comply with new state laws while maintaining the foundation, vision, and objectives of the current TOP.
2. Provide a streamlined, user-friendly, web-based TOP that is easily accessible to the public.
3. Designate the distribution, location, balance, and extent of land uses, including residential, retail, employment, open space, and public uses.
4. Link Ontario’s community design goals to a broader context that includes economic development, land use, housing, community health, infrastructure, and transportation.
5. Improve the balance between jobs and housing in the San Bernardino County subregion to reduce vehicle miles traveled and associated air quality impacts, consistent with regional policies on jobs-housing balance.
6. Provide employment and housing opportunities for the San Bernardino County subregion, consistent with the goals of the Southern California Association of Governments’ Sustainable Communities Program.
7. Provide for high-intensity mixed-use urban centers along the I-10 corridor and in the Ontario Ranch that reduce vehicle trips and incorporate smart growth principles.
8. Foster the development of pedestrian and transit-oriented environments that create lively, appealing, and safe pedestrian areas, active during both daytime and evening hours.

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9. Maintain Ontario's distinct neighborhoods and districts to foster a positive sense of identity and belonging among residents and businesses.
10. Establish a framework for using and managing the city's natural resources sustainably.
11. Provide for the security and safe transportation of goods and hazardous materials and maintain disaster preparedness and response and recovery systems to reduce loss of life, injury, private property damage, infrastructure damage, economic losses, and social dislocation.
12. Enhance the capacity for the people, businesses, and public agencies that are in or serve Ontario to be resilient in cases of severe and/or prolonged weather conditions, natural disasters, and emergencies.
13. Prioritize the improvement of areas most impacted by environmental justice issues, and enable Ontario residents to enjoy equal access to public facilities, civic engagement opportunities, nutritious foods, and safe and healthy environments.
14. Correlate the mobility system with the future land use patterns and buildout levels of Ontario and with other transportation planning efforts by local, state, and federal authorities.
15. Address a range of mobility options in Ontario, including vehicular, trucking, freight and passenger rail, air, pedestrian, bicycle, and transit.

7.1.3 Significant Impacts of the Project

Chapter 6 of the SEIR, *Significant Unavoidable Adverse Impacts*, summarizes the impacts of TOP 2050 that are new or substantially greater than those of the current TOP identified in Chapter 5, *Environmental Analysis*. Impacts include air quality, cultural resources, noise, and transportation.

7.2 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this SEIR.

7.2.1 Alternative Development Areas

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines Section 15126[5][B][1]). The City does not have land use authority outside of the City's boundaries. Therefore, an alternative development area would be infeasible and was not analyzed.

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7.2.2 Reduction in Housing Units

California Public Resources Code Section 21159.26 states that “a Lead or Responsible Agency shall not reduce the proposed number of housing units as a mitigation measure or alternative to lessen a particular significant effect on the environment if that agency determines that there is another feasible, specific mitigation measure or alternative that would provide a comparable lessening of the significant effect” (see also CEQA Guidelines Section 15041[c], 15092[c], 15096[g][2]). TOP 2050 would result in significant air quality and VMT impacts associated with the increase in housing units of the Proposed Project compared to the Approved Project. While a reduction in housing units would reduce VMT and VOC emissions from consumer product use, this alternative is considered and rejected because the increase in housing units under TOP 2050 is consistent with the Regional Housing Needs Assessment allocation for Ontario.

7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Based on the criteria listed above, the following two alternatives have been determined to represent a reasonable range of alternatives that have the potential to feasibly attain most of the basic objectives of TOP 2050 but which may avoid or substantially lessen any of the new significant effects of the Proposed Project. These alternatives are analyzed in detail in the following sections.

- No Project/Current TOP Alternative
- Reduced Industrial Alternative

An EIR must identify an “environmentally superior” alternative, and where the No Project Alternative is identified as environmentally superior, the EIR is required to identify as environmentally superior an alternative from among the others evaluated. However, only impacts where TOP 2050 would result in new or a substantial increase in magnitude of impacts are used in making the final determination of whether an alternative is environmentally superior or inferior to the Proposed Project. Each alternative's environmental impacts are compared to the Proposed Project and determined to be environmentally superior, neutral, or inferior. Section 7.7 identifies the Environmentally Superior Alternative. The preferred land use alternative (Proposed Project) is analyzed in detail in Chapter 5 of this SEIR.

