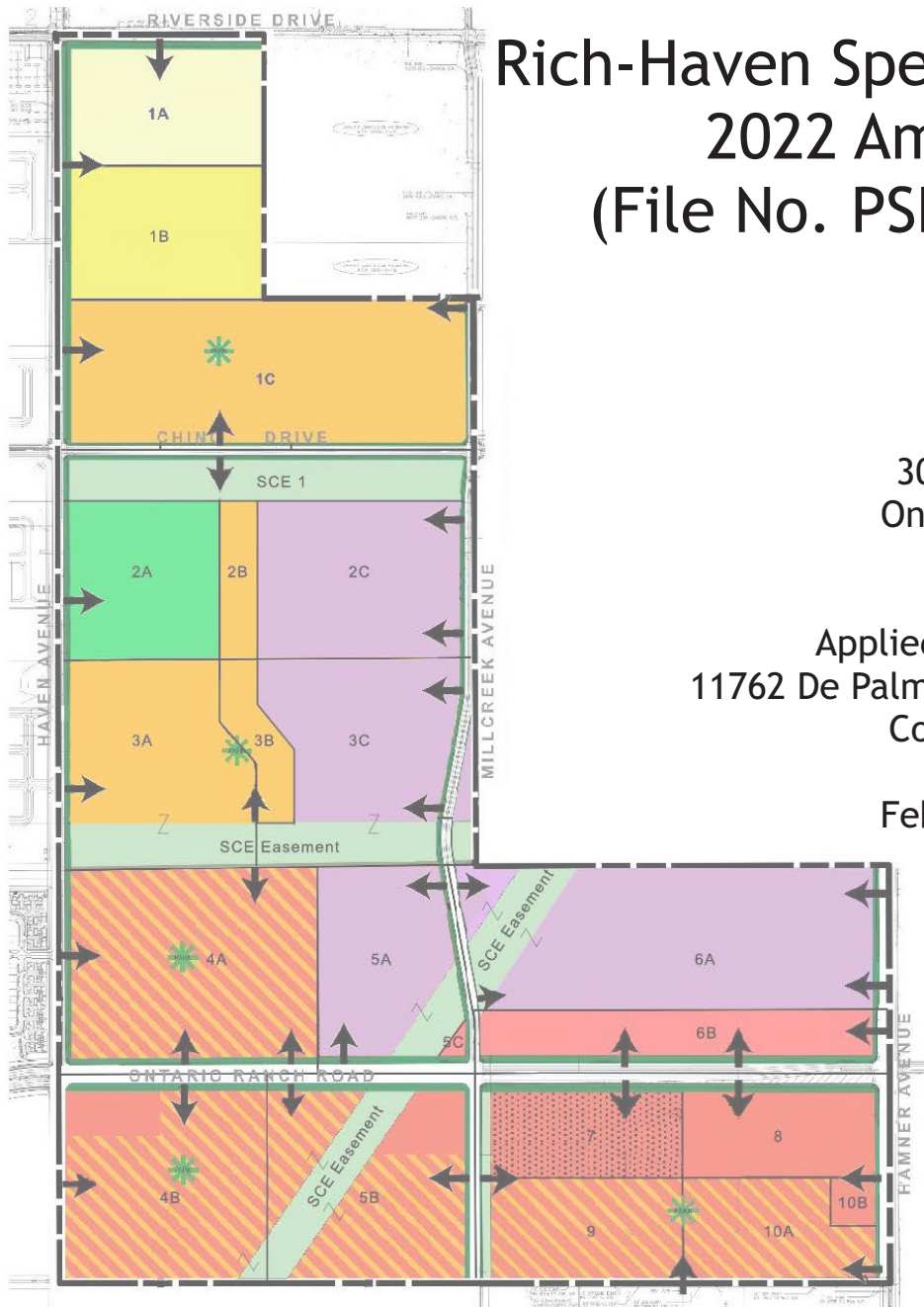


# Draft Environmental Impact Report for the Rich-Haven Specific Plan 2022 Amendment (File No. PSPA22-001)

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

Prepared by:  
Applied Planning, Inc.  
11762 De Palma Road, 1C-310  
Corona, CA 92883

February 23, 2023



**DRAFT ENVIRONMENTAL IMPACT REPORT**

for the

**Rich-Haven Specific Plan, 2022 Amendment**

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# **1.0 EXECUTIVE SUMMARY**

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# 1.0 EXECUTIVE SUMMARY

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## 1.1 BACKGROUND AND PROJECT OVERVIEW

The Rich-Haven Specific Plan (RHSP) was approved by the City of Ontario in 2015, with subsequent Specific Plan Amendments approved in 2016, 2018, and 2021. The current (2021) Rich-Haven Specific Plan (“2021 Specific Plan”) comprises approximately 584 acres located west of Interstate 15 (I-15), and south of State Route 60 (SR-60). The 2021 Specific Plan Area lies within the 8,200-acre Ontario Ranch area, bounded generally by Riverside Drive to the north, “Old” East Edison Avenue [alignment] to the south, Mill Creek Avenue and Hamner Avenue to the east, and Haven Avenue to the west. Location of the 2021 Specific Plan is presented at Figure 1.1-1. The location and boundaries of the 2022 RHSP Specific Plan Amendment evaluated in this EIR coincide with the location and boundaries in the 2021 Specific Plan.

The 2021 Specific Plan entitlements allow for development of up to 7,194 dwelling units (all residential types), up to 990,902 square feet of commercial/office space, up to 1,183,525 square feet of light industrial uses, approximately 27 acres of public parkland, and approximately 20 acres of Southern California Edison (SCE) Parcel open space and SCE Easements. The 2022 RHSP Specific Plan Amendment (2022 Specific Plan Amendment, Project) evaluated in this EIR proposes a new amendment of the RHSP as described herein.

Pursuant to the requirements of the California Environmental Quality Act (CEQA), this Draft Environmental Impact Report (DEIR or EIR) evaluates and discloses the potential environmental impacts resulting from construction and operation of the proposed Rich-Haven Specific Plan, 2022 Amendment (Project).



----- Specific Plan Boundary

NOT TO SCALE  
Source: Google Earth; Applied Planning, Inc.



Figure 1.1-1  
Specific Plan Location

Under the proposed 2022 RHSP Specific Plan Amendment, the Specific Plan Area would be developed with up to 7,194 dwelling units, up to 925,002 square feet of commercial space, and up to 2,767,148 square feet of light industrial uses. Other existing RHSP land uses, e.g., public parkland, Southern California Edison (SCE) Parcel open space and SCE Easements would not be substantively affected under the 2022 RHSP Specific Plan Amendment. This EIR evaluates potential environmental impacts of entire buildout of the Specific Plan Area that would result from the 2022 RHSP Specific Plan Amendment.<sup>1</sup>

In summary, the proposed 2022 Specific Plan Amendment would result in the following primary revisions to the 2021 Specific Plan:

1. Total residential development within the Specific Plan Area would be maintained at 7,194 dwelling units. Residential units and residential densities would however be reassigned within the Specific Plan Area.
2. Total commercial development would be reduced by approximately 65,900 square feet, an approximate 6.7 percent reduction in the 2021 Specific Plan commercial entitlements.
3. Total light industrial development would be increased by approximately 1,583,623 square feet, an approximate 134 percent increase from the 2021 Specific Plan Amendment.

Other aspects and attributes of the 2021 Specific Plan would be substantively maintained under the proposed 2022 Specific Plan Amendment. A summary of the land uses and development by Planning Area is provided at Table 1.1-1.

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<sup>1</sup> Potential environmental impacts of the Rich Haven Specific Plan were initially evaluated in *Rich Haven Specific Plan Environmental Impact Report*, July 3, 2007 (SCH No. 2006051081). Subsequent Rich Haven Specific Plan Amendments: 2015, 2016, 2018, 2021 have been evaluated as Addendums to Certified EIRs. While the City could have continued tiering off previous environmental documents in evaluation of the Project's potential environmental impacts, in order to provide a contemporary and comprehensive analysis of the Project's impacts, a new Project-level EIR has been developed.

**Table 1.1-1**  
**2022 Specific Plan Amendment Land Use Summary, by Planning Area**

<b>Planning Area</b>	<b>Land Use</b>	<b>Acres (Gross)</b>	<b>Dwelling Units (Maximum)</b>	<b>Residential Density (Gross)</b>	<b>Comm./ Office (sf) (Maximum)</b>	<b>Light Industrial (sf) (Maximum)</b>
1A	Low Density Residential	25.5	128	5.0	-	-
1B	Low Medium Density Residential	24.5	270	11.0	-	-
1C	Medium Density Residential	60.6	1,055	17.4	-	-
SCE 1	Edison Parcel	20.0	-	-	-	-
2A	Public Park	27.0	-	-	-	-
2B	Medium Density Residential	8.1	190	23.5	-	-
2C	Light Industrial	23.4	-	-	-	560,617
3A	Medium Density Residential Open Space-Non-Recreation	36.1 8.3	560	15.5	-	-
3B	Medium Density Residential	8.6	190	22.1	-	-
3C	Light Industrial Open Space-Non-Recreation	21.4 8.5	-	-	-	512,701
4A	Stand Alone Residential Overlay	45.0	1,099	24.4	-	-
4B	Regional Commercial Stand Alone Residential Overlay Open Space-Non-Recreation	5.0 35.2 0.4	1,150	32.7	166,182	-
5A	Light Industrial Open Space-Non-Recreation	21.3 3.7	-	-	-	510,305
5B	Regional Commercial Stand Alone Residential Overlay Open Space-Non-Recreation	5.0 26.6 7.5	1,150	43.2	76,320	-
5C	Regional Commercial	1.0	-	-	7,500	-
6A	Light Industrial Open Space-Non-Recreation	49.4 6.6	-	-	-	1,183,525
6B	Regional Commercial	25.1	-	-	300,000	-
7	Mixed Use Overlay	20.5	552	26.9	162,500	-
8	Regional Commercial	20.5	-	-	162,500	-
9	Stand Alone Residential Overlay	20.4	300	14.7	-	-
10A	Stand Alone Residential Overlay	16.9	550	32.5	-	-
10B	Regional Commercial	2.8	-	-	50,000	-
<b>Total</b>		<b>584.9</b>	<b>7,194</b>	<b>-</b>	<b>925,002</b>	<b>2,767,148</b>

Source: 2022 Rich Haven Specific Plan Amendment

A condensed summary of land uses by Development Type is provided at Table 1.1-2.

**Table 1.1-2****2022 Specific Plan Amendment Land Use Summary, by Development Type**

Land Use Development Type	Code	Acres (Gross)	Dwelling Units (Maximum)	Light Industrial (sf) (Maximum)	Comm./ Office (sf) (Maximum)
Low Density Residential	LDR	25.5	128	-	-
Low-Medium Density Residential	LMDR	24.5	270	-	-
Medium Density Residential	MDR	113.4	1,995	-	-
Light Industrial	LI	115.5	-	2,767,148	-
Mixed Use	MU	20.5	552	-	162,500
Mixed Use w/ Standalone Residential Overlay	MU/Res	144.1	4,249	-	-
Regional Commercial	Regional Comm.	59.4	-	-	762,502
Open Space - Non-Recreation	OS-NR	55.0	-	-	-
Park	Park	27.0	-	-	-
<b>Total</b>		<b>584.9</b>	<b>7,194</b>	<b>2,767,148</b>	<b>925,002</b>

Source: 2022 Rich Haven Specific Plan Amendment

This EIR Section provides an overview of the Project and its Objectives, and summarizes the potential environmental impacts of the proposal. Table 1.12-1, *Impacts and Mitigation Summary*, presented at the conclusion of this Section, lists these impacts and presents mitigation measures recommended to eliminate or reduce effects of those impacts determined to be potentially significant. For a full description of the Project, its impacts, recommended mitigation measures, and considered Alternatives to the Project, please refer to EIR Sections 3.0, 4.0, and 5.0, respectively.

## 1.2 PROJECT ELEMENTS

Primary elements comprising the Project are summarized below. Please refer also to the expanded characterization of Project facilities and operations presented at EIR Section 3.0, *Project Description*.

### 1.2.1 Site Preparation

Vacant/undeveloped portions of the Project area would be cleared of all surface features, grubbed, rough-graded, and fine-graded in preparation of building construction. Any debris generated during site preparation activities would be disposed of and/or recycled consistent with the City's Source Reduction and Recycling Element (SRRE). Existing grades within the Project site would be modified to establish suitable building pads and to facilitate site drainage. Based on preliminary development concepts, project grading will



balance on site – that is, grading activities would not require substantial import or export of soil.

### **1.2.2 Development Concept**

All development within the Project site would be required to conform to provisions of the 2022 Specific Plan Amendment. In instances where the 2022 Specific Plan Amendment is silent, development proposals within the Specific Plan Area would be required to conform to applicable provisions of the City Development Code. The following discussions reflect preliminary 2022 Specific Plan Amendment information available to date.

### **1.2.3 Access and Circulation**

Access to, and within, the Specific Plan Area is summarized below. Please also refer to 2022 Specific Plan Amendment Section 4.1, *Circulation Plan*. All final Project access plans would be subject to review and approval by the City.

#### **1.2.3.1 Roadways**

Regional access to the City and the Specific Plan Area is provided by State Route 60 (E – W) and Interstate 15 (N – S). State Route 60 (SR-60) interchanges with Interstate 15 (I-15) approximately 1.5 miles northeast of the Specific Plan Area. Local access to the Specific Plan Area is provided by existing vicinity roadways. These roadways include Riverside Drive to the north, Haven Avenue to the west, Mill Creek Avenue (partial) to the east, Hamner Avenue to the east, and Ontario Ranch Road which traverses the southern portion of the Specific Plan Area.

Ultimate designs of roadway alignments, roadway configurations, and site access would be required to conform to applicable provisions of the 2022 Specific Plan Amendment and City Conditions of Approval; and would be subject to City review and approval.

Roadways within and abutting the Project site would be constructed to their respective ultimate cross-sections pursuant to the 2022 Specific Plan Amendment design standards and City requirements.<sup>2</sup>

### **1.2.3.2 Bicycle and Pedestrian Access**

The Project would construct bicycle and pedestrian access improvements consistent with the City Multipurpose Trails and Bikeway Corridor Plan.

Within the Project site, streets would be constructed with sidewalks, providing pedestrian access and inter-connectivity between various residential and mixed-use areas. Trail access would be provided to the various park facilities. As part of the City's Master Plan of Trails, the SCE Corridor Trail within the Project site would be extended within the linear park areas located within the existing SCE easements. Access to the SCE Corridor Trail would be provided at key points throughout the Project. On-street curb adjacent 5-foot bike lanes would be provided on both sides of the proposed modified/enhanced Chino Avenue section.

### **1.2.3.3 Bus Service**

Bus service is available to the City via Omnitrans and the Riverside Transit Authority (RTA). No bus routes currently provide proximate service (within one-quarter mile) of the 2021 Specific Plan Area. Transit service providers periodically review and update schedules and routes to address ridership, budget, and community demands. The Applicant and City would coordinate Project final designs with Omnitrans and RTA to evaluate the potential for provision of bus services and bus amenities serving the 2021 Specific Plan Area. Omnitrans bus routes and schedules can be accessed at: <https://omnitrans.org>. RTA bus routes and schedules can be accessed at: <https://www.riversidetransit.com/index.php/riding-the-bus/maps-schedules>.

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<sup>2</sup> The Specific Plan Amendment proposes modified design standards for Chino Avenue within the Project site, to include enhanced roadway sections with raised landscapes and roundabouts. These modified design standards would be subject to City review and approval as one component of the Specific Plan Amendment.

#### **1.2.4 Parking**

The Project would be required to adhere to parking requirements established under the 2022 Specific Plan Amendment and the City of Ontario Development Code. Parking assignments and design of parking areas within the site would be subject to City review and approval.

#### **1.2.5 Landscape/Streetscape**

The 2022 Specific Plan Amendment Landscape Concept is presented in detail at 2022 Specific Plan Amendment Section 7, *Landscape Plan*. All landscaping/streetscaping implemented under the Project would be required to comply with applicable provisions of the 2022 Specific Plan Amendment and the City Municipal Code. The implemented landscape/streetscape concept would act to enhance perception of the site as developed under the Project, and to screen views of the site interior from off-site vantages. Landscape and streetscape elements would provide shade and visual interest, define entry/access points, and accentuate site and architectural features.

#### **1.2.6 Lighting**

All Project lighting would be required to conform to provisions of the 2022 Specific Plan Amendment (lighting standards and guidelines for the various land uses are provided through the 2022 Specific Plan Amendment document). Lighting and lighting plans for individual developments within the Specific Plan Area would be subject to review and approval by the City.

#### **1.2.7 Signs**

All Project signs would be required to conform to provisions of the 2022 Specific Plan Amendment (sign standards and guidelines for the various land uses are provided throughout the 2022 Specific Plan Amendment document). Signs and sign plans for individual developments within the Specific Plan Area would be subject to review and approval by the City.

## 1.2.8 Infrastructure/Utilities

Infrastructure and utilities that would serve the Project site are summarized below.

### 1.2.8.1 Water Service

#### **Potable (Domestic) Water**

Potable water would be provided by the Ontario Municipal Utilities Company (OMUC).<sup>3</sup> The Project lies within the OMUC 925 and 1010 Pressure Zones. Serving the Project site and surrounding areas is an 18-inch (1010 Pressure Zone) water main, extending from Riverside Avenue to Chino Avenue. There is also a 16-inch (1010 PZ) water main located in Mill Creek Avenue, extending from Riverside Avenue to Chino Avenue.

Within the Project site, water service would be provided by a system of 8-inch to 12-inch water mains constructed within the backbone roadway system. Connecting 8-inch service lines would be provided to individual developments.

The on-site public water system sizing would be required to comply with provisions of a City-approved hydraulic analysis to be conducted at the project-level design stage. All water mains and wells internal to site would be constructed by the merchant builder(s). In-tract water system design will be provided at the time of subdivision. Final designs of water conveyance systems serving the Project would be required to conform to City and OMUC requirements. Please refer also to 2022 Specific Plan Amendment Section 4.2.1, *Domestic Water*.

#### **Recycled Water**

The Project site is located in the OMUC 930/1050 Pressure Zones for recycled water. Serving the Project site and surrounding areas is a 16-inch (930 PZ) recycled water main extending from the upper limits of the 930 PZ to Ontario Ranch Road.

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<sup>3</sup> Additionally, as discussed in the Specific Plan Amendment, “the Chino Basin Water Master Water Quality Map identifies the Rich-Haven [Project] area within an optimum water quality zone and requires that the owner/developer dedicate a total of two wells within the Specific Plan area to the City of Ontario for production of potable water.” Well dedications within the Project site would be provided if/as required by the City/OMUC.

The Project would construct all necessary recycled water system improvements consistent with City Condition of Approval. All Master Plan recycled water improvements implemented to serve the Project would be required to conform to the incumbent City Recycled Water Master Plan. Please refer also to 2022 Specific Plan Amendment Section 4.2.2, *Recycled Water, Regional Recycled Water Plan*.

The Project would be required to comply with applicable provisions of City Municipal Code Chapter 8c: *Recycled Water Use*.<sup>4</sup> Within the Project area, recycled water would be used for all approved applications, including but not limited to irrigation of parks, schools, street landscaping, recreational trails, HOA-maintained common areas and landscaping. An engineering report approved by the City and the California Department of Public Health is required prior to the use of recycled water.