7.3.1 Alternatives Comparison

The following statistical analysis provides a summary of general socioeconomic buildout projections determined by the land use alternative. It is important to note that these are not growth projections. That is, they do not anticipate what is likely to occur by a certain time horizon, but rather provide a buildout scenario that would only occur if all the areas of the City were to develop to the probable capacities yielded by the land use alternatives. The following statistics were developed as a tool to understand better the difference between the alternatives analyzed in the SEIR. Table 7-1, *Buildout Statistical Summary*, identifies City-wide information regarding dwelling unit, population and employment projections, and also provides the jobs-to-housing ratio for each of the alternatives.

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Table 7-1 Buildout Statistical Summary

	TOP 2050	No Project/Current TOP	Reduced Industrial Alternative
Dwelling Units	129,562	104,163	129,562
Population	410,492	357,957	410,492
Nonresidential Square Footage	261,491,779	160,399,271	253,391,830
Employment	296,002	313,067	291,597
Jobs-to-Housing Ratio	2.28	3.01	2.25

7.4 NO PROJECT/CURRENT TOP ALTERNATIVE

In the No Project/Current TOP Alternative, TOP 2050 would not be implemented by the City. The current TOP would remain in effect. Buildout statistics for TOP 2050 and the current TOP are compared in Table 7-1. In addition, this alternative would not include the policy updates for environmental justice, climate vulnerability, complete streets, and the Community Climate Action Plan (CCAP).

7.4.1 Aesthetics

In this alternative, the entire City would be developed under the current land use plan and would involve new development and redevelopment in the same areas as TOP 2050. The City's Municipal Code identifies development standards to ensure quality development in the City. Aesthetic impacts would be similar to the Proposed Project and would be less than significant.

7.4.2 Agriculture and Forestry Resources

In this alternative, the entire City would be developed under the existing land use plan and would involve new development and redevelopment in similar areas as TOP 2050. At the time of the 2010 Certified EIR land in the Ontario Ranch was zoned for agricultural. Therefore, the impacts from rezoning lands from agricultural to non-agricultural have already occurred. This alternative would have similar impacts to Farmland (City) and lands currently under a Williamson Act contract now that such rezoning has occurred. Therefore, impacts on agriculture and forestry resources would be similar to the Proposed Project and would be less than significant.

7.4.3 Air Quality

As identified in Section 5.3, this alternative would result in an increase in NO_x, CO, PM₁₀, and PM_{2.5} emissions but a decrease in VOC emissions compared to the Proposed Project. Therefore, like the Proposed Project, implementation of this alternative would also result in significant and unavoidable impacts regarding consistency with the AQMP, cumulatively considerable net increase of pollutants for which the project region is in nonattainment, and exposing sensitive receptors to substantial pollutant concentrations. However, unlike the Proposed Project, this alternative would not result in an update to the City's CCAP, which has air quality related co-benefits. This alternative would also result in less industrial warehouse development; therefore, there would be fewer diesel trucks. In comparison to the Proposed Project, this alternative would have similar impacts, and impacts would remain significant and unavoidable.

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7.4.4 Biological Impacts

Under this alternative, biological resource impacts would be the same as the Proposed Project. A number of special status plant species and special status wildlife species are known to occur within or immediately adjacent to the City or are known to occur in the region based on historical data. Federal and state regulations require development projects to assess and mitigate potential biological resources within a project site. The Proposed Project would be within the same footprint as the Approved Project. Mitigation measures identified for the Proposed Project would be applicable to this alternative. Therefore, impacts on biological resources would be the same as the Proposed Project, and impacts would be less than significant with mitigation incorporated.

7.4.5 Cultural Resources

Cultural resource impacts are primarily associated with potential ground disturbance and development of previously undisturbed areas, or impacts to potential historic structures (building additions, demolition, etc.). Development under this alternative would be the same as the Proposed Project because the development footprint would be the same. Mitigation measures for the Proposed Project would be applicable to this alternative and would mitigate potential impacts to archeological resources. However, like the Proposed Project, this alternative would have the potential to impact historic buildings as a result of redevelopment. Therefore, impacts to potential cultural resources would be the same as the Proposed Project and would remain significant and unavoidable.

7.4.6 Energy

As identified in Section 5.6, this alternative would result in similar energy impacts. However, the Proposed Project would update the City's CCAP, which has the potential to reduce energy use in the City. In general, impacts to energy use under this alternative would be the same as the Proposed Project and would be less than significant.

7.4.7 Geology and Soils

As with Proposed Project, individual development projects under the current TOP would be required to prepare site-specific geotechnical investigations to evaluate seismic, liquefaction, ground settlement, paleontological resources, and/or soil expansion hazards. All development projects would be required to comply with existing federal, state, and local regulations, such as the California Building Code and statewide General Construction Permit. TOP 2050 would also be within the same development footprint as the current TOP. Impacts would be the same as Proposed Project and would be less than significant.