Within the Project area, the backbone recycled water system would comprise 8-inch to 12-inch lines and would be located in the backbone street system. In-tract recycled water system design would be provided at the time of subdivision. It is noted here that *no* [emphasis added] recycled water can be used on single-family single lot ownership properties. Per the 2022 Specific Plan Amendment, a clear physical separation between potable and recycled water systems is required, such separations may comprise walls, fences, sidewalks, or mow strips. Please refer also to 2022 Specific Plan Amendment Section 4.2.2, *Recycled Water, Local Backbone Recycled Water Plan*.

#### **1.2.8.2 Sewer Services**

Sewer service would be provided by the City of Ontario. Master Plan sewer system improvements serving the Project and surrounding areas would be constructed consistent with the City's Sewer Master Plan. All Master Plan sewer improvements implemented to serve the Project would be required to conform to the incumbent City Sewer System Master Plan. Please refer also to 2022 Specific Plan Amendment Section 4.3, *Sewer Master Plan*.

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<sup>4</sup> See also: [https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario\\_ca/0-0-0-44580#ID\\_6-8.714](https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario_ca/0-0-0-44580#ID_6-8.714)

### 1.2.8.3 Stormwater Management System

#### Storm Drains

Multiple City Master Plan of Drainage storm drain facilities would serve the Project site. All Master Plan storm water management system improvements implemented to serve the Project would be required to conform to the incumbent City Master Plan of Drainage. Under post-development conditions, existing southerly trending on-site drainage patterns would be maintained. Development within the Project site would be required to control drainage volumes and runoff rates such that capacities of receiving Master Plan of Drainage storm drains would not be exceeded.

Within the Project site, individual developments would implement required stormwater management systems. On-site storm stormwater management system designs would be provided concurrent with development plan submittals. Final designs of stormwater management systems serving the Project would be required to conform to City requirements. Please refer also to 2022 Specific Plan Amendment Section 4.4, *Drainage Master Plan, Regional Backbone Drainage Plan*.

#### Water Quality Management Plan

On a regional level, stormwater quality management would be available via the regional Mill Creek Wetlands system. Within the Project site, complementary on-site stormwater management systems would be implemented that would detain and treat stormwater discharges. Stormwater discharges from the Project would be required to comply with requirements and performance standards established under the incumbent San Bernardino County National Pollutant Discharge Elimination System (NPDES) Stormwater Program MS4 Permit and Water Quality Management Plan (WQMP). To these ends, developments within the Project site would implement Low Impact Development (LID) Site Design Best Management Practices (BMPs) to reduce pollutant transport and increase on-site stormwater infiltration. Additionally, all Priority Land Use (PLU) areas within the Project site would be required to comply with the statewide Trash Provisions adopted by the State Water Resources Control Board (SWRCB) and trash requirements in the most current San Bernardino County Area-Wide MS4 Permit.

Non-structural and structural Source Control BMPs would be documented in the Project WQMPs. Final WQMPs, as approved by the City, would ensure that the Project stormwater management systems have been designed to convey and treat stormwater discharges and limit the post-development peak flows consistent with available storm drain capacities. Please refer also to 2022 Specific Plan Amendment Section 4.4, *Drainage Master Plan, Stormwater Quality Measures*.

#### **1.2.8.4 Solid Waste Management**

The City of Ontario provides solid waste collection services for the City and will service the Project.

#### **1.2.8.5 Electricity**

Southern California Edison (SCE) would provide electricity to the site from existing vicinity facilities. SCE facilities located within and adjacent to the Project site consist of 115kV, 66kV, 12kV, towers/power lines and attached communication lines. Facilities less than 34.5kV will be located underground if they are located adjacent to any streets proposed to be improved in conjunction with site improvements.

#### **1.2.8.6 Natural Gas**

The Gas Company will provide natural gas to the site. All proposed connections and modifications to Gas Company facilities would conform to Gas Company and City requirements.

#### **1.2.8.7 Fiber Optics System**

A backbone fiber optics system (conduits, tracer wire, and fiber) would be constructed within the Project backbone street system. Backbone fiber optic components (conduits, hand holes, tracer wire, and fiber) would be placed underground within a duct and structure system to be installed in a joint trench. In-tract fiber and conduit would be installed per the City's in-tract fiber optic design guidelines (see: [https://www.ontarioca.gov/sites/default/files/Ontario-Files/Information-Technology/2014-12-16\\_in-tract\\_designguidelines.pdf](https://www.ontarioca.gov/sites/default/files/Ontario-Files/Information-Technology/2014-12-16_in-tract_designguidelines.pdf)).

### **1.2.8.8 Communications Services**

Communications services, including wired and wireless telephone and internet services, are available through numerous private providers and would be provided on an as-needed basis. To the extent practical and consistent with City Conditions of Approval, existing and proposed wires, conductors, conduits, raceways, and similar communications improvements within the Project area would be installed underground. Any necessary surface-mounted equipment, e.g., terminal boxes, transformers, meters, service cabinets, etc., would be screened and would conform to City building setback requirements.

### **1.2.8.9 Utilities**

The Project would also be provided natural gas, electrical, telecommunications services. Service providers available to the Project are listed below:

- Natural gas (Southwest Gas Corporation);
- Electricity (SCE); and
- Telecommunications (various private services, including AT&T, Time Warner Communications, and Frontier Communications).

All modification of, and connection to, existing services would be accomplished consistent with City and purveyor requirements. It is noted that to allow for, and facilitate Project construction activities, provision of temporary utilities services improvements would be required. The scope of such temporary improvements is considered to be consistent with, and reflected within the total scope of development proposed by the Project. Similarly, impacts resulting from the provision of temporary services would not be substantively different from, or greater than, impacts resulting from development of the Project in total.

### **1.2.8.10 Public Services**

Fire protection and emergency medical services for the Project would be provided by the Ontario Fire Department. Police protection services for the Project would be provided by the Ontario Police Department. The City also provides or facilitates provision of a range



of other services that would be generally available to the Project patrons and employees. These services include, but are not limited to: educational, library, and arts and entertainment services.

#### **1.2.8.11 Energy Efficiency/Sustainability**

Energy-saving and sustainable design features and operational programs would be incorporated in all facilities developed pursuant to the Project. The Project would be required to comply with incumbent energy efficiency and performance standards established under the incumbent CALGreen Code and City of Ontario 2022 Community Climate Action Plan Update (2022 CCAP Update).

#### **1.2.8.12 Construction Area Traffic Management Plan**

Temporary and short-term traffic detours and traffic disruptions could result during construction activities including implementation of access and circulation improvements noted above. Accordingly, the Applicant would be responsible for the preparation and submittal of a Construction Area Traffic Management Plan (Plan). Typical elements and information incorporated in the Plan would include, but not be limited to:

- **Name of on-site construction superintendent and contact phone number.**
- **Identification of Construction Contract Responsibilities** - For example, for excavation and grading activities, describe the approximate depth of excavation, and quantity of soil import/export (if any).
- **Identification and Description of Truck Routes** - to include the number of trucks and their staging location(s) (if any).
- **Identification and Description of Material Storage Locations (if any).**
- **Location and Description of Construction Trailer (if any).**
- **Identification and Description of Traffic Controls** - Traffic controls shall be provided per the Manual of Uniform Traffic Control Devices (MUTCD) if the

occupation or closure of any traffic lanes, parking lanes, parkways or any other public right-of-way is required. If the right-of-way occupation requires configurations or controls not identified in the MUTCD, a separate traffic control plan must be submitted to the City for review and approval. All right-of-way encroachments would require permitting through the City.

- **Identification and Description of Parking** - Estimate the number of workers and identify parking areas for their vehicles.
- **Identification and Description of Maintenance Measures** - Identify and describe measures taken to ensure that the work site and public right-of-way would be maintained (including dust control).

The Plan would be reviewed and approved by the City prior to the issuance of the first building permit and encroachment permit, as applicable. The Plan and its requirements would also be required to be provided to all contractors as one component of building plan/contract document packages.

### **1.3 PROJECT OBJECTIVES**

The broad vision of the 2022 Specific Plan Amendment is to create a community with a mixture of uses, connected through a series of trails, which provides opportunities for people to live, work and play. Supporting 2022 Specific Plan Amendment objectives are listed in detail at Section 3, *Project Description*.

### **1.4 DISCRETIONARY APPROVALS AND PERMITS**

Discretionary actions, permits, and related consultation(s) necessary to approve and implement the Project include, but are not limited to, the following.

#### **1.4.1 Lead Agency Discretionary Actions and Permits**

*CEQA Guidelines* Section 15124 states in pertinent part that if “a public agency must make more than one decision on a project, all its decisions subject to CEQA should be listed...” Requested decisions, or discretionary actions, necessary to realize the Project would include the following:

- EIR Certification;
- Approval of the 2022 Specific Plan Amendment;
- Approval of Tentative Parcel Maps;
- Approval of Development Agreements; and
- Approval of Development Plans.

#### **1.4.2 Other Agency Consultation and Permits**

Anticipated consultation and permits necessary to realize the Project would or may include the following:

- Permitting by/through the Regional Water Quality Control Board (RWQCB) pursuant to requirements of the City’s National Pollutant Discharge Elimination System (NPDES) Permit.
- Permitting by/through the South Coast Air Quality Management District (SCAQMD) for certain equipment or land uses that may be implemented pursuant to the Project.
- Permitting (i.e., utility construction and connection permits) from affected utility purveyors, notably the City of Ontario, IEUA, and SCE.

Other ministerial permits necessary to realize all on- and off-site improvements related to the development of the Project.

## **1.5 INITIAL STUDY**

The City of Ontario, through the Initial Study process, has determined that the Project has the potential to cause or result in significant environmental impacts, and warranted further analysis, public review, and disclosure through the preparation of an EIR. The Initial Study (IS) and associated EIR Notice of Preparation (NOP), dated October 2022, were forwarded to the California Office of Planning and Research, State Clearinghouse (SCH), and circulated for public review and comment. The State Clearinghouse established the public comment period for the NOP/IS as October 20, 2022 through November 19, 2022. The assigned State Clearinghouse reference for the Project is SCH No. 2022100425. The Initial Study, NOP, and NOP Responses are presented at DEIR Appendix A.

## **1.6 IMPACTS NOT FOUND TO BE POTENTIALLY SIGNIFICANT**

The following discussions identify and list those environmental issues that have been determined pursuant to the IS/NOP and associated public review processes to pose no potentially significant impacts, or where compliance with standard mitigation or conditions of approval would reduce certain potentially significant impacts to levels that are less-than-significant. The specific issues listed are not substantively discussed within the body of this EIR. Please refer also to related discussions and analyses presented within the Initial Study, EIR Appendix A.

### *Aesthetics*

There are no scenic vistas within the Project site, nor would the Project otherwise adversely affect a designated scenic vista. The Project would implement contemporary uses that would be required to conform to City design guidelines and development standards. All Project lighting would also be required to conform to City requirements. The Project would therefore have less-than-significant impacts for the following aesthetic considerations:

- Substantial adverse effects on a scenic vista;

- Substantial damage to scenic resources, including, but not limited to, trees, rocks, outcroppings, and historic buildings within a state scenic highway;
- Substantial degradation of the existing visual character or quality of the site and its surroundings; and
- Creation of a new source of substantial light or glare, which would adversely affect the day or nighttime views in the area.

### *Agriculture and Forest Resources*

The Project is consistent with TOP 2050 and with land uses and development anticipated under TOP 2050 SEIR. Further, the Project would implement provisions of the Project and requirements of the City Development Code that support buffering of, and separation between, agricultural and urban uses. The Project site is not designated as forestland or timberland. The Project does not propose or require uses that would affect off-site agriculture or forest resources. As such, the Project will have less-than-significant or no impacts under the following considerations:

- Conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production;
- Result in the loss of forest land or conversion of forest land to non-forest use; or

- 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.

### *Air Quality*

The Project does not propose facilities or on-going operations that would create objectionable odors affecting a substantial number of people. On this basis, the Project would have a less-than-significant impact in regard to the following consideration:

- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

### *Cultural Resources*

There are no known formal cemeteries or informal burial sites within the Project site. The likelihood of encountering human remains in the course of Project development is therefore considered minimal.

As required by California Health and Safety Code Section 7050.5, should human remains be found, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are found to be prehistoric, the coroner would coordinate with the California Native American Heritage Commission as required by state law. As such, the Project will have a less-than-significant impact for the following cultural resources consideration:

- Disturbance of any human remains, including those interred outside of formal cemeteries.

### *Geology and Soils*

No active fault zones are located within the City; nor are any active faults known with the Project site. The Project site is outside any Fault Rapture Hazard Zone (formerly

Alquist-Priolo Zone). The Project does not propose actions or facilities that would otherwise exacerbate known or probable adverse earthquake fault conditions.

The Project site topography evidences little internal difference, with a moderate northeast to southwest downward trending slope, averaging between +2.0 % to -2.3% (Google Earth Imagery 2022). The Project site is not considered internally susceptible to land sliding. Any slopes manufactured in the course of Project development would be subject to review and approval by the City Building Department to ensure their stability. Adjacent properties also present little topographic relief.

Project construction activities would temporarily expose underlying soils, thereby increasing their susceptibility to erosion. Potential erosion impacts incurred during construction activities are mitigated below the level of significance through the Project's mandated compliance with a Storm Water Pollution Prevention Plan (SWPPP), as well as compliance with SCAQMD Rules that prohibit grading activities and site disturbance during high wind events. At Project completion, potential soil erosion impacts in the area will be resolved, as pavement, roads, buildings, and landscaping are established, overcovering previously-exposed soils.

The Project does not propose altering existing topography in a manner that would result in substantial soil erosion or the loss of topsoil. All Project development plans would be subject to review and approval by the City. As part of this review, the City would ensure that permanent slopes and slope protection would conform to City requirements, thereby minimizing the potential for soil erosion over the life of the Project. City review and approval of development plans would also ensure that stormwater management systems are incorporated that would minimize potential erosion from stormwater runoff, both on-site and off-site.

The Project uses would be served by municipal sewer services. No septic tanks or other alternative wastewater disposal systems are proposed by the Project.

Based on the preceding, the Project would result in less-than-significant impacts for the following geology and soils considerations:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;
- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving landslides;
- Result in substantial soil erosion or the loss of topsoil; or
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

### ***Hazards and Hazardous Materials***

The subject site is not included on the hazardous materials sites list compiled pursuant to Government Code Section 65962.5. Additionally, the Project would be required to comply with applicable federal, state, and local regulations.

The Project site is located within the area subject to provisions of the ONT Airport Land Use Compatibility Plan (ALUCP, July 2018). The ALUCP defines the ONT Airport Influence Area (AIA) as an area in which current and future airport-related noise, overflight, safety, and airspace protection factors may significantly affect land uses or necessitate restriction on those uses. The Project site is located outside the ONT safety zones (see: TOP 2050 DSEIR Figure 5.9-2, Airport Safety Zones). All Project development would be required to comply with ALUCP requirements, thereby precluding or minimizing potential airport/aircraft-related hazards. The Project does not propose or require uses that would contribute to potential airport/aircraft-related hazards.



The Project does not propose or require permanent alteration of vehicle circulation routes, and would not interfere with any identified emergency response or emergency evacuation plan. Consistent with City policies, coordination with the local fire and police departments during pre-construction review of Project plans would ensure that potential interference with emergency response plans and evacuation plans are avoided.

The Project site is located in an urbanizing area, and no wildlands are located in the vicinity of the Project site. Fire protection services are provided to the City and the Project site by the Ontario Fire Department. Pre-construction coordination with Fire Department staff and adherence to local fire regulations during construction and operation of the Project would be required. The City and Fire Department would require that fire prevention/fire suppression measures are incorporated in the Project designs and that water delivery systems serving the Project site provide adequate fire flow. Creation and maintenance of firebreaks and fire-defensible spaces adjacent to building and roadways as required by the City and Fire Department would further reduce the potential for exposure to wildland fires and the spread of wildland fires. The City would also enforce weed abatement measures, minimizing potential fire fuel loads. Additionally, development of the Project site would act to reduce fire hazards by eliminating existing fire fuel loads such as manure, hay, and weeds; while improving area fire protection infrastructure systems.

Based on the preceding, the Project would have less-than-significant impacts under the following considerations:

- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for the people residing or working in the project area;

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

### *Hydrology and Water Quality*

Direct additions or withdrawals of groundwater are not proposed by the Project. Further, construction proposed by the Project will not involve substructures or other intrusions at depths that would significantly impair or alter the direction or rate of flow of groundwater. Water is provided throughout the City by the City of Ontario Utilities Department. Groundwater which may be consumed by the Project and the City of Ontario, as a whole, would be recharged pursuant to the Department's policies and programs. The Project site is not a designated groundwater recharge area. The Project does not propose or require facilities or operations that would otherwise adversely affect designated recharge areas.

Project construction activities would temporarily expose underlying soils, thereby increasing their susceptibility to erosion. Potential erosion impacts incurred during construction activities are mitigated below the level of significance through the Project's mandated compliance with a Storm Water Pollution Prevention Plan (SWPPP), as well as compliance with SCAQMD Rules that prohibit grading activities and site disturbance during high wind events. At Project completion, potential soil erosion impacts in the area will be resolved, as pavement, roads, buildings, and landscaping are established, overcovering previously-exposed soils.

The Project does not propose altering existing topography in a manner that would result in substantial soil erosion or the loss of topsoil. All Project development plans would be subject to review and approval by the City. As part of this review, the City would ensure that permanent slopes and slope protection would conform to City requirements, thereby minimizing the potential for soil erosion over the life of the Project. City review and approval of development plans would also ensure that stormwater management

systems are incorporated that would minimize potential erosion from stormwater runoff, both on-site and off-site.

Based on the preceding discussion, the Project would result in less-than-significant impacts for the following hydrology and water quality considerations:

- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin; or
- 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 result in substantial erosion or siltation on- or off-site.

### *Land Use*

The developed Project would establish a pattern of cohesive and complementary land uses. The Project configuration and orientation of land uses, combined with integral development standards and design guidelines, act to preclude division or disruption of an established community, whether that community be internal or external to the Project site. Physical arrangement of surrounding areas would not be modified or otherwise affected by the Project.

Based on the preceding, the Project would have a less-than-significant impact for the following land use consideration:

- Physically divide an established community.

### *Mineral Resources*

Mineral resources in the City are limited to construction aggregates such as sand and gravel. There are currently no permitted mining operations located within the City. The Project does not propose or require facilities or operations that would affect the availability of locally important or regionally important mineral resources. As such, the

Project would result in less-than-significant impacts for the following mineral resources considerations:

- Loss of availability of a known mineral resource that would be of value to the region and to the residents of the state; and
- Loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

### *Population and Housing*

The Project proposes new and reconfigured residential uses that would directly contribute to population growth. Additionally, the Project light industrial and commercial uses would create additional employment opportunities that could indirectly contribute to population growth. Development proposed by the Project responds globally to existing and anticipated market demands of the City and region, and employment generated by the Project would be a byproduct of this anticipated growth. The Project represents a component of development and growth anticipated by the City, as reflected by the site's TOP 2050 General Plan Land Use designations.

The Project would maintain net residential development within the Specific Plan Area when compared to land uses and development entitled under the 2021 Specific Plan. Amendments proposed under the Project would not eliminate housing, diminish the potential for new housing, or displace persons from existing housing.

On the basis of the preceding discussion, the Project would have less-than-significant impacts for the following population and housing considerations:

- Induce substantial population growth in the area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through the extension of roads or other infrastructure);

- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

### *Public Services*

Fire suppression and emergency response services for the Project would be provided by the Ontario Fire Department (OFD). The Project provides for potential location of a new fire station at the northwest corner of Ontario Ranch Road (E – W) at Mill Creek Avenue (N – S). Ultimate need for and location of this fire station would be subject to review and approval by the City and Fire Department. Environmental review of this facility would be conducted when and as required by the City. Additionally, the Project would pay General City (GC) Development Impact Fees, a portion of which is available to offset incremental fire protection service demands generated by the Project. The Project Applicant would pay incumbent Development Impact Fees at issuance of building permit(s). To the satisfaction of the OFD, the Project would comply with City and OFD fire prevention and suppression requirements, including building/site design requirements, substantiated fire flow adequacy, and provisions for emergency access, thereby reducing potential increased demands for fire protection services.

The Project does not propose or require construction or modification of police protection facilities. The Project site is not designated or proposed as the location for new or modified police protection facilities. Incremental police protection service demands generated by the Project are offset through Project payment of City of Ontario General City (GC) Development Impact Fees. A portion of the City's GC Development Impact Fees are allocated for police protection services. The Project Applicant would pay incumbent Development Impact Fees at issuance of building permit(s). Additionally, the Project site plan concept and proposed building designs would be reviewed by the Ontario Police Department (OPD) to ensure incorporation of appropriate safety and security elements.

Occupancy of the Project residential uses would directly contribute to demands on school services. The Project does not propose or require construction or modification of school facilities. The Project site is not designated or proposed as the location for new or

modified school facilities. Project incremental impacts to school services would be offset through mandated payment of school impact fees. The Project Applicant would pay incumbent school impact fees at issuance of building permit(s).

The Project includes parks and open space non-recreation areas that would complement and support development of the Specific Plan Area generally. Potential environmental effects of construction of these facilities are reflected in the scope on analysis of environmental impacts of the Project in total.

Development of the Project would require established public agency oversight including, but not limited to, various plan check and permitting actions by the City. Impacts of the Project would fall within routine tasks of these agencies/departments and are paid for via plan check and inspection fees. Impacts of the Project would not be of such magnitude that new or physically altered facilities would be required. There are no known or probable other public facilities that would be substantially affected by the Project.

Based on the preceding, the Project would have less-than-significant impacts for the following public services considerations:

- Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, schools, parks, or other public facilities.

### *Recreation*

The Project includes parks and open space non-recreation areas that would complement and support development of the Specific Plan Area generally. Potential environmental effects of construction of these facilities are reflected in the scope on analysis of environmental impacts of the Project in total. Of themselves, environmental impacts of parks and open space non-recreation areas that would be constructed as part of the

Project are considered less-than-significant. New residential development within the City is required to pay GC Development Impact Fees, a portion of which would be allocated for parks facilities, acting to offset incremental demands on neighborhood and regional parks or other recreational facilities. The Applicant would pay all requisite GC Development Impact Fees.

Based on the preceding, the Project would have less-than-significant impacts for the following recreation considerations:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration of the facility would occur or be accelerated; and
- Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

### *Wildfire*

CAL FIRE maintains California Fire Hazard Severity Zone Maps, including maps for State responsibility areas, as well as local responsibility areas. As shown on the State responsibility map for southwestern San Bernardino County, the City of Ontario is located within a local responsibility area. According to the local responsibility map, Ontario is located in a non-very high fire hazard severity zone (Non-VHFHSZ).

As such, the Project is not located within or near a state responsibility area, or within an area classified as a very high fire hazard severity zone. All development would be required to comply with City building and Fire Codes. All building plans within the City are reviewed by the Ontario Fire Department to ensure their compliance with the City's fire code.

Based on the preceding, the Project would have less-than-significant impacts for the following wildfire considerations:

- Substantially impair an adopted emergency response plan or emergency evacuation plan;
- Exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;
- 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; and
- 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.

## 1.7 AREAS OF CONCERN OR CONTROVERSY

Section 15123 of the *CEQA Guidelines* requires that the EIR summary identify areas of potential concern or controversy known to the lead agency, including issues raised by other agencies and the public. Issues of concern were identified by the Lead Agency, through responses to the Project Initial Study/Notice of Preparation (NOP), and other communications addressing the Project and the Project EIR.

Responses received pursuant to distribution of the NOP and the Public Scoping Meeting are presented at EIR Appendix A. Table 1.7-1 presents a list of NOP respondents, and a corresponding summary of NOP comments, indicated by *italicized text*. Responses to comments, together with correlating EIR references, are indicated in subsequent statements. Unless otherwise noted, all NOP respondent comments are addressed within the body of the EIR.



**Table 1.7-1  
List of NOP/AB 52 Respondents and Summary of Comments**

Respondent	Summary of Comments
<b>State Agencies</b>	
State of California Office of Planning and Research, State Clearinghouse (SCH)	<p><i>SCH provided receipt and record of distribution of the NOP/IS and established the NOP review and comment period of October 20, 2022 through November 19, 2022.</i></p> <p>EIR Appendix A includes a copy of the Project IS/NOP and NOP Responses.</p>
State of California Native American Heritage Commission (NAHC)	<p><i>NAHC provides procedural guidance in evaluating and determining potential impacts to cultural resources and Tribal Cultural Resources (TCRs).</i></p> <p>The EIR evaluates potential impacts to cultural resources consistent with NAHC guidelines and requirements. Please refer to EIR Section 4.11, <i>Cultural Resources/Tribal Cultural Resources</i>, and EIR Appendix L, <i>Cultural Resources Investigation</i>.</p>
State of California Department of Conservation (DOC)	<p><i>The Department of Conservation (DOC) provides comments regarding the potential for the Project to: result in agricultural land conversion, adversely impact agricultural operations, result in cumulative adverse impacts to agricultural lands, adversely impact agricultural preserve(s), or affect Williamson Act contract properties.</i></p> <p>The Project’s potential impacts to farmland and agricultural resources, including the DOC’s above-noted topics of concern, are addressed in the Initial Study (IS) (see: EIR Appendix A, Initial Study, Section 3.7, <i>Initial Study Checklist and Substantiation, II. Agriculture and Forest Resources</i>). As substantiated in the IS, all potential Project impacts related to Agriculture and Forest Resources would be less-than-significant, and therefore are not further discussed in the EIR.</p> <p>More specifically, the Project is consistent with The Ontario Plan 2050 (TOP 2050), and would not result in impacts not previously considered and addressed in TOP 2050 Supplemental EIR (TOP 2050 SEIR, SCH No. 2021070364). As discussed in TOP 2050 SEIR, “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 [TOP 2050] would not conflict with agricultural uses and would not result in conversion of farmland to nonagricultural use” (TOP 2050 SEIR, p. 5.2-14).</p> <p>Further, the Project would implement provisions of the Project and requirements of the City Development Code that support buffering of, and separation between, agricultural and urban uses. These requirements support the City’s planned orderly transition of existing agricultural uses to urban uses. These requirements include, but are not limited to:</p>

**Table 1.7-1**  
**List of NOP/AB 52 Respondents and Summary of Comments**

<b>Respondent</b>	<b>Summary of Comments</b>
	<ul style="list-style-type: none"> <li>• Project setback and screening standards that act to buffer and separate potentially incompatible uses.</li> <li>• City of Ontario Development Code requirements including a minimum 100-foot separation between “a new residential, commercial or industrial development or structure used for public assembly and an existing animal feed trough, corral/pen or an existing dairy/feed lot including manure stockpiles and related wastewater detention basins” (Development Code Chapter 6 Development and Subdivision Regulations, p. 6.01-63).</li> </ul>
<b><u>Regional Agencies</u></b>	
Southern California Association of Governments (SCAG)	<p><i>SCAG requests that the Draft EIR include an analysis of the Project’s consistency with regional plans; specifically, with SCAG’s 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2020). SCAG also requests that a copy of the Project EIR be emailed to SCAG at <a href="mailto:IGR@scag.ca.gov">mailto:IGR@scag.ca.gov</a>.</i></p> <p>Consistency with SCAG’s RTP/SCS (Connect SoCal 2020) Goals is provided at EIR Section 4.1, <i>Land Use and Planning</i>, Table 4.1-2. SCAG has been provided a copy of the EIR.</p>
South Coast Air Quality Management District (SCAQMD)	<p><i>SCAQMD provides direction and guidance in evaluation of the Project’s potential air quality, health risk, and greenhouse gas impacts.</i></p> <p>All Project air quality, health risk, and GHG impact analyses have been completed consistent with SCAQMD protocols. Project air quality and health risk impacts are addressed at EIR Section 4.3, <i>Air Quality</i>; GHG emissions impacts are addressed at EIR Section 4.4, <i>Greenhouse Gas Emissions</i>. Detailed analyses and quantified emissions modeling are provided at EIR Appendix D, <i>Air Quality Impact Analyses</i>, and EIR Appendix E, <i>Greenhouse Gas Analysis</i>. As requested by SCAQMD, all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all emission calculation spreadsheets, and air quality modeling and health risk assessment input and output files have been provided to SCAQMD.</p>
<b><u>County Agencies</u></b>	
Riverside County Airport Land Use Commission (ALUC)	<p><i>ALUC notes the Project may be influenced by the Ontario Airport (ONT), and suggests the City contact ONT in this regard. ALUC notes further that the Project lies outside ALUC jurisdiction.</i></p> <p>ALUC’s determination that the Project is located outside their jurisdiction is noted. Potential impacts related to public airports and public use airports are discussed in the EIR Initial Study (IS) (see: EIR Appendix A, Initial Study, Section</p>

**Table 1.7-1  
List of NOP/AB 52 Respondents and Summary of Comments**

Respondent	Summary of Comments
	<p>3.7, <i>Initial Study Checklist and Substantiation, II. Hazards and Hazardous Materials</i>). As substantiated in the IS, all potential Project impacts related to public airports and public use airports would be less-than-significant, and therefore are not further discussed in the EIR. ONT provided no comment on the IS.</p>
<b>Public Utilities</b>	
Southern California Edison (SCE)	<p><i>SCE notes that the Project could interfere with easement rights, and/or facilities held by SCE within or adjacent to the subdivision boundaries.</i></p> <p>The Project concept does not propose or require uses or operations that would adversely affect SCE easements or SCE facilities. As the Project is further defined, the Applicant and City will coordinate with SCE to ensure that all site and facilities designs comply with SCE requirements. As requested by SCE, the Applicant will provide scaled plans (1 inch = 50 ft. maximum, hard copies or emailed in pdf format) including: grading, drainage, landscape and street improvement plans. SCE facilities and the easements shall be plotted on the above-referenced maps/plans. The Applicant shall (as necessary) state proposed method(s) to eliminate any potential interference to/with SCE easements and facilities.</p>

**1.8 EIR TOPICAL ISSUES**

Based on the Initial Study analysis, and comments received pursuant to circulation of the NOP, the EIR analyses have been focused on the following topics:

- Air Quality;
- Biological Resources;
- Cultural Resources/Tribal Cultural Resources;
- Energy;
- Geology and Soils;
- Greenhouse Gas Emissions;
- Hazards/Hazardous Materials;
- Hydrology/Water Quality;
- Land Use and Planning;
- Noise;
- Transportation; and
- Utilities and Service Systems.

Additionally, EIR Section 5.0, *Other CEQA Considerations*, presents discussions of other mandatory CEQA topics, including:

- Cumulative Impact Analysis;
- Alternatives Analysis;
- Growth-Inducing Impacts of the Proposed Action;
- Significant Environmental Effects; and
- Significant and Irreversible Environmental Changes.

## 1.9 SUMMARY OF SIGNIFICANT PROJECT IMPACTS

Implementation of the Project, as proposed, would result in certain impacts which are determined to be significant and unavoidable. These impacts are discussed in detail in the body of the EIR text under their associated topical headings, and are summarized at Table 1.9-1.

**Table 1.9-1  
Summary of Significant and Unavoidable Impacts**

Environmental Topic	Comments
Air Quality	<p><b>Construction-Source Air Pollutant Emissions</b> Even with application of mitigation, Project construction-source NO<sub>x</sub> and CO emissions would exceed applicable SCAQMD regional thresholds and per AQMD criteria would be significant. Per SCAQMD criteria, significant Project-level impacts are also cumulatively considerable. Project operational-source NO<sub>x</sub> emissions threshold exceedances would result in a cumulatively considerable net increase in the criteria pollutant ozone, for which the Project region is non-attainment. This is a cumulatively significant and unavoidable air quality impact.</p> <p><b>Operational-Source Air Pollutant Emissions</b> Even with application of mitigation, Project operational-source VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions would exceed applicable SCAQMD regional thresholds. The Basin encompassing the Project site is designated as non-attainment for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> (VOC and NO<sub>x</sub> are both ozone precursors; NO<sub>x</sub> is a precursor to PM<sub>10</sub>, and PM<sub>2.5</sub>). Project operational-source VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone and PM<sub>10</sub>, and PM<sub>2.5</sub>) for which the Project region is non-attainment. These are cumulatively significant and unavoidable air quality impacts.</p> <p><b>AQMP Consistency</b> Project construction-source and operational-source regional threshold emissions exceedances noted above are inconsistent with AQMP Consistency Criterion No. 1. On this basis, the Project would conflict with the AQMP. This is a cumulatively significant air quality impact.</p>

**Table 1.9-1  
Summary of Significant and Unavoidable Impacts**

Environmental Topic	Comments
GHG Emissions	Even after application of mitigation, Project GHG emissions would exceed the SCAQMD GHG emissions screening level threshold of 3,000 MTCO <sub>2</sub> e/year. On this basis, the Project could directly or indirectly generate GHG emissions that may have a significant impact on the environment. On this basis, the Project's potential to contribute considerably (either individually or cumulatively) to global climate change impacts through GHG emissions is therefore considered significant and unavoidable.

All other potential environmental effects of the Project are determined to be less-than-significant as substantiated within this EIR and accompanying Initial Study, or are reduced below levels of significance with application of mitigation measures identified herein. A summary of all Project impacts and proposed mitigation measures is presented at EIR Section 1.11, *Summary of Impacts and Mitigation Measures*.

### 1.10 ALTERNATIVES TO THE PROJECT

Consistent with provisions of the *CEQA Guidelines*, the EIR Alternatives Analysis (EIR Section 5.2) presents and evaluates alternatives to the Project that would lessen its significant environmental effects while allowing for attainment of the basic Project Objectives. The rationale underlying the selection of alternatives is presented together with a summary description of each alternative. Merits of the alternatives compared with the Project are described and evaluated. Alternatives to the Project considered in detail within this analysis include:

- No Project Alternatives (No Build, and Development per Existing Specific Plan Land Uses); and
- Reduced Intensity Alternative.

Alternatives considered and rejected include:

- Alternative Sites;
- "No Threshold Exceedance" Alternative for Significant Air Quality Impacts; and
- "No Threshold Exceedance" Alternative for Significant GHG Emissions Impacts.

The above-listed Alternatives to the Project are summarized below, and are described in greater detail at Section 5.2.2, *Description of Alternatives*. Please refer also to the detailed discussions of Alternatives to the Project presented at EIR Section 5.2, *Alternatives Analysis*.

### **1.10.1 No Project Alternatives**

#### **1.10.1.1 Overview**

The *CEQA Guidelines* specifically require that an EIR include evaluation of a No Project Alternative. The No Project Alternative should make a reasoned assessment as to future disposition of the subject site should the Project under consideration not be developed. In this latter regard, the *CEQA Guidelines* state in pertinent part:

“If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the “no project” alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this “no project” consequence should be discussed. In certain instances, the no project alternative means “no build” wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project’s non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment.” (*CEQA Guidelines*, Section 15126.6 (e)(3)(B)).

Within this analysis, two No Project scenarios are considered – “No Build” and “Development per Existing Specific Plan Land Uses.”

**No Project Alternative: No Build**

The No Project Alternative: No Build scenario assumes the site remains in its current undeveloped condition. If a No Build scenario were maintained, its comparative environmental impacts would replicate the existing conditions discussions for each of the environmental topics evaluated in this EIR; and comparative impacts of the Project would be as presented under each of the EIR environmental topics.

**No Project Alternative: Development per Existing Specific Plan Land Uses**

The No Project Alternative: Development per Existing Specific Plan Land Uses (Existing Specific Plan Land Uses) scenario represents foreseeable development of the subject site pursuant to the site’s current Policy Plan Land Use designations. Table 1.10-1 compares the composition and scope of uses under the Project with development that could result under the Existing Specific Plan Land Uses scenario.

**Table 1.10-1  
Site Development Comparison  
No Project Alternative and Project Land Uses**

	No Project Alternative Existing (2021) Rich-Haven Specific Plan Land Uses			
	Gross Acres	Max. Dwelling Units	Max. Commercial/ Office SF	Max. Light Industrial SF
	584.9	7,194	990,902	1,183,525
	Project 2022 Rich-Haven Specific Plan Amendment Land Uses			
	Gross Acres	Max. Dwelling Units	Max. Commercial/Office SF	Max. Light Industrial SF
	584.9	7,194	925,002	2,767,148
<b>Delta</b>	--	---	(65,900 SF)	+ 1,583,623 SF

Sources: 2021 Rich-Haven Specific Plan; 2022 Rich-Haven Specific Plan Amendment

**1.10.2 Reduced Intensity Alternative**

The Reduced Intensity Alternative focuses on a development scenario that would reduce the significant operational-source air quality impacts otherwise occurring under the Project.

Of the total operational-source emissions generated by the Project, approximately 77 percent (by weight) would be generated by Project mobile sources (traffic). An effective way to reduce the Project operational-source emissions would therefore be an

Alternative that would reduce the total amount of traffic generated by the Project. Based on the reduction in total traffic, the Reduced Intensity Alternative would also reduce the scope and/or intensity of significant air quality impacts, and GHG emissions impacts that would otherwise result from implementation of the Project.

For purposes of the EIR Alternatives Analysis, the Reduced Intensity Alternative would implement the Project uses at an approximately 25 percent reduction in overall development intensity. The mix of land uses proposed by the Project would be proportionally maintained under the Reduced Intensity Alternative. Development under the Project and the Reduced Intensity Alternative is compared at Table 1.10-2.

**Table 1.10-2  
Site Development Comparison  
Project and Reduced Intensity Alternative**

	Project			
	Gross Acres	Max. Dwelling Units	Max. Commercial/Office SF	Max. Light Industrial SF
	584.9	7,194	925,002	2,767,148
	Reduced Intensity Alternative			
	Gross Acres	Max. Dwelling Units	Max. Commercial/Office SF	Max. Light Industrial SF
	584.9	5,396	693,752	2,075,361
<b>Delta</b>	---	<b>(1798 DU)</b>	<b>(231,250 SF)</b>	<b>(691,787 SF)</b>

Sources: 2022 Rich-Haven Specific Plan Amendment; Reduced Intensity Alternative-Applied Planning, Inc.

### 1.10.3 Alternatives Considered and Rejected

#### Alternative Sites Considered and Rejected

As stated at *CEQA Guidelines* §15126.6 (f)(1)(2)(A), the “key question and first step in [the] analysis [of alternative locations] 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* §15126.6 (f) (1) also provides that when considering the feasibility of potential alternative sites, the factors that may be taken into account include: “site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or



regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), 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). None of these factors establishes a fixed limit on the scope of reasonable alternatives.”

As discussed below, relocation of the Project would not avoid or substantially lessen the Project’s significant environmental impacts. Further, there are no feasible alternative sites under control or likely control of the Applicant that would allow for relocation of the Project in a manner that could substantially reduce the Project’s significant environmental impacts.