7.4.8 Greenhouse Gas Emissions

As identified in Section 5.8, with implementation of the 2022 CCAP update, TOP 2050 would result in emissions below that of the current TOP. While this alternative would not result in a new or substantial increase in magnitude of impacts compared to that analyzed in the 2010 Certified EIR this alternative would not include the Proposed Project's update to the City's CCAP. The CCAP update outlines a plan to achieve the City's long-term GHG reduction targets under Senate Bill 32, Executive Order S-03-05 for year 2050, and substantial

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progress towards the State's carbon neutrality goals under Executive Order B-55-18. Impacts of this alternative would slightly increase compared to the Proposed Project, which includes implementation of the CCAP. In addition, without the CCAP update the City would not achieve the GHG reduction goals of Executive Order S-03-05 for year 2050 or substantial progress toward the State's carbon neutrality goals under Executive Order B-55-18. As a result, this alternative would result in a new environmental impact.

7.4.9 Hazards and Hazardous Materials

In both this alternative and TOP 2050, land uses throughout the City would be required to comply with existing federal, state, and local regulations governing use, storage, transport, and disposal of hazardous materials and hazardous wastes. Structures would be required to comply with building standards in the California Building Code and the California Fire Code. However, under this alternative, the new policies in the Safety Element associated with climate vulnerability would not be updated. Additionally, this alternative would not result in land use changes proximity to the Chino Airport. The Approved Project was adopted prior to the 2011 Caltrans' California Airport Land Use Planning Handbook. Based on the safety zones identified in the 2011 Handbook, the land uses designations surrounding the airport under the Approved Project could result in airport safety hazards, resulting in a determination of inconsistency for the Chino Airport. This alternative would result in greater impacts compared to the Proposed Project, and would result in a new significant impact related to airport safety hazards.

7.4.10 Hydrology and Water Quality

This alternative would have the same hydrology and water quality impacts as the Proposed Project. Future project-specific water quality management plans (WQMPs), preliminary and/or final, will be prepared consistent with the prevailing terms and conditions of the City Local Implementation Plan (LIP) and Model WQMP at the time of project application. Moreover, low impact development (LID) and water quality treatment solutions prescribed in project-specific WQMPs would be designed to support or enhance the regional BMPs and efforts implemented by the City as part of Citywide efforts to improve water quality. During construction, project-specific Stormwater Pollution Prevention Plans (SWPPP) are required to be prepared in accordance with the site-specific sediment risk analyses based on the grading plans. The SWPPP must describe construction best management practices (BMP) that address pollutant source reduction, and provide measures/controls necessary to mitigate potential pollutant sources. Therefore, impacts would be similar and remain less than significant.

7.4.11 Land Use and Planning

This alternative would leave the current TOP in place. Land uses within the airport influence area identified in the land use plan are generally consistent with the Airport Land Use Compatibility Plan for Chino Airport and Ontario International Airport (ONT). However, the current TOP is not consistent with new or updated state and local planning laws (e.g., Senate Bill 1000, Senate Bill 379, Senate Bill 32). Additionally, this alternative would not result in land use changes proximity to the Chino Airport. The Approved Project was adopted prior to the 2011 Caltrans' California Airport Land Use Planning Handbook. Based on the safety zones identified in the 2011 Handbook, the land uses designations surrounding the airport under the Approved Project could

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result in airport safety hazards, resulting in a determination of inconsistency for the Chino Airport. Therefore, the land use impacts would be increased under this alternative and would result in a new significant impact related to airport land use compatibility.

7.4.12 Mineral Resources

The Proposed Project and this alternative would result in similar impacts to mineral resources. TOP 2050 would also be within the same development footprint as the current TOP. Impacts would be the same as Proposed Project and would be less than significant.

7.4.13 Noise

Construction and operational noise impacts would be the same as the Proposed Project under this alternative. Like the Proposed Project, construction activities under this alternative could occur close to sensitive receptors, and impacts would be significant. This alternative would have similar operational noise impacts. Therefore, noise impacts would be the same under this alternative in comparison to the Proposed Project and would be significant (construction noise).

7.4.14 Population and Housing

This alternative would result in a decrease in residential units and a slight increase in jobs compared to TOP 2050. TOP 2050 would generally improve the jobs-housing balance. Additionally, the current TOP does not accommodate the latest Regional Housing Needs Assessment. Therefore, population and housing impacts of this alternative would be slightly more than the Proposed Project but would remain less than significant.

7.4.15 Public Services

This alternative would result in a decrease in population compared to TOP 2050. As a result, the impacts on public services, including fire, police, school, and library services, would be reduced under this alternative and would be less than significant.