#### **Significant Air Quality Impacts Not Substantially Reduced at Alternative Site**

- Relocation to an Alternative Site would not likely achieve any measurable reduction in the Project’s regional construction-source and operational-source air quality impacts and contributions to nonattainment conditions. AQMP inconsistencies tied to the Project significant air quality impacts similarly would not be reduced by relocation of the Project. Relocation of the Project anywhere within the South Coast Air Basin would not alter or diminish the significance of these impacts.

#### **Significant GHG Emissions Impacts Not Substantially Reduced at Alternative Site**

- GHG emissions impacts are, by definition, cumulative and global in their effects. Relocation of the Project would not alter or diminish the significance of its GHG emissions impacts.

Based on the preceding considerations, analysis of an Alternative Site as means of reducing the Project’s significant environmental impacts was not further considered.

## **“No Threshold Exceedance” Alternative for Significant Air Quality Impacts Considered and Rejected**

### ***Operational-Source Emissions***

In order to reduce Project operational-source air quality emissions to levels that would preclude exceedance of all SCAQMD thresholds, the Project scope would need to be reduced by approximately 92.4 percent (this may achieve the most restrictive threshold [VOC] and all subordinate thresholds). At such a reduction in scope, the Project Objectives would not be realized in any meaningful sense. As such, potential alternatives with the specific goal of avoiding all significant operational-source air quality impacts resulting from the Project were rejected from consideration, and are not further evaluated in this discussion.

Project operational-source emissions threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants for which the Project region is non-attainment. For the same reasons noted above, there are no feasible means or alternatives to avoid this impact or reduce the impact to levels that would be less-than-significant. However, this impact and all operational-source air quality impacts would be diminished under the EIR Reduced Intensity Alternative.

### ***Construction-Source Emissions***

In order to reduce Project construction-source air quality emissions to levels that would preclude exceedance of all SCAQMD thresholds would require use of construction equipment or construction technologies that are not currently available or that would be available in the near-term. In this regard, use of alternative fuel construction equipment, including electric-powered equipment, is not feasible at this time as such equipment is not commercially available, and is not expected to be in the near-term. Alternatively, the duration of Project construction activities would need to be protracted by an estimated additional 67 percent of the current Project construction schedule. This may achieve the most restrictive construction-source emissions threshold [NO<sub>x</sub>], but in so doing would only prolong the duration of air quality emissions, the duration of construction-source equipment noise, and the duration of general disturbances associated with construction

activities. The Lead Agency has determined that the benefits of the Project's current construction schedule outweigh the potential benefit in a temporary decrease in air quality emissions that may be achieved through a protracted Project construction schedule. Moreover, accepted air quality modeling parameters do not provide for such an assumed extended construction period. For these reasons, there are no feasible means or alternatives to avoid this impact or reduce the impact to levels that would be less-than-significant.

### **“No Threshold Exceedance” Alternative for GHG Emissions Impacts Considered and Rejected**

As discussed at EIR Section 4.4, *Greenhouse Gas Emissions*, quantified Project-source GHG emissions would exceed 3,000 MTCO<sub>2e</sub>/year; and the Project cannot feasibly achieve the SCAQMD screening-level threshold of 3,000 MTCO<sub>2e</sub>/year. The SCAQMD 3,000 MTCO<sub>2e</sub>/year screening-level threshold is the most conservative metric available and is employed in this analysis in of GHG emissions significance. On this basis, Project GHG emissions have the potential to either directly or indirectly result in a significant impact on the environment.

The majority (approximately 72 percent) of the Project GHG emissions would be generated by Project vehicular sources. Responsibility and authority for regulation of vehicular-source emissions resides with the State of California (CARB, et al.). Neither the Applicant nor the Lead Agency can effect or mandate substantial reductions in vehicular-source GHG emissions, much less reductions that would achieve no net increase condition or achieve the SCAQMD screening-level 3,000 MTCO<sub>2e</sub>/year threshold. In effect, all Project traffic would need to be eliminated or be “zero GHG emissions sources” in order to achieve the SCAQMD threshold. There are no feasible means to or alternatives to eliminate all Project traffic, or to ensure that Project traffic would comprise zero GHG emissions sources. In terms of its practical application, this would constitute a “no build” condition.

The Project would however implement all feasible measures to reduce GHG emissions as outlined under the City of Ontario 2022 Community Climate Action Plan Update (2022

CCAP Update). Under the 2022 CCAP Update, mixed use developments that garner at least 100 Screening Table points would be consistent with the GHG emissions reduction targets in the City's 2022 CCAP Update. As substantiated at EIR Section 4.4, *Greenhouse Gas Emissions*, the Project would attain more than 100 Screening Table points. The Project is therefore determined to be consistent with the 2022 CCAP Update.

#### **1.10.4 Environmentally Superior Alternative**

##### **No Project Alternative: No Build Eliminated from Consideration**

The No Project Alternative: No Build scenario would achieve none of the Project Objectives, and under certain topics, may increase the severity of, or create additional impacts not otherwise occurring under the Project. This Alternative is therefore eliminated from consideration as the "Environmentally Superior Alternative."

##### **No Project Alternative: Existing Specific Plan Land Uses Eliminated from Consideration**

The No Project Alternative: Existing Specific Plan Land Uses scenario would provide no significant reduction in environmental impacts when compared to the Project, and may increase the severity of, or create additional impacts not otherwise occurring under the Project. It is specifically noted that Land Use designations under this Alternative are inconsistent with TOP 2050, and this Alternative would require amendment of TOP 2050 Land Use Plan. This Alternative is therefore eliminated from consideration as the "Environmentally Superior Alternative."

##### **Reduced Intensity Alternative Considerations**

The Reduced Intensity Alternative scenario would incrementally reduce certain of the Project's environmental impacts. Significant and unavoidable environmental impacts under the Project would persist under the Reduced Intensity Alternative, though the degree of these impacts would be diminished. Relative merits of the Reduced Intensity Alternative are summarized below:

### ***Reduced Intensity Alternative Would Reduce but Would not Eliminate Significant Impacts***

The Reduced Intensity Alternative would reduce, but not eliminate, the Project's significant impacts regarding air quality and GHG emissions. More specifically:

- The magnitude of operational-source air quality impacts (VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>) would be diminished but would remain significant and unavoidable. PM<sub>2.5</sub> emissions impacts would be reduced below significance thresholds.
- Total GHG emissions would be reduced. However, GHG emissions would still exceed the SCAQMD 3,000 MTCO<sub>2e</sub> screening threshold. Impacts in this regard would remain significant and unavoidable.

### ***Reduced Intensity Alternative Would Marginalize Attainment of Project Objectives***

Based on the reduction in overall development scope, the Reduced Intensity Alternative would broadly restrict attainment of all Project Objectives. Where quantifiable (e.g., additional sales tax revenues, job creation, incremental property tax revenues), this reduction in attainment of Objectives would be approximately 25 percent less than would be otherwise realized under the Project. Qualitatively, development of the subject site under the Reduced Intensity Alternative fails to optimize use of a significant vacant property, and is not considered by the Lead Agency to represent the highest and best use of the subject site.

## **Summary and Conclusions**

### ***Reduced Intensity Alternative Identified as the Environmentally Superior Alternative***

In conclusion, the Reduced Intensity Alternative would result in potential incremental reduction in certain significant environmental impacts otherwise occurring under the Project, but would not eliminate these impacts. The Reduced Intensity Alternative would allow for limited attainment of the Project Objectives. On this basis, the Reduced Intensity Alternative is identified as the environmentally superior alternative.

### ***Other Considerations***

Countering its potential environmental benefits, the Reduced Intensity Alternative would broadly and substantially diminish attainment of the Project Objectives, with related diminishment of socio-economic benefits to the City and region. CEQA indicates that socioeconomic effects (while not lone determinants) are important considerations for decision-makers in evaluating and considering EIR Alternatives. With respect to socioeconomics, the Project and the Reduced Intensity Alternative would each have beneficial effects for the area. Either of these scenarios would contribute to area employment and the City's overall tax base. However, as noted previously, because the scope and variety of land uses would be reduced by approximately 25 percent under the Reduced Intensity Alternative, the resulting effective realization of the Project Objectives, to include economic benefits to the City and region, would likely be similarly diminished.

Additionally, at an approximate 25 percent reduction in the Project's development scope, the Reduced Intensity Alternative would not recognize the site's value as one of the remaining undeveloped properties within the City; or take advantage of the site's available acreage and consequently would not result in development of the subject site in a manner considered to be its highest and best use.

### **1.11 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Table 1.11-1 summarizes potential impacts resulting from implementation and operations of the Project. The impacts identified at Table 1.11-1 correspond with environmental topics and impacts discussed at EIR Section 4.0, *Environmental Impact Analysis*. Table 1.11-1 also lists measures proposed to mitigate potentially significant environmental impacts of the Project, and indicates the level of significance after application of proposed mitigation.

**Table 1.11-1  
Summary of Impacts and Mitigation**

**General Note:** To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
<b>4.1 Land Use and Planning</b>			
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.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
<b>4.2 Transportation</b>			
Conflict or be inconsistent with <i>CEQA Guidelines</i> Section 15064.3, subdivision (b).	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Substantially increase hazards to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Result in inadequate emergency access.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
<b>4.3 Air Quality</b>			
Conflict with or obstruct implementation of the applicable air quality plan.	Potentially Significant.	No feasible mitigation.	Significant and Unavoidable.

**Table 1.11-1  
Summary of Impacts and Mitigation**

**General Note:** *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

<b>Impact</b>	<b>Level of Significance Without Mitigation</b>	<b>Mitigation Measures</b>	<b>Level of Significance With Mitigation/Remarks</b>
<p>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.</p>	<p align="center"><b>Construction Emissions</b></p> <p>Potentially Significant.</p>	<p>4.3.1 <i>Fugitive dust control measures surpassing SCAQMD Rule 403 minimum requirements shall be implemented. Such measures may include: use of nontoxic soil stabilizers, applying water every four hours to active soil disturbing activities and tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.</i></p> <p>4.3.2 <i>Construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits shall be utilized.</i></p> <p>4.3.3 <i>Construction equipment shall be properly serviced and maintained to the manufacturer’s standards.</i></p> <p>4.3.4 <i>Non-essential idling of construction equipment shall be limited to no more than five consecutive minutes.</i></p> <p>4.3.5 <i>Super-Compliant VOC paints for coating of architectural surfaces shall be used whenever possible.</i></p> <p>4.3.6 <i>Construction contractors shall use off-road diesel construction equipment that complies with EPA/CARB Tier 4 Interim or better emissions standards during all construction phases.</i></p>	<p>Significant and Unavoidable (NOx and CO emissions regional threshold exceedances only).</p>



**Table 1.11-1  
Summary of Impacts and Mitigation**

**General Note:** To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
	<p><b>Operational Emissions</b></p> <p>Potentially Significant.</p>	<p>4.3.7 Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable CARB anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the City shall conduct a site inspection to ensure that the signs are in place.</p> <p>4.3.8 Industrial building occupants/tenants shall be provided documentation on funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment.</p> <p>4.3.9 Non-residential building plans and site designs shall include natural light, passive heating, and passive cooling measures. Typical measures would include efficient window designs, awnings, overhangs, and skylights.</p> <p>4.3.10 Building and site plans for non-residential uses shall provide electrical service accessible to landscaped areas.</p>	<p>Significant and Unavoidable.</p>

**Table 1.11-1  
Summary of Impacts and Mitigation**

**General Note:** To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<p>4.3.11 The following or similar language shall be included in lease/sale agreements for all non-residential buildings: "Building tenants shall utilize electric equipment for landscape maintenance to the extent feasible, through requirements in the lease agreements."</p> <p>4.3.12 The following or similar language shall be included in lease/sale agreements for all industrial buildings: "Tenants shall utilize only electric or natural gas service yard trucks (hostlers), pallet jacks and forklifts, and other onsite equipment, through requirements in the lease agreements. Electric-powered service yard trucks (hostlers), pallet jacks and forklifts, and other onsite equipment shall also be required instead of diesel-powered equipment, if technically feasible. Yard trucks may be diesel fueled in lieu of electrically or natural gas fueled provided such yard trucks are at least compliant with California Air Resources Board (CARB) 2010 standards for on-road vehicles or CARB Tier 4 compliant for off-road vehicles."</p> <p>4.3.13 The following or similar language shall be included in lease/sale agreements for all industrial buildings: "Tenants that do not already operate 2010 and newer trucks shall apply in good faith for funding to replace/retrofit their trucks. Funding mechanisms include Carl Moyer, VIP, Prop 1B, SmartWay Finance, or other similar funds. If awarded, the tenant shall be required to accept and use the</p>	

**Table 1.11-1  
Summary of Impacts and Mitigation**

**General Note:** To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<p><i>funding. Tenants shall be encouraged to consider the use of alternative fueled trucks as well as new or retrofitted diesel trucks. Tenants shall also be encouraged to become SmartWay Partners, if eligible.” Note: This measure shall not apply to trucks that are not owned or otherwise controlled by the facility owner or facility tenant.</i></p> <p><i>4.3.14 The following or similar language shall be included in lease/sale agreements for all industrial buildings: “Tenants who employ 250 or more employees on a full- or part-time basis shall comply with SCAQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. The purpose of this rule is to provide employees with a menu of options to reduce employee commute vehicle emissions. Tenants with less than 250 employees or tenants with 250 or more employees who are exempt from SCAQMD Rule 2202 (as stated in the Rule) shall either (a) join with a tenant who is implementing a program in accordance with Rule 2202 or (b) implement an emission reduction program similar to Rule 2202 with annual reporting of actions and results to the City. The tenant-implemented program would include, but not be limited to the following:</i></p> <ul style="list-style-type: none"> <li><i>• Appoint a Transportation Demand Management (TDM) coordinator who would promote the TDM program, activities and features to all employees.</i></li> </ul>	

**Table 1.11-1  
Summary of Impacts and Mitigation**

**General Note:** To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<ul style="list-style-type: none"> <li>• Create and maintain a “commuter club” to manage subsidies or incentives for employees who carpool, vanpool, bicycle, walk, or take transit to work.</li> <li>• Inform employees of public transit and commuting services available to them (e.g., social media, signage).</li> <li>• Provide on-site transit pass sales and discounted transit passes.</li> <li>• Guarantee a ride home.</li> <li>• Offer shuttle service to and from public transit and commercial areas/food establishments, if warranted.</li> </ul> <p>4.3.15 Loading docks shall be designed to be compatible with SmartWay trucks.</p> <p>4.3.16 Non-residential use site plans shall include signs or other directional indicators delineating required site access and on-site circulation plan.</p> <p>4.3.17 The following or similar language shall be included in lease/sale agreements for all non-residential buildings: Tenants shall install (a) sign(s) on their respective property(ies) with telephone, email, and regular mail contact information for a designated tenant representative (representative) who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City for perceived Code violations. The representative shall keep records of any</p>	

**Table 1.11-1  
Summary of Impacts and Mitigation**

**General Note:** To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<p><i>complaints received and actions taken to communicate with the complainant and resolve the complaint. The representative shall endeavor to resolve complaints within 24 hours.</i></p> <p><i>4.3.18 Industrial building designs and site plans shall incorporate electrical supply lines and panels sized to support anticipated future requirements for heavy truck charging facilities. Such designs and plans shall be based on reasonable predictions derived from the most recent available truck manufacturer’s data.</i></p>	
	<p><b>LST Emissions</b> Less-Than-Significant.</p>	<p>No mitigation is necessary.</p>	<p>Not applicable.</p>
	<p><b>CO Hotspot Emissions</b> Less-Than-Significant.</p>	<p>No mitigation is necessary.</p>	<p>Not applicable.</p>
	<p><b>Cumulative Impacts</b>  Significant and Unavoidable.</p>	<p>Project construction-source NOx emissions regional threshold exceedances; and operational-source VOC, NOx, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions regional threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone and PM<sub>10</sub>/PM<sub>2.5</sub>) for which the Project region is non-attainment. These are cumulatively significant air quality impacts.</p>	<p>Significant and Unavoidable.</p>
<p>Expose sensitive receptors to substantial pollutant concentrations.</p>	<p>Less-Than-Significant.</p>	<p>No mitigation is necessary.</p>	<p>Not applicable.</p>

**Table 1.11-1  
Summary of Impacts and Mitigation**

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
<b>4.4 Greenhouse Gas Emissions</b>			
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Potentially Significant.	No feasible mitigation.	Significant and Unavoidable.
Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	Potentially Significant.	<i>4.4.1 Development proposals within the Specific Plan Area shall implement Screening Table Measures to achieve a minimum of 100 points per the City's 2022 CCAP Update Screening Tables. The City shall verify minimum 100-point attainment prior to issuance of site plans and building permits.</i>	Less-Than-Significant.
<b>4.5 Energy</b>			
Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
<b>4.6 Noise</b>			
Construction activities and associated noise would result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or	Less-Than-Significant. <i>The mitigation measures act to further reduce already less-than-</i>	<i>4.6.1 Prior to Grading Permit issuance, the Applicant shall demonstrate that the Project complies with the following:</i>	Less-Than-Significant.

**Table 1.11-1  
Summary of Impacts and Mitigation**

**General Note:** *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

<b>Impact</b>	<b>Level of Significance Without Mitigation</b>	<b>Mitigation Measures</b>	<b>Level of Significance With Mitigation/Remarks</b>
noise ordinance, or applicable standards of other agencies.	<i>significant construction noise levels.</i>	<ul style="list-style-type: none"> <li>• <i>All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers, to the satisfaction of the Noise Control Officer;</i></li> <li>• <i>During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers to the satisfaction of the City Planner; and</i></li> <li>• <i>During construction and to the satisfaction of the City Planner, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors during construction activities.</i></li> </ul> <p><i>4.6.2 Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between the hours of 10 p.m. and 7 a.m. is prohibited. The City Planner may approve additional hours when it can be found that such additional hours will not generate additional disturbance, or that mitigation measures will ensure compatibility with nearby residential areas.</i></p>	
Vehicular source noise would result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	Potentially Significant. (on-site residential uses only)	<i>4.6.3 Prior to the construction of residential development along Riverside Drive, Haven Avenue, Mill Creek Avenue, Edison Avenue, and Milliken Avenue, an acoustical noise analysis shall be prepared prior to the submittal of final tentative tract maps to ensure that exterior and interior noise levels are met. The acoustical analysis shall demonstrate that the buildings have been designed to</i>	Less-Than-Significant.

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Summary of Impacts and Mitigation**

**General Note:** *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<i>limit interior noise levels to 45 dBA CNEL and exterior noise (backyards and habitable balconies and patios) to less than 65 dBA CNEL. Individual developments shall, to the extent feasible, implement site-planning techniques.</i>	
Project operational noise would result in exposure of persons to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Project operational noise would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.	Less-Than-Significant. <i>The mitigation measures act to further reduce already less-than-significant construction noise levels.</i>	<p>4.6.4 <i>Prior to final development plan approval, on a project-by-project basis and to the discretion of the Ontario Planning Department, subsequent noise studies shall be prepared, which demonstrates the site placement of stationary noise sources would not exceed criteria established in the City of Ontario Municipal Code. The analysis shall verify that loading dock facilities, rooftop equipment, trash compactors and other stationary noise sources are adequately shielded and/or located at an adequate distance from residential areas in order to comply with the City's noise standards.</i></p> <p>4.6.5 <i>Prior to Building Permit issuance and to the satisfaction of the Ontario Planning Department, the Project Applicants, on a project-by-project basis, shall demonstrate compliance with the following with respect to mechanical equipment:</i></p>	Less-Than-Significant.