7.4.16 Recreation

This alternative would result in a reduction in population compared to TOP 2050. As a result, the demand for recreation and recreational services in the City would be less. Impacts under this alternative, impacts would be less than the Proposed Project, and would be less than significant.

7.4.17 Transportation

As identified in Section 5.17, *Transportation*, this alternative results in a slight decrease in total VMT but would result in an increase in VMT per service population (VMT/SP) compared to TOP 2050. As a result, this alternative would eliminate the significant unavoidable impact under criterion 2 (total VMT). Impact under criterion 1 (VMT/SP) would be slightly greater. Additionally, this alternative would not implement the policies pertaining to complete streets, transit, and nonmotorized transportation systems (bicycle and pedestrian).

7. Alternatives to the Proposed Project

Overall, this alternative would eliminate the project's significant VMT impact and therefore, impacts would be decreased under this scenario compared to the Proposed Project.

7.4.18 Tribal Cultural Resources

Impacts to tribal cultural resources would primarily be associated with potential ground disturbance and development of previously undisturbed areas. Development under TOP 2050 and this alternative would be similar, as the Approved Project and Proposed Project would have the same development footprint. Mitigation measures for the protection of tribal cultural resources would be applicable to this alternative. Additionally, both the Proposed Project and this alternative would comply with federal and state regulations pertaining to the protection and preservation tribal cultural resources. Therefore, impacts to potential tribal cultural resources would be similar to the Proposed Project and would be less than significant.

7.4.19 Utilities and Service Systems

This alternative would result in a decrease in population compared to TOP 2050; therefore, the impact on the City's infrastructure systems would be reduced, including the demand on water supply. Overall, impacts would be reduced under this alternative compared to the Proposed Project, and impacts would be less than significant.

7.4.20 Wildfire

The City of Ontario is not in a very high fire hazards severity zone. Additionally, the development footprint of the current TOP and TOP 2050 are the same. As a result, this alternative would result in similar risk associated with wildfire events. However, under this alternative, TOP 2050 policies regarding wildfires would not be implemented. Overall, this alternative would have similar impacts compared to the Proposed Project, and impacts would be less than significant.

7.4.21 Conclusion

7.4.21.1 ABILITY TO REDUCE ENVIRONMENTAL IMPACTS

Impacts of the No Project/Current TOP alternative would be similar for aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, hydrology and water quality, mineral resources, noise, tribal cultural resources, and wildfire. This alternative would eliminate the Proposed Project's VMT impact on transportation and lessen impacts associated with public services, recreation, and utilities and service systems. This alternative would slightly increase population and housing impacts; and would increase impacts related to hazards and hazardous materials (airport safety), GHG emissions, and land use and planning (airport land use compatibility, resulting in a significant unavoidable impact.

7.4.21.2 ABILITY TO ACHIEVE PROJECT OBJECTIVES

The No Project/Current TOP alternative would meet all of the project objectives except Objective #1. However, this alternative would not include TOP 2050 updated policies, which are designed to further enhance

7. Alternatives to the Proposed Project

the project objectives compared to the current TOP; therefore, this alternative would meet the other objectives but to a lesser extent.

7.5 REDUCED INDUSTRIAL ALTERNATIVE

TOP 2050 includes 338 additional acres zoned Industrial (IND) compared to the current TOP. To eliminate impacts associated with an increase in diesel trucks, VMT from trucks (which have a greater trip length), and associated diesel particulate matter (DPM), this alternative would eliminate approximately 8.1 million square feet of industrial development in the City, resulting in 4,405 fewer warehouse jobs compared to the Proposed Project.

7.5.1 Aesthetics

In this alternative, the entire City would be developed in the same areas as TOP 2050 but with less industrial (warehouse) development. The City's Municipal Code identifies development standards to ensure quality development in the City. Aesthetic impacts would be similar to the Proposed Project and would be less than significant.

7.5.2 Agriculture and Forestry Resources

In this alternative, the City would be developed in similar areas as TOP 2050. At the time of the 2010 Certified EIR land in the Ontario Ranch was zoned for agricultural. Therefore, the impacts from rezoning lands from agricultural to non-agricultural have already occurred. This alternative would have similar impacts to Farmland (City) and lands currently under a Williamson Act contract now that such rezoning has occurred. Therefore, impacts on agriculture and forestry resources would be similar to the Proposed Project and would be less than significant.

7.5.3 Air Quality

This alternative would result in fewer diesel trucks than the Proposed Project; and therefore, would result in a reduction in air pollutant emissions (criteria air pollutant and toxic air contaminants). However, similar to the Proposed Project, this alternative would result in emissions greater than that of the Approved Project as a result of the increase in population and housing. Therefore, like the Proposed Project, implementation of this alternative would also result in significant and unavoidable impacts regarding consistency with the AQMP, cumulatively considerable net increase of pollutants for which the project region is in nonattainment, and exposing sensitive receptors to substantial pollutant concentrations. In comparison to the Proposed Project, this alternative would have slightly less impact, but impacts would remain significant and unavoidable.

7.5.4 Biological Impacts

Under this alternative, biological resource impacts would be the same as the Proposed Project. A number of special status plant species and special status wildlife species are known to occur within or immediately adjacent to the City or are known to occur in the region based on historical data. Federal and state regulations require development projects to assess and mitigate potential biological resources within a project site. This alternative

7. Alternatives to the Proposed Project

would be within the same footprint as the Proposed Project. Mitigation measures identified for the Proposed Project would be applicable to this alternative. Therefore, impacts on biological resources would be the same as the Proposed Project, and impacts would be less than significant with mitigation incorporated.

7.5.5 Cultural Resources

Cultural resource impacts are primarily associated with potential ground disturbance and development of previously undisturbed areas, or impacts to potential historic structures (building additions, demolition, etc.). Development under this alternative would be the same as the Proposed Project because the development footprint would be the same. Mitigation measures for the Proposed Project would be applicable to this alternative and would mitigate potential impacts to archeological resources. However, like the Proposed Project, this alternative would have the potential to impact historic buildings as a result of redevelopment. Therefore, impacts to potential cultural resources would be the same as the Proposed Project and would remain significant and unavoidable.

7.5.6 Energy

This alternative would result in slightly less energy use compared to the Proposed Project as a result of a reduction in industrial square footage. In general, impacts to energy use under this alternative would be the same as the Proposed Project, and would be less than significant.

7.5.7 Geology and Soils

As with Proposed Project, individual development projects under this alternative would be required to prepare site-specific geotechnical investigations to evaluate seismic, liquefaction, ground settlement, paleontological resources, and/or soil expansion hazards. All development projects would be required to comply with existing federal, state, and local regulations, such as the California Building Code and statewide General Construction Permit. TOP 2050 would also be within the same development footprint as the current TOP. Impacts be the same as Proposed Project and would be less than significant.

7.5.8 Greenhouse Gas Emissions

This alternative would result in a reduction in nonresidential, Industrial land use density in the City. As a result, there would be fewer employees and fewer trucks from warehouse uses. The reduction in passenger vehicle VMT and truck VMT in addition to a reduction in building energy use would reduce GHG emissions in the City. This alternative would also include implementation of the CCAP. As a result, this alternative would also have GHG emissions below that of the Approved Project with implementation of the CCAP update. Therefore, impacts of this alternative would decrease compared to the Proposed Project, and would remain less than significant.

7.5.9 Hazards and Hazardous Materials

In both this alternative and TOP 2050, land uses throughout the City would be required to comply with existing federal, state, and local regulations governing use, storage, transport, and disposal of hazardous materials and

7. Alternatives to the Proposed Project

hazardous wastes. Structures would be required to comply with building standards in the California Building Code and the California Fire Code. This alternative would result in similar impacts compared to the Proposed Project, and impacts would be less than significant.

7.5.10 Hydrology and Water Quality

This alternative would have the same hydrology and water quality impacts as the Proposed Project. Future project specific WQMPs, preliminary and/or final, will be prepared consistent with the prevailing terms and conditions of the City LIP, and Model WQMP at the time of project application. Moreover, LID and water quality treatment solutions prescribed in project-specific WQMPs would be designed to support or enhance the regional BMPs and efforts implemented by the City as part of its citywide efforts to improve water quality. During construction, project-specific SWPPPs are required to be prepared in accordance with the site-specific sediment risk analyses based on the grading plans. The SWPPP must describe construction BMPs that address pollutant source reduction and provide measures/controls necessary to mitigate potential pollutant sources. Therefore, impacts would be similar and remain less than significant.

7.5.11 Land Use and Planning

This alternative would result in a reduction in warehouse square footage in the City. Impacts associated with this alternative, like the Proposed Project, would be less than significant. Neither this alternative nor the Proposed Project would divide an established community. Therefore, the land use impacts would be the same; and like the Proposed Project, would be less than significant.

7.5.12 Mineral Resources

The Proposed Project and this alternative would result in similar impacts to mineral resources. This alternative would also be within the same development footprint as TOP 2050. Impacts would be the same as the Proposed Project and would be less than significant

7.5.13 Noise

Construction and operational noise impacts would be the same as the Proposed Project under this alternative. Like the Proposed Project, construction activities under this alternative could occur close to sensitive receptors, and impacts would be significant. This alternative would have slightly reduced operational noise impacts from a reduction in truck traffic; and thus, traffic noise levels would be reduced along major arterials in the City. Noise impacts would be slightly reduced under this alternative in comparison to the Proposed Project but would remain significant (construction noise).