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Summary of Impacts and Mitigation**

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<ul style="list-style-type: none"> <li>• Mechanical equipment shall include specifications of quiet equipment;</li> <li>• Mechanical equipment shall be properly selected and installed, and shall include sound attenuation packages;</li> <li>• To the extent possible, mechanical equipment shall be oriented away from the nearest noise sensitive receptors; and</li> <li>• The need for sound attenuation measures, and design of, such measures shall be determined as part of the final engineering design on a project-by-project basis.</li> </ul> <p>4.6.6 Where a commercial zone abuts a residential zone or residential use, the following or similar language shall be included in lease/sale agreements for all non-residential buildings: All deliveries of goods and supplies; trash pick-up, including the use of parking lot trash sweepers; and the operation of machinery or mechanical equipment which emits noise levels in excess of 65 dBA, as measured from the closest property line to the equipment, shall only be allowed between the hours of 7 a.m. and 10 p.m., unless otherwise specified in an approved conditional use permit or other discretionary approval.</p> <p>4.6.7 Prior to final development plan approval, on a project-by-project basis, a subsequent noise analysis shall be prepared, to the satisfaction of the Ontario Planning Department, which demonstrates that all feasible sound</p>	

**Table 1.11-1  
Summary of Impacts and Mitigation**

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		<i>attenuation has been incorporated into the parking areas (i.e., landscaping and brushed driving surfaces), such that noise from parking areas has been minimized to the greatest extent practicable.</i>	
Generation of excessive groundborne vibration or groundborne noise.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
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, would the project expose people residing or working in the project area to excessive noise levels.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
<b>4.7 Hazards/Hazardous Materials</b>			
Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.	Potentially Significant.	<i>4.7.1 Prior to the issuance of permits for any structural demolition activities on the Project site, the Project developer(s) shall submit documentation to the City of Ontario Building Department that asbestos and lead-based paint issues are not applicable to their property or that appropriate remediation actions have been undertaken to correct any lead-based paint or asbestos issues. Any required remediation shall conform with the regulations of the South Coast Air Quality Management District and the State of California, Division of Occupational Health and Safety.</i>	Less-Than-Significant.

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Summary of Impacts and Mitigation**

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		<p>4.7.2 Testing for methane gas shall be conducted subsequent to mass grading of any site within the Specific Plan Area. Methane gas testing shall conform to requirements of "City of Ontario Building Department Methane Gas Assessment for Projects in the New Model Colony."<sup>1</sup> Project designs shall conform to the Assessment's Methane Design Guidelines or other requirements stipulated by the City of Ontario Building Department.</p> <p>4.7.3 Site grubbing, clearing, and stockpiling and disposal of soils shall conform to City grading permit requirements. Such requirements may include, but would not be limited to, identification and segregation/stockpiling or proper disposal of soils that contain elevated levels of organic material.</p> <p>4.7.4 Prior to approval of tract maps or approval for development of any uses on the Hillardis Property (APNs 218-161-04, 218-161-05, 218-161-10, 218-161-11), the Applicant or successor interest shall complete a Phase II Environmental Site Assessment (ESA) for that property. Prior to issuance of the first development permit for the site, the Applicant or successor interest shall comply with</p>	

<sup>1</sup> See: [https://www.ontarioca.gov/sites/default/files/Ontario-Files/Building/general/methane\\_assessment.pdf](https://www.ontarioca.gov/sites/default/files/Ontario-Files/Building/general/methane_assessment.pdf).

**Table 1.11-1  
Summary of Impacts and Mitigation**

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<i>requirements of the Phase II ESA, and shall provide documentation to the City of Ontario to that effect.</i>	
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
<b>4.8 Hydrology and Water Quality</b>			
Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Substantially alter the existing drainage pattern of the site or area in a manner that would substantially increase the rate or amount of runoff that would result in flooding on- or offsite; Substantially alter the existing drainage pattern of the site or area in a manner that would 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.	Potentially Significant.	<p>4.8.1 <i>General: In conjunction with all development proposals within the Specific Plan Area, peak flow mitigation measures for each development shall be implemented such that discharges to receiving MPD storm drain mainlines do not exceed the maximum allowable flow rates identified at Project Hydrology Report, Appendix A, Exhibit 3. Ultimate design, location, and configuration of peak flow mitigation measures are site-and use-specific. Design, location, and configuration of peak flow mitigation measures shall be approved by the City as part of site plan review and approval processes.</i></p> <p>4.8.2 <i>Haven Storm Drain Mitigation: Measures (e.g., detention basins or similar) to control peak flows to the</i></p>	Less-Than-Significant.

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Summary of Impacts and Mitigation**

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<p><i>Haven Storm Drain shall be implemented to address increased stormwater discharges resulting from development of Planning Areas 1A, 1B, 1C, 2C, and 3C. Please refer to Figure 4.8-5. Locations for these measures shall be reviewed and approved by the City prior to final site plan approval(s) for development within Planning Areas 1A, 1B, 1C, 2C, and 3C.</i></p> <p><i>4.8.3 Mill Creek Storm Drain Mitigation: Peak flow mitigation measures shall be implemented for stormwater discharges resulting from development of Planning Areas 2C, 3C, 5A, 6A, and 6B. Please refer to Figure 4.8-5. Locations for these measures shall be reviewed and approved by the City prior to final site plan approval(s) for development within Planning Areas 2C, 3C, 5A, 6A, and 6B.</i></p>	
Impede or redirect flood flows.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Under a flood, tsunami, or seiche event, release pollutants due to project inundation.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.

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Summary of Impacts and Mitigation**

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
<b>4.9 Geology and Soils</b>			
Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction; or 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.	Potentially Significant.	<i>4.9.1 All proposed development within the Specific Plan Area shall, at a minimum, comply with recommendations and standards identified in the Preliminary Geotechnical Report at Section 4.0, Recommendations. If further recommendations are developed as part of future site- and design-specific geotechnical investigations they shall prevail.</i>	Less-Than-Significant.
Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), thereby creating substantial direct or indirect risks to life or property.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.

**Table 1.11-1  
Summary of Impacts and Mitigation**

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Less-Than-Significant. [impacts to paleontological resources]	No mitigation is necessary.	Not applicable.
<b>4.10 Biological Resources</b>			
Substantially affect, either directly or through habitat modifications, any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS).	Potentially Significant.	4.10.1 <i>Avoidance of Nesting Migratory Birds: If possible, all vegetation removal activities shall be scheduled from August 1 to February 1, which is outside the general avian nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly. If vegetation is to be cleared during the nesting season, all suitable habitat will be thoroughly surveyed within 72 hours prior to clearing for the presence of nesting birds by a qualified biologist (Project Biologist). The Project Biologist shall be approved by the City and retained by the Applicant. The survey results shall be submitted by the Project Applicant to the City Planning Department. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 300-foot buffer, with the final buffer distance to be determined by the Project Biologist. The buffer area shall be avoided until, as determined by the Project Biologist, the nesting cycle is complete or it is concluded that the nest has failed. In addition, the Project Biologist shall be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.</i>	Less-Than-Significant.

**Table 1.11-1  
Summary of Impacts and Mitigation**

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<p>4.10.2 Avoidance of Nesting Burrowing Owls: No more than 72 hours prior to any site disturbances, focused surveys for the burrowing owl shall be conducted. If absence of this species is confirmed, Project work can proceed. If, however, burrowing owl is located on site, the appropriate resource agencies (CDFW and USFWS) shall be contacted. The Project Applicant shall consult with the wildlife agencies regarding the most appropriate methods and timing for removal of owls. As necessary, owls will be actively evicted following agency approved protocols (i.e., placing a one-way door at the burrow entrance to ensure that owls cannot access the burrow once they leave). Any such active eviction shall occur outside of the breeding/nesting season. That is, active eviction shall be accomplished between September 1 and February 15. If more than 30 days has elapsed between owl eviction and completion of clearing and grubbing activities, a subsequent survey for the burrowing owl shall be conducted to ensure that owls have not re-populated the site. Any reoccupation by owls will require subsequent protocol active eviction.</p>	
<p>Have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or California plans, policies or regulations or by the California Department of Fish and Wildlife</p>	<p>Less-Than-Significant.</p>	<p>No mitigation is necessary.</p>	<p>Not applicable.</p>



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Summary of Impacts and Mitigation**

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
(CDFW) or the United States Fish and Wildlife Service (USFWS).			
Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
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 wildlife nursery sites.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
<b>4.11 Cultural/Tribal Resources</b>			

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Summary of Impacts and Mitigation**

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5.	Potentially Significant.	4.11.1 Prior to the issuance of (a) grading permit(s) for development proposal(s) within the Specific Plan Area, the Applicant or successor(s) in interest shall provide a letter to the City of Ontario Building Department, or designee, from a qualified professional archeologist meeting the Secretary of Interior’s Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A stating that the archeologist has been retained to provide on-call services in the event archeological resources are discovered. The archeologist shall be present at the pre-grading conference to establish procedures for archeological resource surveillance. In the event a previously unrecorded archaeological deposit is encountered during construction, all activity within 50 feet of the area of discovery shall cease and the City shall be immediately notified. The archeologist shall be contacted to flag the area in the field and determine if the archaeological deposits meet the CEQA definition of historical (State CEQA Guidelines 15064.5(a)), unique archaeological resource (Public Resources Code 21083.2(g)), or Tribal Cultural Resource (Public Resources Code 21074 (a)). If the find is considered a “resource” the archaeologist shall pursue either protection in place or recovery, salvage and treatment of the deposits. A qualified archaeologist and a Native American Monitor of Gabrieleño Ancestry shall	Less-Than-Significant.

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Summary of Impacts and Mitigation**

**General Note:** *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<p><i>evaluate all archaeological resources unearthed by Project construction activities. If the resources are Native American in origin, they shall have the opportunity to consult with the City and/or Project developer on appropriate treatment and curation of these resources. If unique archaeological resources, or Tribal Cultural Resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the Applicant or successor(s) in interest's expense. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the archaeologist. Resources shall be identified and curated into an established accredited professional repository. The archaeologist shall have a repository agreement in hand prior to initiating recovery of the resource. Excavation as a treatment option shall be restricted to those parts of the unique archaeological resource, or Tribal Cultural Resource that would be damaged or destroyed by the Project.</i></p>	
<p>Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074.</p>	<p>Potentially Significant.</p>	<p><i>4.11.2 Project developer(s) shall retain a Native American Monitor of Gabrieleño Ancestry (Native American Monitor) that was consulted on this Project pursuant to Assembly Bill A52 - SB18 to conduct a Native American Indian Sensitivity Training for construction personnel prior to commencement of any excavation activities. The</i></p>	<p>Less-Than-Significant.</p>

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Summary of Impacts and Mitigation**

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<p><i>training session shall include a handout and focus on how to identify Native American resources encountered during earthmoving activities and the procedures followed if resources are discovered, the duties of the Native American Monitor of Gabrieleño Ancestry and the general steps the Monitor would follow in conducting a salvage investigation.</i></p> <p><i>4.11.3 Project developer(s) shall retain a Native American Monitor of Gabrieleño Ancestry that was consulted on this Project pursuant to Assembly Bill A52 - SB18 to be on-site during all Project-related, ground-disturbing construction activities Such activities include: pavement removal, auguring, boring, grading, excavation, potholing, trenching, and/or grubbing of previously undisturbed native soils to a maximum depth of 30 feet below ground surface. A copy of the executed consultant contract shall be submitted to the City of Ontario Planning Department prior to the issuance of any grading permit (any ground-disturbing activity). At their discretion, a Native American Monitor of Gabrieleño Ancestry can be present during the removal of dairy manure to native soil, but not at developer expense.</i></p> <p><i>4.11.4 A qualified archaeologist and a Native American Monitor of Gabrieleño Ancestry that was consulted on this Project pursuant to Assembly Bill A52 - SB18 shall</i></p>	

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Summary of Impacts and Mitigation**

**General Note:** *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<p><i>evaluate all archaeological resources unearthed by Project construction activities. If the resources are Native American in origin, the Tribe shall coordinate with the developer regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. If archeological features are discovered, the archeologist shall report such findings to the Ontario Planning Director. If the archeological resources are found to be significant, the archeologist shall determine the appropriate actions, in cooperation with the City that shall be taken for exploration and/or salvage in compliance with CEQA Guidelines Section 15064.5(f).</i></p> <p><i>4.11.5 Prior to the start of ground disturbing activities, developer(s) shall arrange a designated site location within the footprint of the Project for the respectful reburial of Tribal human remains and/or ceremonial objects. All human skeletal material discoveries shall be reported immediately to the County Coroner. The Native American Monitor shall immediately divert work a minimum of 50 feet from the discovery site and place an exclusion zone around the burial.</i></p> <p><i>4.11.6 If encountering human skeletal materials, the Native American Monitor shall notify the construction manager who shall contact the San Bernardino County Coroner. All construction activity shall be diverted while the San</i></p>	

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**General Note:** To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<p><i>Bernardino County Coroner determines if the remains are Native American. The discovery shall be confidential and secure to prevent further disturbance. If Native American, the San Bernardino County Coroner shall notify the Native American Heritage Commission (NAHC) as mandated by state law who will then appoint a Most Likely Descendant. In the case where discovered human remains cannot be documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside working hours. The Tribe shall make every effort to recommend diverting the Project and keep the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed. If data recovery is approved by the Tribe, documentation shall be taken which includes, at a minimum, detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or means necessary to ensure complete recovery of all material. If the discovery of human remains includes four (4) or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The Project developer shall consult with the Tribe regarding avoidance of all cemetery</i></p>	

**Table 1.11-1  
Summary of Impacts and Mitigation**

**General Note:** *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

<b>Impact</b>	<b>Level of Significance Without Mitigation</b>	<b>Mitigation Measures</b>	<b>Level of Significance With Mitigation/Remarks</b>
		<p><i>sites. Once complete, a final report of all activities shall be submitted to the NAHC.</i></p> <p><i>4.11.7 There shall be no Scientific study or the utilization of any invasive diagnostics on any Native American human remains.</i></p> <p><i>4.11.8 If the San Bernardino County Coroner determines the remains represent a historic non-Native American burial, the burial shall be treated in the same manner of respect with agreement of the San Bernardino County Coroner. Reburial will be in an appropriate setting. If the San Bernardino County Coroner determines the remains to be modern, the San Bernardino County Coroner shall take custody of the remains.</i></p> <p><i>4.11.9 As directed by the Project Archaeologist in consultation with the Native American Monitor, each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container on site if possible. These items shall be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the Project site, but at a location agreed upon between the Tribe and developer(s) and</i></p>	

**Table 1.11-1  
Summary of Impacts and Mitigation**

**General Note:** *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<i>protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.</i>	
<b>4.12 Utilities &amp; Service Systems</b>			
Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Generate solid waste in excess of State or local standards, or in excess of the	Less-Than-Significant.	No mitigation is necessary.	Not applicable.



**Table 1.11-1  
Summary of Impacts and Mitigation**

**General Note:** *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

<b>Impact</b>	<b>Level of Significance Without Mitigation</b>	<b>Mitigation Measures</b>	<b>Level of Significance With Mitigation/Remarks</b>
capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.			
Comply with federal, state, and local statutes and regulations related to solid waste.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.

## **2.0 INTRODUCTION**

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## 2.0 INTRODUCTION

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### 2.1 OVERVIEW

The Rich-Haven Specific Plan (RHSP) was approved by the City of Ontario in 2015, with subsequent Specific Plan Amendments approved in 2016, 2018, and 2021. The current (2021) Rich-Haven Specific Plan (“2021 Specific Plan”) comprises approximately 584 acres located west of Interstate 15 (I-15), and south of State Route 60 (SR-60). The 2021 Specific Plan Area lies within the 8,200-acre Ontario Ranch area, bounded generally by Riverside Drive to the north, “Old” East Edison Avenue [alignment] to the south, Mill Creek Avenue and Hamner Avenue to the east, and Haven Avenue to the west. The location and boundaries of the 2022 RHSP Specific Plan Amendment evaluated in this EIR coincide with the location and boundaries in the 2021 Specific Plan.

The 2021 Specific Plan entitlements allow for development of up to 7,194 dwelling units (all residential types), up to 990,902 square feet of commercial/office space, up to 1,183,525 square feet of light industrial uses, approximately 27 acres of public parkland, and approximately 20 acres of Southern California Edison (SCE) Parcel open space and SCE Easements. The 2022 RHSP Specific Plan Amendment (2022 Specific Plan Amendment, Project) evaluated in this EIR proposes a new amendment of the RHSP as described herein.

In summary, the proposed 2022 Specific Plan Amendment would result in the following primary revisions to the 2021 Specific Plan:

1. Total residential development within the Specific Plan Area would be maintained at 7,194 dwelling units. Residential units and residential densities would however be reassigned within the Specific Plan Area.
2. Total commercial development would be reduced by approximately 65,900 square feet, an approximate 6.7 percent reduction in the 2021 Specific Plan commercial entitlements.
3. Total light industrial development would be increased by approximately 1,583,623 square feet, an approximate 134 percent increase from the 2021 Specific Plan Amendment.

Other aspects and attributes of the 2021 Specific Plan would be substantively maintained under the proposed 2022 Specific Plan Amendment. The Project is further described at Draft EIR Section 3.0, *Project Description*.

## **2.2 EIR PURPOSE AND AUTHORIZATION**

An EIR is an informational document intended to apprise decision-makers and the general public of potentially significant environmental impacts of a project. An EIR also proposes mitigation to preclude or minimize significant impacts, and describes reasonable alternatives to the Project that may also reduce or avoid significant impacts. Having the authority to take action on the Project, the City of Ontario will consider the information in this EIR in their evaluation of the proposal. Findings and conclusions of the EIR do not control the City's discretion to approve, deny, or modify the Project, but instead are presented as information to aid the decision-making process.

This EIR has been prepared by the City of Ontario pursuant to *Guidelines for the Implementation of the California Environmental Quality Act (Guidelines)*, (§§ 15000–15387, California Code of Regulations). The proposed Rich-Haven Specific Plan, 2022 Amendment is a “project,” as defined at § 15378 of the *Guidelines*. The *Guidelines* stipulate that an EIR must be prepared for any project that may have a significant impact on the environment. The City has determined that the Project may have one or more significant impacts on the environment and, therefore, the preparation of an EIR is required.

## 2.3 LEAD AND RESPONSIBLE AGENCIES

CEQA defines a “lead agency” as the public agency which has the principal responsibility for carrying out or approving a Project which may have a significant effect upon the environment. Other agencies, e.g., the California Department of Transportation (Caltrans), the South Coast Air Quality Management District (SCAQMD) or the Regional Water Quality Control Board (RWQCB), which also have some authority or responsibility to issue permits for Project implementation, are designated as “responsible agencies.” Both the lead agency and responsible agencies must consider the information contained in the EIR prior to acting upon or approving the Project. The City of Ontario is the Lead Agency for the Project. Contact information for the Lead Agency is presented below.

**Lead Agency:** City of Ontario  
Planning Department  
303 East “B” Street  
Ontario, CA 91764  
Attention: Lorena Mejia, Senior Planner

## 2.4 PROJECT APPLICANT

Contact information for the Project Applicant is presented below.

**Applicant:** BrookCal Ontario LLC/Richland Developers, Inc.  
3161 Michelson Drive, Suite 425  
Irvine, CA 92612

## 2.5 EIR PROCESS

When a public agency determines that there is substantial evidence that a Project may have a significant effect on the environment, the agency must prepare an EIR before a decision is made to approve or deny the Project. The purpose of the EIR is to disclose a project’s potential environmental impacts and recommend measures to reduce or avoid significant impacts. The basic content of an EIR includes: a description of the project under consideration and its objectives; a description of the existing environmental

conditions; a discussion of the potentially significant environmental effects of the project; recommended measures for reducing these effects; and identification and evaluation of feasible alternatives to the project which may also reduce potentially significant impacts of the proposal.

Typically, EIRs comprise two documents: a Draft EIR, distributed by the lead agency for review and comment by the general public and any interested governmental agencies; and a Final EIR, which consists of responses to comments received on, together with any necessary modifications to, the Draft EIR. After the Draft EIR has been circulated for review and the Final EIR has been prepared, the EIR must be certified by the lead agency as having complied with CEQA and considered by the agency's decision-making body before any action can be taken on a project. When a public agency receives a complete project application or decides to undertake a project of its own, it first determines if the project is subject to environmental review under CEQA and, if it is, the agency then typically prepares an Initial Study (IS) to determine if the project under consideration has the potential to cause significant adverse environmental effects. The IS serves as a tool to help the agency determine if an EIR is required, and if so, the focal issues to be examined in the EIR. The lead agency may skip the Initial Study process if it is evident that a project could result in significant environmental effects and that an EIR will be required.

The EIR process is initiated by the distribution of a Notice of Preparation (NOP). Together with the Initial Study (if prepared), the NOP is sent to agencies and interested individuals as notice of commencement of the EIR process, and to solicit their suggestions for appropriate EIR issues and topical analyses. The completed Draft EIR is then circulated to responsible agencies, other affected or interested agencies, and interested members of the public for review and comment. The review period for a Draft EIR is typically 45 days. To provide for appropriate consideration and inclusion in the Final EIR, all comments and concerns regarding the Draft EIR should be received by the lead agency during this 45-day period.

Responses to comments received on the Draft EIR are prepared by the lead agency and included in the Final EIR. The Final EIR may also contain additional information about the project's potential impacts and minor corrections or modifications to the Draft EIR. The Final EIR must be certified by the lead agency's decision-making body before, or in conjunction with, any action to approve a project. Customarily, EIR certification coincides with City Planning Commission and/or City Council public hearing(s).

CEQA requires that the EIR address only significant adverse impacts. The *CEQA Guidelines* suggest thresholds or standards which define the significance of various types of impacts. The *CEQA Guidelines* also state that the significance of impacts should be considered in relation to their severity and probability of occurrence. However, ultimately, the determination of the significance of impacts is at the discretion of the lead agency. The identification of significant impacts in the EIR does not prevent an agency from approving a project. A project may be approved if the lead agency determines that impacts cannot be feasibly mitigated below a level of significance and if the agency determines that there are important overriding considerations, such as social and economic benefits, which are sufficient to justify approval of the considered project.

## **2.6 EIR CONTENT AND FORMAT**

This Draft EIR is organized into Chapters or Sections, each addressing a separate aspect of the required content of an EIR as described in the *Guidelines*. A summary of the Project's impacts and recommended mitigation measures is provided at Section 1.0. An introduction and general overview of the environmental process and the format of this EIR are presented in this Section 2.0. Section 3.0 contains a complete description of the Project, including its location, objectives, and physical and operational characteristics. The complete and detailed environmental impact analysis is presented at Section 4.0. The topical issues mandated by CEQA dealing with cumulative impacts, alternatives, long-term implications of the Project, and energy conservation are found at Section 5.0. Section 6.0 lists and defines the acronyms and abbreviations contained in this document. Section 7.0 lists the information sources and persons consulted during the environmental analysis process, and presents a list of the persons who prepared the

Draft EIR. The Initial Study and responses to the NOP, with supporting technical studies, are appended to the body of the EIR document.

Section 4.0, *Environmental Impact Analysis*, is the focal component of the Draft EIR. The environmental impact analysis has been organized into a series of sections, each addressing an environmental topic or area of concern identified through the Initial Study process (e.g., Land Use and Planning, Transportation, Air Quality, Noise, etc.). To assist the reader in understanding the organization and basis of the analysis, the sections covering each individual environmental topic typically include the following subsections:

- **Reader’s Abstract:** An introductory reader’s abstract, summarizing content and findings, is provided at the beginning of each topical section.
- **Introduction:** The introduction summarizes the content of the section and references other important studies and reports, such as technical studies appended to the EIR.
- **Setting/Existing Conditions:** This subsection describes baseline environmental conditions which may be subject to change as a result of implementation of the Project. Separate descriptions of existing environmental conditions are provided for each environmental topic.
- **Existing Policies and Regulations:** Various relevant policies, regulations, and programs related to the environmental topic are briefly described. Often, these existing policies and regulations serve to reduce or avoid potential environmental impacts.
- **Standards (Thresholds) of Significance:** Before potential impacts are evaluated, the standards which will serve as the basis for judging significance are presented.
- **Potential Impacts and Mitigation Measures:** This subsection states and explains potential impacts caused by the Project. Based on the standards of significance,



impacts are categorized as either potentially significant or less-than-significant. If the impacts are considered to be potentially significant, mitigation measures are proposed to reduce the impacts. At the conclusion of each discussion for a potentially significant impact, a determination is made as to whether the impact can be reduced to a less-than-significant level with the application of proposed mitigation measures. Impacts that cannot be reduced to levels that are less-than-significant are identified as “significant and unavoidable.”

The summary presented at Section 1.0 provides a comprehensive overview of the Project’s impacts. For a more detailed description of Project impacts, it is recommended that the reader review the Project Description (Section 3.0), and then read the sections on the topics of interest in the environmental impact analysis (Section 4.0).

## **2.7 INTENDED USE OF THIS EIR**

This EIR addresses the potential environmental effects of the implementation and operation of the proposed Rich-Haven Specific Plan, 2022 Amendment Project. The City of Ontario (City) is the Lead Agency for the purposes of CEQA because it has the principal responsibility and authority for deciding whether or not to approve the Project, and how it will be implemented. As the Lead Agency, the City is also responsible for preparing environmental documentation for the Project in compliance with CEQA.

The Lead Agency will employ this EIR in its evaluation of potential environmental impacts resulting from, or associated with, approval and implementation of the Project, to include potential effects of the Project’s component elements. This EIR will also be used by various Responsible Agencies, e.g., Air Quality Management District(s), California Department of Transportation, Regional Water Quality Control Board(s), *et al.*; as well as utilities and service providers when such entities issue permits necessary to carry out the project. For example, if this EIR and/or its Mitigation Measures require encroachment permits from Caltrans, this EIR will serve as the environmental assessment for such improvements. (Please refer to California Code of Regulations, sections 15050 and 15162.)

This EIR in all instances evaluates likely maximum impact/maximum exposure scenarios. In this regard, this EIR evaluates likely maximum impacts that would result from buildout of the Specific Plan in total; and in instances where localized impacts could diverge from the maximum buildout impacts, those localized impacts have been evaluated and addressed. For example, the EIR at Section 4.3, *Air Quality* addresses the Project's maximum construction-source and operational-source air quality impacts that could affect regional air quality; and also addresses maximum localized air quality impacts that could affect area sensitive receptors. Similarly, the EIR at Section 4.6, *Noise* considers noise impacts that could result from the Project uses generally, and also addresses maximum localized noise impacts that could affect area sensitive receptors.

The Specific Plan document, presented at EIR Appendix B, establishes standards and requirements at sufficient detail to allow the Lead Agency to determine whether subsequent individual development proposals would conform to the Specific Plan as described and evaluated in this EIR. As part of the Lead Agency's standard development review process, individual development proposals within the Specific Plan area would be reviewed for that proposal's consistency with the approved Specific Plan. Proposals that are determined to be consistent with the approved Specific Plan presumptively would not result in impacts substantially different than or greater than the impacts considered and addressed in this EIR. At the discretion and direction of the City, proposals that differ substantially from the standards and requirements of the approved Specific Plan or that would require or result in substantive modifications to the Specific Plan as summarized and evaluated in this EIR may merit additional environmental evaluation.

## **2.8 DOCUMENTS INCORPORATED BY REFERENCE**

CEQA *Guidelines* Section 15150 permits and encourages an environmental document to incorporate, by reference, other documents that provide relevant information. The documents summarized below are incorporated by reference, and the pertinent material is summarized throughout this EIR, where that information is relevant to the analysis of potential impacts of the Project. All documents incorporated by reference are available for review at, or can be obtained through, the City of Ontario Planning Department.

### **2.8.1 The Ontario Plan 2050 (TOP 2050) Policy Plan and TOP 2050 Supplemental Environmental Impact Report**

TOP 2050 Policy Plan (Policy Plan) serves as the City’s General Plan which is mandated by state law. The Policy Plan establishes Goals and Policies and provides guidance for future development of the City. The Policy Plan, which was updated and adopted in 2022, incorporates and relies upon its Implementation Plan to provide the guidance necessary for successful implementation of Policy Plan Goals and Policies. Ontario’s Policy Plan comprises nine elements: Land Use, Housing, Mobility, Safety (including Noise), Environmental Resources (including Conservation), Parks and Recreation (including Open Space), Community Economics, Community Design, and Social Resources. The topic of Environmental Justice is integral to the Policy Plan. TOP SEIR (SCH No. 2021070364) evaluates and addresses potential environmental impacts that would result from implementation of the Policy Plan. The Policy Plan and Policy Plan SEIR documents contain background information employed in this EIR. These documents are available through the City of Ontario Planning Department, or can be accessed at: <http://www.ontarioplan.org/policy-plan/>.

### **2.8.2 Previous Rich-Haven Specific Plan Environmental Documentation**

The 2007 Rich-Haven Specific Plan and its subsequent amendments through 2021 have been previously evaluated consistent with applicable CEQA analysis and documentation requirements. The City has certified the 2007 Rich-Haven Specific Plan and adopted subsequent CEQA documentation as required by law. The 2007 Rich-Haven Specific Plan EIR (SCH No. 2006051081), subsequent CEQA documents evaluating previous amendments to the 2007 Rich-Haven Specific Plan, and all related supporting technical analyses are incorporated by reference. These documents are available through the City of Ontario Planning Department.

### **2.8.3 City of Ontario Development Code**

The City of Ontario Development Code (Development Code) codifies and complements the City General Plan. The Development Code, in effect, provides the mechanism to implement and enforce the goals, objectives, policies and programs articulated in the General Plan. The City’s Development Code was adopted by the Ontario City Council

on July 7, 1998 and continues to be periodically updated to reflect current Federal/State laws. The Development Code is available through the City of Ontario Planning Department, or can be accessed at: <https://www.ontarioca.gov/Planning/Applications>.

#### **2.8.4 Project Technical Studies/EIR Appendices**

Following are summary descriptions of documents and supporting technical studies which are appended to the main body of the Draft EIR. Working titles of these documents generically refer to the Project and its physical attributes, and may not necessarily reflect the currently assigned “Rich-Haven Specific Plan, 2022 Amendment” development title.

##### **2.8.4.1 Initial Study, NOP, and NOP Responses - EIR Appendix A**

The EIR Initial Study (IS), Notice of Preparation (NOP) and responses received pursuant to distribution of the IS/NOP are presented at EIR Appendix A. Based on the Initial Study and responses to the NOP, this EIR addresses the following environmental topics:

- Air Quality;
- Biological Resources;
- Cultural Resources/Tribal Cultural Resources;
- Energy;
- Geology and Soils;
- Greenhouse Gas Emissions;
- Hazards/Hazardous Materials;
- Hydrology/Water Quality;
- Land Use and Planning;
- Noise;
- Transportation; and
- Utilities and Service Systems.

#### **2.8.4.2 Rich-Haven Specific Plan, 2022 Amendment - EIR Appendix B**

The *Rich-Haven Specific Plan, 2022 Amendment* (2022 Specific Plan Amendment) is presented in its entirety at EIR Appendix B. If adopted by the City, the Specific Plan would become the effective zoning for the subject site, and would regulate all development within the site.

The proposed Specific Plan would establish land use plans, development standards, and design guidelines directing the ultimate buildout of the Project site. Land uses and development concepts reflected within the proposed Specific Plan can be feasibly implemented consistent with applicable provisions of TOP 2050 Policy Plan and City Development Code.

#### **2.8.4.3 Traffic Analysis/VMT Assessment - EIR Appendix C**

Project Level of Service (LOS) and Vehicle Miles Traveled (VMT) analyses are presented in: *Rich Haven Specific Plan, Traffic Analysis* (Urban Crossroads, Inc.) December 16, 2022 and *Rich-Haven Specific Plan Amendment, Vehicle Miles Traveled (VMT) Analysis* (Urban Crossroads, Inc.) October 3, 2022.

#### **2.8.4.4 Air Quality Impact Analyses - EIR Appendix D**

Air quality impact analyses prepared for the Project include: *Rich-Haven Specific Plan, 2022 Amendment, Air Quality Impact Analysis, City of Ontario* (Urban Crossroads, Inc.) November 8, 2022; and *Rich-Haven Specific Plan, 2022 Amendment, Mobile Source Health Risk Assessment, City of Ontario* (Urban Crossroads, Inc.) November 8, 2022.

#### **2.8.4.5 Greenhouse Gas Analysis - EIR Appendix E**

Detailed analysis of the Project's potential Greenhouse Gas impacts are presented in: *Rich-Haven Specific Plan, 2022 Amendment, Greenhouse Gas Analysis, City of Ontario* (Urban Crossroads, Inc.) November 8, 2022.

#### **2.8.4.6 Energy Assessment - EIR Appendix F**

Project energy consumption is quantified in: *Rich-Haven Specific Plan, 2022 Amendment, Energy Analysis, City of Ontario* (Urban Crossroads, Inc.) November 8, 2022.

#### **2.8.4.7 Noise Impact Analysis - EIR Appendix G**

Potential noise impacts of the Project, including construction-source and operational-source noise impacts are assessed in: *Rich-Haven Specific Plan 2022 Amendment, Noise and Vibration Analysis* (Urban Crossroads, Inc.) October 27, 2022.

#### **2.8.4.8 Environmental Site Assessment - EIR Appendix H**

An assessment of potential hazards associated with a portion of the site's historic uses, and the potential for hazardous materials to currently exist within or proximate to the Project site is provided in: *Phase I Environmental Site Assessment 1601 E. Riverside Drive, Ontario, California 91761* (Hillman Consulting) July 28, 2016.

#### **2.8.4.9 Hydrology Study - EIR Appendix I**

Hydrology issues potentially affecting the Project are assessed in: *Rich-Haven Specific Plan, Hydrology Report* (X Engineering & Consulting, Inc.) September 2022.

#### **2.8.4.10 Geotechnical Report - EIR Appendix J**

Geotechnical issues potentially affecting the Project are assessed in: *Consolidated Geotechnical Report to Support the Environmental Impact Report for the Rich-Haven Specific Plan, City of Ontario, California* (LGC Geotechnical, Inc.) September 20, 2022.

#### **2.8.4.11 Biological Resources Assessment - EIR Appendix K**

Biological resources potentially affected by the Project are assessed in: *Biological Report for the Rich Haven 2022 Specific Plan Amendment Project Site* (Harmsworth Associates) July 2022.

#### **2.8.4.12 Cultural Resources Investigation - EIR Appendix L**

A cultural resources investigation was also prepared for the Project: *Cultural Resources Assessment, Rich-Haven Specific Plan Areas of Change Project, City of Ontario, San Bernardino County, California* (BCR Consulting, Inc.) August 18, 2022.

#### **2.8.4.13 Water Supply Assessment - EIR Appendix M**

Consistent with SB 610 requirements, a WSA was prepared and approved for the site's current (2021 Specific Plan) entitlements. See: *Water Supply Assessment and Written Verification of Sufficient Water Supply, Rich-Haven Specific Plan Amendment No. 3* (Albert A. Webb Associates) March 18, 2021 (2021 WSA).

The City of Ontario, Ontario Municipal Utilities Company (OMUC) has determined that water demands of the 2022 Specific Plan Amendment uses would be reduced when compared to water demands evaluated in the currently approved WSA. OMUC has made the following determination regarding necessity to prepare a new WSA for the currently proposed 2022 Specific Plan Amendment Project . . . “the Water Code allows for an existing WSA to be applied to a new proposed project if there is no substantial increase in water demand. Since there was a WSA completed for the entire Rich Haven SP last year [2021], the Mill Creek Business Center Project [the proposed 2022 Specific Plan Amendment] would be allowed to refer to it in the CEQA documentation” (email communication from OMUC, January 31, 2022). As requested, the previous 2021 WSA has been appended to this EIR. No further WSA analysis is required.

## **3.0 PROJECT DESCRIPTION**

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## 3.0 PROJECT DESCRIPTION

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### 3.1 BACKGROUND AND PROJECT OVERVIEW

The Rich-Haven Specific Plan (RHSP) was approved by the City of Ontario in 2015, with subsequent Specific Plan Amendments approved in 2016, 2018, and 2021. The current (2021) Rich-Haven Specific Plan (“2021 Specific Plan”) comprises approximately 584 acres located west of Interstate 15 (I-15), and south of State Route 60 (SR-60). The 2021 Specific Plan Area lies within the 8,200-acre Ontario Ranch area, bounded generally by Riverside Drive to the north, “Old” East Edison Avenue [alignment] to the south, Mill Creek Avenue and Hamner Avenue to the east, and Haven Avenue to the west. Location of the 2021 Specific Plan is presented at Figure 3.1-1. The location and boundaries of the 2022 RHSP Specific Plan Amendment evaluated in this EIR coincide with the location and boundaries in the 2021 Specific Plan.

The 2021 Specific Plan entitlements allow for development of up to 7,194 dwelling units (all residential types), up to 990,902 square feet of commercial/office space, up to 1,183,525 square feet of light industrial uses, approximately 27 acres of public parkland, and approximately 20 acres of Southern California Edison (SCE) Parcel open space and SCE Easements. The 2022 RHSP Specific Plan Amendment (2022 Specific Plan Amendment, Project) evaluated in this EIR proposes a new amendment of the RHSP as described herein.



----- Specific Plan Boundary

NOT TO SCALE  
Source: Google Earth; Applied Planning, Inc.

Figure 3.1-1  
Specific Plan Location

Under the proposed 2022 RHSP Specific Plan Amendment, the Specific Plan Area would be developed with up to 7,194 dwelling units, up to 925,002 square feet of commercial space, and up to 2,767,148 square feet of light industrial uses. Other existing RHSP land uses, e.g., public parkland, Southern California Edison (SCE) Parcel open space and SCE Easements would not be substantively affected under the 2022 RHSP Specific Plan Amendment. This EIR evaluates potential environmental impacts of entire buildout of the Specific Plan Area that would result from the 2022 RHSP Specific Plan Amendment.<sup>1</sup>

In summary, the proposed 2022 Specific Plan Amendment would result in the following primary revisions to the 2021 Specific Plan:

1. Total residential development within the Specific Plan Area would be maintained at 7,194 dwelling units. Residential units and residential densities would however be reassigned within the Specific Plan Area.
2. Total commercial development would be reduced by approximately 65,900 square feet, an approximate 6.7 percent reduction in the 2021 Specific Plan commercial entitlements.
3. Total light industrial development would be increased by approximately 1,583,623 square feet, an approximate 134 percent increase from the 2021 Specific Plan Amendment.