7.5.14 Population and Housing

This alternative would result in a decrease in jobs compared to TOP 2050. TOP 2050 would generally improve the jobs-housing balance. This alternative would have similar jobs-housing impacts. Therefore, population and housing impacts of this alternative would be similar to the Proposed Project but would remain less than significant.

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7.5.15 Public Services

This alternative would result in a decrease in employment compared to TOP 2050 but the same population. As a result, the impacts on public services, including fire, police, school, and library services, would be the same as the Proposed Project under this alternative and would be less than significant.

7.5.16 Recreation

This alternative would result in a reduction in employment but the same population compared to TOP 2050. As a result, the demand for recreation and recreational services in the City would be the same. Impacts under this alternative would be the same as the Proposed Project, and would be less than significant.

7.5.17 Transportation

This alternative would result in a slight decrease in total VMT as a result of a reduction in truck traffic and a slight reduction in passenger vehicle VMT as a result of a slight decrease in employees. This alternative would have a slight reduction in VMT per service population (VMT/SP) compared to TOP 2050. Impacts would be slightly reduced but this alternative would not eliminate the significant unavoidable VMT impact under criterion 2. Overall, this alternative would slightly reduce VMT impacts compared to the Proposed Project, but the VMT impact would remain significant and unavoidable.

7.5.18 Tribal Cultural Resources

Impacts to tribal cultural resources would primarily be associated with potential ground disturbance and development of previously undisturbed areas. Development under TOP 2050 and this alternative would be similar, as this alternative and Proposed Project would have the same development footprint. Mitigation measures for the protection of tribal cultural resources would be applicable to this alternative. Additionally, both the Proposed Project and this alternative would comply with federal and state regulations pertaining to the protection and preservation tribal cultural resources. Therefore, impacts to potential tribal cultural resources would be similar to the Proposed Project and would be less than significant.

7.5.19 Utilities and Service Systems

This alternative would result in a decrease in employment compared to TOP 2050 and a slight reduction industrial square footage; and therefore, the impact on the City's infrastructure systems would be slightly reduced. Overall, impacts would be slightly reduced under this alternative compared to the Proposed Project, and impacts would be less than significant.

7.5.20 Wildfire

The City of Ontario is not in a very high fire hazards severity zone. Additionally, the development footprint of the current TOP and TOP 2050 are the same. As a result, this alternative would result in similar risk associated with wildfire events. Overall, this alternative would have similar impacts compared to the Proposed Project, and impacts would be less than significant.

7. Alternatives to the Proposed Project

7.5.21 Conclusion

7.5.21.1 ABILITY TO REDUCE ENVIRONMENTAL IMPACTS

Impacts of the Reduced Industrial alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, tribal cultural resources, and wildfire. This alternative would reduce the Proposed Project's air quality, GHG, noise, and utilities and service systems impacts. This alternative would reduce but would not eliminate the Proposed Project's significant transportation (VMT) impact.

7.5.21.2 ABILITY TO ACHIEVE PROJECT OBJECTIVES

The Reduced Industrial Alternative would meet the project objectives.

7.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the “environmentally superior alternative” and, in cases where the “No Project” Alternative is environmentally superior to the Proposed Project, the environmentally superior development alternative must be identified. One alternative has been identified as “environmentally superior” to the Proposed Project:

- Reduced Industrial Alternative

The Reduced Industrial Alternative has been identified as the environmentally superior alternative. As shown in Table 7-2, *Summary of Impacts of Alternatives Compared to the Proposed Project*, and Table 7-3, *Ability of Each Alternative to Meet the Project Objectives*, this alternative would lessen impacts associated with air quality by reducing the amount of VMT and DPM associated with diesel trucks while achieving the project objectives. The remaining impacts are generally the same as the Proposed Project.