Other aspects and attributes of the 2021 Specific Plan would be substantively maintained under the proposed 2022 Specific Plan Amendment. A summary of land uses and development by Planning Area is provided at Table 3.1-1.

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<sup>1</sup> Potential environmental impacts of the Rich Haven Specific Plan were initially evaluated in *Rich Haven Specific Plan Environmental Impact Report*, July 3, 2007 (SCH No. 2006051081). Subsequent Rich Haven Specific Plan Amendments: 2015, 2016, 2018, 2021 have been evaluated as Addendums to Certified EIRs. While the City could have continued tiering off previous environmental documents in evaluation of the Project's potential environmental impacts, in order to provide a contemporary and comprehensive analysis of the Project's impacts, a new Project-level EIR has been developed.

**Table 3.1-1**  
**2022 Specific Plan Amendment Land Use Summary, by Planning Area**

Planning Area	Land Use	Acres (Gross)	Dwelling Units (Maximum)	Residential Density (Gross)	Comm./ Office (sf) (Maximum)	Light Industrial (sf) (Maximum)
1A	Low Density Residential	25.5	128	5.0	-	-
1B	Low Medium Density Residential	24.5	270	11.0	-	-
1C	Medium Density Residential	60.6	1,055	17.4	-	-
SCE 1	Edison Parcel	20.0	-	-	-	-
2A	Public Park	27.0	-	-	-	-
2B	Medium Density Residential	8.1	190	23.5	-	-
2C	Light Industrial	23.4	-	-	-	560,617
3A	Medium Density Residential Open Space-Non Recreation	36.1 8.3	560	15.5	-	-
3B	Medium Density Residential	8.6	190	22.1	-	-
3C	Light Industrial Open Space-Non Recreation	21.4 8.5	-	-	-	512,701
4A	Stand Alone Residential Overlay	45.0	1,099	24.4	-	-
4B	Regional Commercial Stand Alone Residential Overlay Open Space-Non Recreation	5.0 35.2 0.4	1,150	32.7	166,182	-
5A	Light Industrial Open Space-Non Recreation	21.3 3.7	-	-	-	510,305
5B	Regional Commercial Stand Alone Residential Overlay Open Space-Non Recreation	5.0 26.6 7.5	1,150	43.2	76,320	-
5C	Regional Commercial	1.0	-	-	7,500	-
6A	Light Industrial Open Space-Non Recreation	49.4 6.6	-	-	-	1,183,525
6B	Regional Commercial	25.1	-	-	300,000	-
7	Mixed Use Overlay	20.5	552	26.9	162,500	-
8	Regional Commercial	20.5	-	-	162,500	-
9	Stand Alone Residential Overlay	20.4	300	14.7	-	-
10A	Stand Alone Residential Overlay	16.9	550	32.5	-	-
10B	Regional Commercial	2.8	-	-	50,000	-
<b>Total</b>		<b>584.9</b>	<b>7,194</b>	<b>-</b>	<b>925,002</b>	<b>2,767,148</b>

Source: 2022 Rich Haven Specific Plan Amendment

A condensed summary of land uses by Development Type is provided at Table 3.1-2.

**Table 3.1-2**  
**2022 Specific Plan Amendment Land Use Summary, by Development Type**

Land Use Development Type	Code	Acres (Gross)	Dwelling Units (Maximum)	Light Industrial (sf) (Maximum)	Comm./ Office (sf) (Maximum)
Low Density Residential	LDR	25.5	128	-	-
Low-Medium Density Residential	LMDR	24.5	270	-	-
Medium Density Residential	MDR	113.4	1,995	-	-
Light Industrial	LI	115.5	-	2,767,148	-
Mixed Use	MU	20.5	552	-	162,500
Mixed Use w/ Standalone Residential Overlay	MU/Res	144.1	4,249	-	-
Regional Commercial	Regional Comm.	59.4	-	-	762,502
Open Space - Non-Recreation	OS-NR	55.0	-	-	-
Park	Park	27.0	-	-	-
<b>Total</b>		<b>584.9</b>	<b>7,194</b>	<b>2,767,148</b>	<b>925,002</b>

Source: 2022 Rich Haven Specific Plan Amendment

The discussions presented in this EIR reflect information in the preliminary 2022 Specific Plan Amendment, and reflect the range and types of uses envisioned under this Project.

## 3.2 EXISTING CONDITIONS

### 3.2.1 THE ONTARIO PLAN (TOP) 2050

#### 3.2.1.1 TOP Overview and Project Consistency with TOP 2050

The Project would be required to conform with applicable provisions of The Ontario Plan (TOP). TOP 2050 provides long-range guidance for the City of Ontario addressing development and conservation. TOP 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. TOP 2050<sup>2</sup> represents the City's vision for the next 30 years.

The Project has been planned and designed to be consistent with TOP 2050. Within this analysis, unless otherwise noted, TOP 2050 and TOP 2050 SEIR are the basis for the Project's potential environmental impacts.

<sup>2</sup> TOP 2050 Draft SEIR, and TOP 2050 Final SEIR can be accessed at: <https://www.ontarioplan.org/top2050/>.

### **3.2.2 EXISTING LAND USES**

Existing land uses within, and adjacent to, the Project site are illustrated at Figure 3.2-1 and described below. Representative photos of existing Project site conditions are presented at Figures 3.2-2 through 3.2-5.

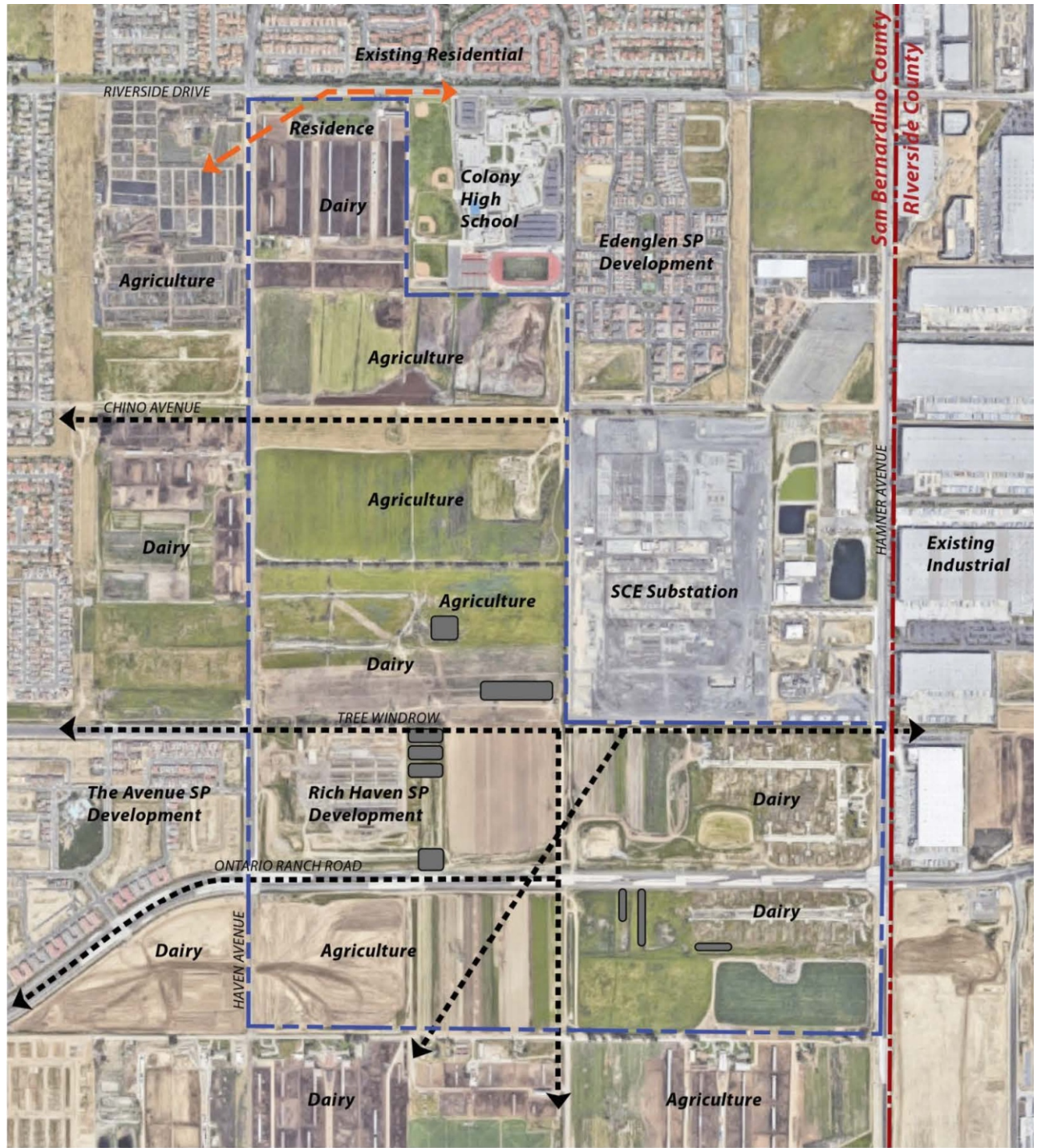
#### **3.2.2.1 Project Site**

Existing land uses within the Specific Plan Area include developed portions of the currently entitled 2021 Specific Plan, and entitled areas that are undeveloped. As of the date of this EIR, approximately 468 residential units of the total 7,194 dwelling units entitled under the 2021 Specific Plan have been constructed and are occupied. Existing residential development within the Specific Plan Area is located generally northeast of the intersection of Haven Avenue and Ontario Ranch Road.

The remainder of the 2021 Specific Plan entitlements have yet to be developed. Existing land uses in these areas include a dairy farm in the northern portion of the Specific Plan Area, the former hog ranch in the west portion of the Specific Plan Area, and various vacant/disturbed properties throughout the remaining portions of the site. Additionally, within the southern portion of the Specific Plan Area, Southern California Edison (SCE) transmission line easements exist along a generally east – west/northeast – southwest alignment within the Specific Plan Area.

#### **3.2.2.2 Vicinity Land Uses**

Land uses adjacent to northern portions of the Specific Plan Area include residential development, agricultural uses, and Colony High School. Adjacent to the central Specific Plan Area are an SCE Substation occupying approximately 160 acres to the east, and agricultural/dairy and residential development to the west. The southern portion of the Specific Plan Area is bounded by residential and commercial development to the west across Haven Avenue, and vacant disturbed properties, residences, and dairy farm uses to the south across “Old” Edison Avenue [alignment]. To the east, across Hamner Avenue, are City of Eastvale properties that are developed or are being developed with commercial and light industrial uses.



- LEGEND**
- SCE Power Line
  - 30 Foot Natural Gas Line
  - Project Boundary
  - County Boundary
  - Dairy Pond

Source: Rich-Haven Specific Plan Amendment; Applied Planning, Inc.

Figure 3.2-1  
Existing Land Uses



**Photograph 1:** From Haven Avenue looking west, February 2022.



**Photograph 2:** From eastern boundary directly opposite Haven Avenue, looking east, February 2022.

Source: Harmsworth Associates, Inc.





**Photograph 3:** Central portion of site looking north, February 2022.



**Photograph 4:** Northwest corner of site looking southeast, February 2022.

Source: Harmsworth Associates, Inc.



**Photograph 5:** Central western boundary of site looking southeast, February 2022.



**Photograph 6:** Eastern boundary of site looking north, February 2022.

Source: Harmsworth Associates, Inc.



**Photograph 7:** Southeastern corner of site looking northwest, February 2022.



**Photograph 8:** Southwestern corner of site looking northeast, February 2022.

Source: Harmsworth Associates, Inc.

### **3.2.3 EXISTING and PROPOSED LAND USE DESIGNATIONS**

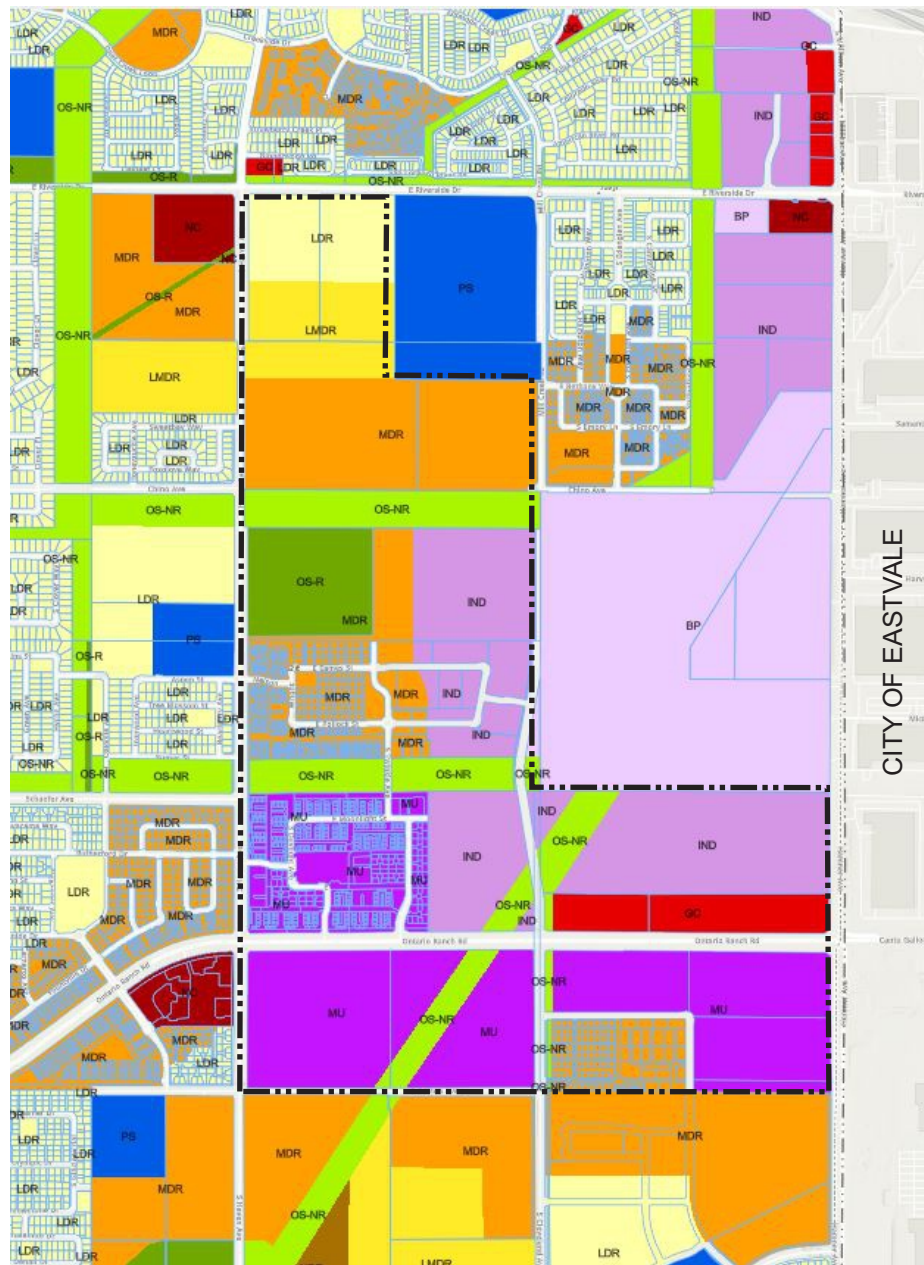
#### **3.2.3.1 Project Site**

##### **Policy Plan Land Uses**

TOP 2050 Policy Plan Land Use designations for the Project site and surrounding areas are presented at Figure 3.3-1. Policy Plan Land Uses proposed by the Project are consistent with TOP 2050 Policy Plan Land Use designations for the Project site.

##### **Zoning Designations**

Existing Zoning of the Project site is established by the 2021 Specific Plan. Zoning of the Project site would be modified by the 2022 Specific Plan Amendment described herein. The 2021 Specific Plan and 2022 Specific Plan Amendment are compared at Figure 3.3-2.



CITY OF EASTVALE

- 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


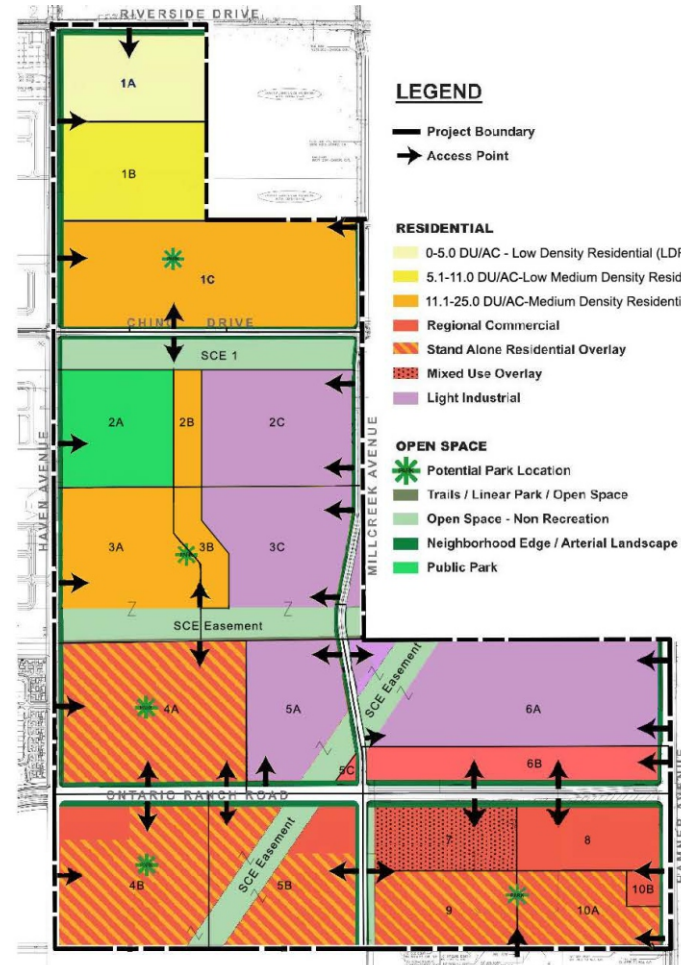
  
 NOT TO SCALE  
 Source: TOP 2050

Figure 3.3-1  
TOP 2050 Policy Plan Land Use Designations



2021 SPECIFIC PLAN



2022 SPECIFIC PLAN AMENDMENT



NOT TO SCALE

Source: Rich-Haven Specific Plan; Rich-Haven Specific Plan Amendment

### 3.2.3.2 Vicinity Properties

Policy Plan Land Use and Zoning designations of surrounding properties are summarized below. The Project would not affect Land Use and Zoning designations of surrounding properties. Unless noted otherwise, existing and proposed land use designations of vicinity properties are consistent under current and known or anticipated future conditions.