7. Alternatives to the Proposed Project

Table 7-2 Summary of Impacts of Alternatives Compared to the Proposed Project

Topic	TOP 2050	No Project/Current TOP Alternative	Reduced Industrial Alternative
Aesthetics	LTS	=	=
Agricultural & Forestry Resources	LTS	=	=
Air Quality	S/U	=	—
Biological Resources	LTS	=	=
Cultural Resources	S/U	=	=
Energy	LTS	=	=
Geology and Soils	LTS/M	=	=
GHG Emissions	LTS	++	—
Hazards and Hazardous Materials	LTS	++	=
Hydrology and Water Quality	LTS	=	=
Land Use and Planning	LTS	++	=
Mineral Resources	LTS	=	=
Noise	S/U	=	—
Population and Housing	LTS	+	=
Public Services	LTS	—	=
Recreation	LTS	—	=
Transportation	S/U	—*	—
Tribal Cultural Resources	LTS/M	=	=
Utilities and Service Systems	LTS	—	—
Wildfire	LTS	=	=

Notes: LTS = Less than Significant; LTS/M = Less than Significant with Mitigation Incorporated; S/U = Significant and Unavoidable

(*) The alternative would eliminate an impact of the Proposed Project and impacts would be substantially reduced

(—) The alternative would result in less of an impact than the Proposed Project.

(+) The alternative would result in greater impacts than the Proposed Project.

(++) The alternative would result in substantially greater impacts than the Proposed Project, triggering a significant unavoidable impact.

(=) The alternative would result in the same/similar impacts as the Proposed Project.

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Table 7-3 Ability of Each Alternative to Meet the Project Objectives

Objective	TOP 2050	No Project/Current TOP Alternative	Reduced Industrial Alternative
1. Provide a technical update to the current TOP that updates the goals and policies to enhance public safety and livability, align with updated economic forecasts, and comply with new state laws while maintaining the foundation, vision, and objectives of the current TOP.	Yes	No	Yes – To a Lesser Extent
2. Provide a streamlined, user-friendly, web-based TOP that is easily accessible to the public.	Yes	Yes	Yes
3. Designate the distribution, location, balance, and extent of land uses, including residential, retail, employment, open space, and public uses.	Yes	Yes – To a Lesser Extent	Yes – To a Lesser Extent
4. Link Ontario's community design goals to a broader context that includes economic development, land use, housing, community health, infrastructure, and transportation.	Yes	Yes – To a Lesser Extent	Yes
5. Improve the balance between jobs and housing in the San Bernardino County subregion to reduce vehicle miles traveled and associated air quality impacts, consistent with regional policies on jobs-housing balance.	Yes	Yes – To a Lesser Extent	Yes
6. Provide employment and housing opportunities for the San Bernardino Council subregion, consistent with the goals of the Southern California Association of Governments' Sustainable Communities Program.	Yes	Yes – To a Lesser Extent	Yes
7. Provide for high-intensity mixed-use urban centers along the I-10 corridor and in the Ontario Ranch that reduce vehicle trips and incorporate smart growth principles.	Yes	Yes – To a Lesser Extent	Yes
8. Foster the development of pedestrian and transit-oriented environments that create lively, appealing, and safe pedestrian areas, active during both daytime and evening hours.	Yes	Yes – To a Lesser Extent	Yes
9. Maintain Ontario's distinct neighborhoods and districts to foster a positive sense of identity and belonging among residents and businesses.	Yes	Yes – To a Lesser Extent	Yes
10. Establish a framework for using and managing the city's natural resources sustainably.	Yes	Yes – To a Lesser Extent	Yes
11. Provide for the security and safe transportation of goods and hazardous materials and maintain disaster preparedness and response and recovery systems to reduce loss of life, injury, private property damage, infrastructure damage, economic losses, and social dislocation.	Yes	Yes – To a Lesser Extent	Yes
12. Enhance the capacity for the people, businesses, and public agencies that are in or serve Ontario to be resilient in cases of severe and/or prolonged weather conditions, natural disasters, and emergencies.	Yes	Yes – To a Lesser Extent	Yes

7. Alternatives to the Proposed Project

Table 7-3 Ability of Each Alternative to Meet the Project Objectives

Objective	TOP 2050	No Project/Current TOP Alternative	Reduced Industrial Alternative
13. Prioritize the improvement of areas most impacted by environmental justice issues, and enable Ontario residents to enjoy equal access to public facilities, civic engagement opportunities, nutritious foods, and safe and healthy environments.	Yes	Yes – To a Lesser Extent	Yes
14. Correlate the mobility system with the future land use patterns and buildout levels of Ontario and with other transportation planning efforts by local, state, and federal authorities.	Yes	Yes – To a Lesser Extent	Yes
15. Address a range of mobility options in Ontario, including vehicular, trucking, freight and passenger rail, air, pedestrian, bicycle, and transit.	Yes	Yes – To a Lesser Extent	Yes

7. Alternatives to the Proposed Project

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8. Impacts Found Not to Be Significant

California Public Resources Code Section 21003 (f) states: "...it is the policy of the state that... [a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." This policy is reflected in the State California Environmental Quality Act (CEQA) Guidelines (Guidelines) Section 15126.2(a), which states that "[a]n EIR [environmental impact report] shall identify and focus on the significant environmental impacts of the Proposed Project" and Section 15143, which states that "[t]he EIR shall focus on the significant effects on the environment." The Guidelines allow use of an Initial Study to document project effects that are less than significant (Guidelines Section 15063[a]). Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant, and were therefore not discussed in detail in the Draft Supplemental Environmental Impact Report (SEIR).

As described in the Notice of Preparation (NOP) prepared for the proposed project, the City of Ontario determined a full-scope EIR would be required to evaluate all impacts within the 20 environmental categories; therefore, all categories are evaluated in Chapter 5, *Environmental Analysis*, of this EIR.

8. Impacts Found Not to Be Significant

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9. Significant Irreversible Changes Due to the Proposed Project

Section 15126.2(c) of the CEQA Guidelines requires that an Environmental Impact Report (EIR) describe any significant irreversible environmental changes that would be caused by the proposed project should it be implemented. Specifically, the CEQA Guidelines state:

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. Primary impacts and, particularly, secondary impacts (such as highways improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

In the case of TOP 2050, implementation would cause the following significant irreversible changes:

- Implementation of the proposed project would include construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels. Future developments in accordance with the proposed project would require the use of natural gas and electricity, fossil fuels, and water. The commitment of resources required for the construction and operation of the proposed project would limit the availability of such resources for future generations or for other uses during the life of the project.
- An increased commitment of social services and public maintenance services (e.g., police, fire, schools, libraries, and sewer and water services) would also be required. The energy and social service commitments would be long-term obligations in view of the low likelihood of returning the land to its original condition once it has been developed.
- Population growth related to the Proposed Project compared to the Approved Project would increase vehicle miles traveled and volatile organic compound emissions associated with consumer product use. The Proposed Project would cumulatively contribute to the South Coast Air Basin's nonattainment designation for ozone (O₃).

9. Significant Irreversible Changes Due to the Proposed Project

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10. Growth-Inducing Impacts of the Proposed Project

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also required is an assessment of other projects that would foster other activities which could affect the environment, individually or cumulatively. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?
- Would this project result in the need to expand one or more public services to maintain desired levels of service?
- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which TOP 2050 could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this SEIR.

Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

Approval and implementation of TOP 2050 would not remove obstacles to growth. Development in the City is guided by TOP. Changes to the Approved Project are identified in Section 3.4.2.3, Areas of Change, and would not result in changes to existing regulations that would remove barriers to growth in the City. Portions of the City are already served by infrastructure. Like the current TOP, implementation of TOP 2050 would allow for development of currently undeveloped land and redevelopment of existing land uses. This would induce construction of infrastructure extensions and improvements, such as roadways, storms drains, water pipes, solid waste collection systems, and energy/communication extensions toward undeveloped areas of the

10. Growth-Inducing Impacts of the Proposed Project

City. In addition, the Proposed Project would increase demand for electricity and natural gas that could require expansion of energy infrastructure, as provided by Southern California Edison and the Southern California Gas Company. Impacts to existing utilities and service systems and potential needs for future improvements are discussed further in Section 5.19, *Utilities and Service Systems*.

TOP 2050 accommodates the additional population growth required to accommodate the South California Association of Governments' Regional Housing Needs Assessment. Buildout of the proposed project may require additional firefighting and police personnel and construction of new and/or expanded facilities to improve response times, if necessary. Buildout may also require future construction of new and/or expanded schools in the school districts that serve Ontario (e.g., Chaffey Joint Union High School District, Chino Valley Unified School District, Cucamonga School District, Ontario-Montclair School District, and Mountain View School District). Impacts from the proposed project on public services facilities are discussed in detail in Section 5.15, *Public Services*.

Would this project result in the need to expand one or more public services to maintain desired levels of service?

As stated above, like the Approved Project buildout, the Proposed Project may require additional fire and police services, school facilities, and library space to maintain desired levels of service. This would include expanding existing facilities; acquiring land to construct new stations, schools, and libraries; and adequately equipping and staffing new facilities. Section 5.15, *Public Services*, analyzes the impacts of the Proposed Project on existing public services in more detail.

Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

Like the Approved Project, implementation of the Proposed Project would not encourage or facilitate economic effects that could result in other activities that could significantly affect the environment. Impacts of job-generating land uses and employment pursuant to TOP 2050 are analyzed throughout Chapter 5 of this SEIR. No additional impacts would occur.

Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Cities and counties in California periodically update their general plans pursuant to California Government Code Sections 65300 et seq. Thus, approval of TOP 2050 would not set a precedent that could encourage and facilitate other activities that could significantly affect the environment.

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