#### **North** (across Riverside Drive)

- Policy Plan Land Use Designations: Open Space – Non-Recreation (abutting Riverside Drive), General Commercial, Low Density Residential
- Zoning: Specific Plan (*Creekside Specific Plan*), CT (abutting Riverside Drive), Low Density Residential

#### **South** (across East Edison Avenue)

- Policy Plan Land Use Designations: Medium Density Residential, Open Space – Non-Recreation, Low Density Residential.
- Zoning: Specific Plan (*Esperanza Specific Plan*), Specific Plan w/Agricultural Overlay

#### **East**

- Across Hamner Avenue:
  - City of Eastvale General Plan: Light Industrial, Commercial Retail
  - City of Eastvale Zoning: Industrial Park, Specific Plan (*Goodman Commerce Center Specific Plan*)
- Across Mill Creek Avenue:
  - Policy Plan Land Use Designations: Medium Density Residential, Low Density Residential, Business Park
  - Zoning: Specific Plan (*Edenglen Specific Plan*), Specific Plan w/Agricultural Overlay (Developed as SCE Substation)
- Abutting to Northeast:
  - Policy Plan Land Use Designation: Public School
  - Zoning: Civic

**West** (across Haven Avenue)

- Policy Plan Land Use Designations: Office Commercial, Low Density Residential, Low Medium Density Residential, Medium Density Residential Public School, Open Space – Non-Recreation
- Zoning: Specific Plan (*West Haven Specific Plan*)

### **3.3 PROJECT OPERATIONS/OCCUPANCY SUMMARY**

For the purposes of this analysis, it is assumed that all Project development will be complete and fully operational by 2025, the Project Opening Year. Operational attributes of the Project land uses are presented below. Please refer also to the 2022 Specific Plan Amendment for details regarding the proposed Land Use Plan, Design Guidelines, and Development Standards.

#### **3.3.1 Light Industrial Land Use**

The Project light industrial land uses would accommodate a mix of high-cube fulfillment warehouse uses, refrigerated warehouse uses, and business park uses.

- All uses are assumed to be open and operational 7 days per week, 24 hours per day.
- Unless otherwise noted herein, all operations would occur internal to main buildings.
- On-site operations would include on-site cargo handling. The most common type of cargo handling equipment is the yard truck designed for moving cargo containers. Yard trucks are also known as yard goats, utility tractors (UTRs), hustlers, yard hostlers, and yard tractors. Any yard trucks based at the Project site would be non-diesel (e.g., gasoline and/or electric-powered).



### **3.3.2 Commercial Land Use**

The Project commercial land uses are assumed to accommodate a variety of commercial/retail development.

- All uses are assumed to be open and operational 7 days per week, 24 hours per day.
- Unless otherwise noted herein, all operations would occur internal to main buildings.

### **3.3.3 Residential Land Uses**

- Residential land uses are assumed to be developed at quantities and densities reflected in the 2022 Specific Plan Amendment.

### **3.3.4 Open Space/Park Land Uses**

- All open space/park land uses are assumed to be developed only with site/surface improvements supporting outdoor recreational activities.

## **3.4 DEVELOPMENT CONCEPT**

Development implemented under the Project would be required to conform to provisions of the 2022 Specific Plan Amendment. In instances where the 2022 Specific Plan Amendment is silent, development proposals within the Specific Plan Area would be required to conform to applicable provisions of the City Development Code. The following discussions reflect preliminary 2022 Specific Plan Amendment information available to date.

### **3.4.1 DEVELOPMENT PHASES**

The Project land uses would be constructed contingent on the availability of supporting infrastructure (e.g., water, sewer, storm drains, roadways/access) and as market conditions warrant. Generally, the anticipated sequence of development is as follows:

Phase 1: Light industrial/commercial uses; and

Phase 2: Residential products and community amenities, including parks/open space uses.

### **3.4.2 SITE DESIGN/ARCHITECTURAL CONCEPTS**

All Project development proposals would be required to conform to requirements and implement guidance articulated at 2022 Specific Plan Amendment Section 5, *Development Regulations*; and Section 6, *Design Guidelines*. All final Project site plans and building designs would be subject to City review and approval, to include consistency analysis with applicable provisions of the 2022 Specific Plan Amendment.

### **3.4.3 ACCESS AND CIRCULATION**

Access to and within the Specific Plan Area is summarized below. Please also refer to 2022 Specific Plan Amendment Section 4.1, *Circulation Plan*.

#### **3.4.3.1 Roadways**

Regional access to the City and the Specific Plan Area is provided by State Route 60 (E – W) and Interstate 15 (N – S). State Route 60 (SR-60) interchanges with Interstate 15 (I-15) approximately 1.5 miles northeast of the Specific Plan Area. Local access to the Specific Plan Area is provided by existing vicinity roadways. These roadways include Riverside Drive to the north, Haven Avenue to the west, Mill Creek Avenue (partial) to the east, Hamner Avenue to the east, and Ontario Ranch Road which traverses the southern portion of the Specific Plan Area.

Ultimate designs of roadway alignments, roadway configurations, and site access would be required to conform to applicable provisions of the 2022 Specific Plan Amendment and City Conditions of Approval; and would be subject to City review and approval.

Roadways within and abutting the Project site would be constructed to their respective ultimate cross-sections pursuant to the 2022 Specific Plan Amendment design standards and City requirements.<sup>3</sup>

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<sup>3</sup> The Specific Plan Amendment proposes modified design standards for Chino Avenue within the Project site, to include enhanced roadway sections with raised landscapes and roundabouts. These modified design standards would be subject to City review and approval as one component of the Specific Plan Amendment.

### **3.4.3.2 Bicycle and Pedestrian Access**

The Project would construct bicycle and pedestrian access improvements consistent with the City Multipurpose Trails and Bikeway Corridor Plan.

Within the Project site, streets would be constructed with sidewalks, providing pedestrian access and inter-connectivity between various residential and mixed-use areas. Trail access would be provided to the various park facilities. As part of the City's Master Plan of Trails, the SCE Corridor Trail within the Project site would be extended within the linear park areas located within the existing SCE easements. Access to the SCE Corridor Trail would be provided at key points throughout the Project. On-street curb adjacent 5-foot bike lanes would be provided on both sides of the proposed modified/enhanced Chino Avenue section.

### **3.4.3.3 Bus Service**

Bus service is available to the City via Omnitrans and the Riverside Transit Authority (RTA). No bus routes currently provide proximate service (within one-quarter mile) of the 2021 Specific Plan Area. Transit service providers periodically review and update schedules and routes to address ridership, budget, and community demands. The Applicant and City would coordinate Project final designs with Omnitrans and RTA to evaluate the potential for provision of bus services and bus amenities serving the 2021 Specific Plan Area. Omnitrans bus routes and schedules can be accessed at: <https://omnitrans.org>. RTA bus routes and schedules can be accessed at: <https://www.riversidetransit.com/index.php/riding-the-bus/maps-schedules>.

### **3.4.4 PARKING**

The Project would be required to adhere to parking requirements established under the 2022 Specific Plan Amendment and the City of Ontario Development Code. Parking assignments and design of parking areas within the site would be subject to City review and approval.

### **3.4.5 LANDSCAPE/STREETSCAPE**

The 2022 Specific Plan Amendment Landscape Concept is presented in detail at 2022 Specific Plan Amendment Section 7, *Landscape Plan*. All landscaping/streetscaping

implemented under the Project would be required to comply with applicable provisions of the 2022 Specific Plan Amendment and the City Municipal Code. The implemented landscape/streetscape concept would act to enhance perception of the site as developed under the Project, and to screen views of the site interior from off-site vantages. Landscape and streetscape elements would provide shade and visual interest, define entry/access points, and accentuate site and architectural features.

### **3.4.6 INFRASTRUCTURE/UTILITIES**

#### **3.4.6.1 Water Service**

##### **Potable (Domestic) Water**

Potable water would be provided by the Ontario Municipal Utilities Company (OMUC).<sup>4</sup> The Project lies within the OMUC 925 and 1010 Pressure Zones. Serving the Project site and surrounding areas is an 18-inch (1010 Pressure Zone) water main, extending from Riverside Avenue to Chino Avenue. There is also a 16-inch (1010 PZ) water main located in Mill Creek Avenue, extending from Riverside Avenue to Chino Avenue.

Within the Project site, water service would be provided by a system of 8-inch to 12-inch water mains constructed within the backbone roadway system. Connecting 8-inch service lines would be provided to individual developments.

The on-site public water system sizing would be required to comply with provisions of a City-approved hydraulic analysis to be conducted at the project-level design stage. All water mains and wells internal to site would be constructed by the merchant builder(s). In-tract water system design will be provided at the time of subdivision. Final designs of water conveyance systems serving the Project would be required to conform to City and OMUC requirements. Please refer also to 2022 Specific Plan Amendment Section 4.2.1, *Domestic Water*.

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<sup>4</sup> Additionally, as discussed in the Specific Plan Amendment, “the Chino Basin Water Master Water Quality Map identifies the Rich-Haven [Project] area within an optimum water quality zone and requires that the owner/developer dedicate a total of two wells within the Specific Plan area to the City of Ontario for production of potable water.” Well dedications within the Project site would be provided if/as required by the City/OMUC.

## Recycled Water

The Project site is located in the OMUC 930/1050 Pressure Zones for recycled water. Serving the Project site and surrounding areas is a 16-inch (930 PZ) recycled water main extending from the upper limits of the 930 PZ to Ontario Ranch Road.

The Project would construct all necessary recycled water system improvements consistent with City Condition of Approval. All Master Plan recycled water improvements implemented to serve the Project would be required to conform to the incumbent City Recycled Water Master Plan. Please refer also to 2022 Specific Plan Amendment Section 4.2.2, *Recycled Water, Regional Recycled Water Plan*.

The Project would be required to comply with applicable provisions of City Municipal Code Chapter 8c: *Recycled Water Use*.<sup>5</sup> Within the Project area, recycled water would be used for all approved applications, including but not limited to irrigation of parks, schools, street landscaping, recreational trails, HOA-maintained common areas and landscaping. An engineering report approved by the City and the California Department of Public Health is required prior to the use of recycled water.

Within the Project area, the backbone recycled water system would comprise 8-inch to 12-inch lines and would be located in the backbone street system. In-tract recycled water system design would be provided at the time of subdivision. It is noted here that *no* [emphasis added] recycled water can be used on single-family single lot ownership properties. Per the 2022 Specific Plan Amendment, a clear physical separation between potable and recycled water systems is required, such separations may comprise walls, fences, sidewalks, or mow strips. Please refer also to 2022 Specific Plan Amendment Section 4.2.2, *Recycled Water, Local Backbone Recycled Water Plan*.

### 3.4.6.2 Sewer Services

Sewer service would be provided by the City of Ontario. Master Plan sewer system improvements serving the Project and surrounding areas would be constructed

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<sup>5</sup> See also: [https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario\\_ca/0-0-0-44580#JD\\_6-8.714](https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario_ca/0-0-0-44580#JD_6-8.714)

consistent with the City's Sewer Master Plan. All Master Plan sewer improvements implemented to serve the Project would be required to conform to the incumbent City Sewer System Master Plan. Please refer also to 2022 Specific Plan Amendment Section 4.3, *Sewer Master Plan*.

### **3.4.6.3 Stormwater Management System**

#### **Storm Drains**

Multiple City Master Plan of Drainage storm drain facilities would serve the Project site. All Master Plan storm water management system improvements implemented to serve the Project would be required to conform to the incumbent City Master Plan of Drainage. Under post-development conditions, existing southerly trending on-site drainage patterns would be maintained.

Within the Project site, individual developments would implement required stormwater management systems. On-site storm stormwater management system designs would be provided concurrent with development plan submittals. Final designs of stormwater management systems serving the Project would be required to conform to City requirements. Please refer also to 2022 Specific Plan Amendment Section 4.4, *Drainage Master Plan, Regional Backbone Drainage Plan*.

#### **Water Quality Management Plan**

On a regional level, stormwater quality management would be available via the regional Mill Creek Wetlands system. Within the Project site, complementary on-site stormwater management systems would be implemented that would detain and treat stormwater discharges. Stormwater discharges from the Project would be required to comply with requirements and performance standards established under the incumbent San Bernardino County National Pollutant Discharge Elimination System (NPDES) Stormwater Program MS4 Permit and Water Quality Management Plan (WQMP). To these ends, developments within the Project site would implement Low Impact Development (LID) Site Design Best Management Practices (BMPs) to reduce pollutant transport and increase on-site stormwater infiltration. Additionally, all Priority Land Use

(PLU) areas within the Project site would be required to comply with the statewide Trash Provisions adopted by the State Water Resources Control Board (SWRCB) and trash requirements in the most current San Bernardino County Area-Wide MS4 Permit.

Non-structural and structural Source Control BMPs would be documented in the Project WQMPs. Final WQMPs, as approved by the City, would ensure that the Project stormwater management systems have been designed to convey and treat stormwater discharges and limit the post-development peak flows consistent with available storm drain capacities. Please refer also to 2022 Specific Plan Amendment Section 4.4, *Drainage Master Plan, Stormwater Quality Measures*.

#### **3.4.6.4 Solid Waste Management**

The City of Ontario provides solid waste collection services for the City and will service the Project.

#### **3.4.6.5 Electricity**

Southern California Edison (SCE) would provide electricity to the site from existing vicinity facilities. SCE facilities located within and adjacent to the Project site consist of 115kV, 66kV, 12kV, towers/power lines and attached communication lines. Facilities less than 34.5kV will be located underground if they are located adjacent to any streets proposed to be improved in conjunction with site improvements.

#### **3.4.6.6 Natural Gas**

The Gas Company will provide natural gas to the site. All proposed connections and modifications to Gas Company facilities would conform to Gas Company and City requirements.

#### **3.4.6.7 Fiber Optics System**

A backbone fiber optics system (conduits, tracer wire, and fiber) would be constructed within the Project backbone street system. Backbone fiber optic components (conduits, hand holes, tracer wire, and fiber) would be placed underground within a duct and structure system to be installed in a joint trench. In-tract fiber and conduit would be

installed per the City's in-tract fiber optic design guidelines (see: [https://www.ontarioca.gov/sites/default/files/Ontario-Files/Information-Technology/2014-12-16\\_in-tract\\_designguidelines.pdf](https://www.ontarioca.gov/sites/default/files/Ontario-Files/Information-Technology/2014-12-16_in-tract_designguidelines.pdf)).

#### **3.4.6.8 Communications Services**

Communications services, including wired and wireless telephone and internet services, are available through numerous private providers and would be provided on an as-needed basis. To the extent practical and consistent with City Conditions of Approval, existing and proposed wires, conductors, conduits, raceways, and similar communications improvements within the Project area would be installed underground. Any necessary surface-mounted equipment, e.g., terminal boxes, transformers, meters, service cabinets, etc., would be screened and would conform to City building setback requirements.

#### **3.4.7 ENERGY EFFICIENCY/SUSTAINABILITY**

Energy-saving and sustainable design features and operational programs would be incorporated in all facilities developed pursuant to the Project. The Project would be required to comply with incumbent energy efficiency and performance standards established under the incumbent CALGreen Code and City of Ontario Climate Action Plan (CAP).

#### **3.4.8 CONSTRUCTION AREA TRAFFIC MANAGEMENT PLAN**

Temporary and short-term traffic detours and traffic disruptions could result during construction activities including implementation of access and circulation improvements noted above. Accordingly, the Applicant would be responsible for the preparation and submittal of a Construction Area Traffic Management Plan (Plan). Typical elements and information incorporated in the Plan would include, but not be limited to:

- **Name of on-site construction superintendent and contact phone number.**



- **Identification of Construction Contract Responsibilities** - For example, for excavation and grading activities, describe the approximate depth of excavation, and quantity of soil import/export (if any).
- **Identification and Description of Truck Routes** - to include the number of trucks and their staging location(s) (if any).
- **Identification and Description of Material Storage Locations (if any).**
- **Location and Description of Construction Trailer (if any).**
- **Identification and Description of Traffic Controls** - Traffic controls shall be provided per the Manual of Uniform Traffic Control Devices (MUTCD) if the occupation or closure of any traffic lanes, parking lanes, parkways or any other public right-of-way is required. If the right-of-way occupation requires configurations or controls not identified in the MUTCD, a separate traffic control plan must be submitted to the City for review and approval. All right-of-way encroachments would require permitting through the City.
- **Identification and Description of Parking** - Estimate the number of workers and identify parking areas for their vehicles.
- **Identification and Description of Maintenance Measures** - Identify and describe measures taken to ensure that the work site and public right-of-way would be maintained (including dust control).

The Plan would be reviewed and approved by the City prior to the issuance of the first building permit and encroachment permit, as applicable. The Plan and its requirements would also be required to be provided to all contractors as one component of building plan/contract document packages.

### 3.4.9 OPENING YEAR

For the purposes of this analysis, the Project Opening Year is defined as 2025, by which time all proposed uses are assumed to be complete, occupied, and operational.

## 3.5 PROJECT OBJECTIVES

The broad vision of the 2022 Specific Plan Amendment is to create a community with a mixture of uses, connected through a series of trails, which provides opportunities for people to live, work and play. Supporting 2022 Specific Plan Amendment objectives are listed below.

### General

- Implement TOP 2050 Policy Plan Land Use Plan.
- Support TOP 2050 vision for urbanization of the Ontario Ranch area of the City.
- Implement a Specific Plan development supporting office/commercial and light industrial uses providing a broad range of long-term employment opportunities.
- Implement Specific Plan developments providing a broad range of additional construction employment opportunities.
- Establish new development that would further the City's near-term and long-range fiscal goals.
- Improve the regional jobs/housing balance.

### Specific Plan Uses

#### **Livable Neighborhood Development**

- Incorporate Traditional Neighborhood Design guiding principles during the design phase to provide for opportunities to achieve the Project's vision statement, including:
  - Connections. To provide a series of sidewalks and trails connecting community parks, civic uses, employment areas, mixed-use and transit stops designed to be pedestrian friendly to avoid unnecessary automobile trips.
  - Traditional Street Network. To design a hierarchy of streets connected in a grid network with a variety of routes for pedestrians and vehicles, as well as

- creating a visually favorable and comfortable environment for pedestrians and bicyclists.
- Main Street Environment. To design commercial/retail areas to a human scale with storefronts oriented to the street providing a “Main Street” atmosphere for strolling and shopping, all within walking distance from most homes.
  - Public Spaces. To create plazas, parks, and community gathering places placed within centralized areas providing synergy between adjacent land uses.
  - Identifiable Neighborhoods. To design neighborhoods around a discernable center, which may include a small park, square, school, or mixed-use center, within a five-minute walking distance.
  - Mix of Housing. To provide neighborhoods with a range of household types: a variety of single-family detached homes, attached units for young families, and live/work units for small at-home businesses.
- Design a mixed-use environment to ensure compatible uses that are cohesive and integrate a diversity of residential neighborhoods, with a range of commercial uses, and supporting open spaces.
  - Utilize transportation, utility, and greenways/open space networks to establish clear edges and boundaries.
  - Accommodate residential, commercial, open space, public, and other uses in accordance with the generalized distribution of uses depicted within the City’s TOP Land Use Plan.
  - Implement elements that will ensure walkability throughout the Project Area to discourage automobile dependency and encourage walking, biking, and other forms of transportation. This is achieved through the incorporation of subarea greenways and pedestrian connections and through sensitive site design of mixed-use development.
  - Implement technological advances within residential communities, including internet access, to allow residents to shop and work from home and to decrease reliance on automobiles.
  - Provide opportunity for at least one major public plaza/square as a centerpiece of community activities, including events and celebrations, outdoor performances, community meetings, picnics, farmers markets, and similar functions.

- Establish a clearly defined “edge” for the City’s TOP area, where appropriate, that avoids the use of walls and creation of a “walled” enclave.
- Incorporate electrical transmission corridors and similar elements to form “edges” for residential neighborhoods and centers and/or accommodate public greenways/trails/corridors.

### **Residential District Objectives**

- Create a livable community with neighborhoods designed at a human scale and oriented for pedestrian access to mixed-use, educational, and recreational uses.
- Provide for a range and diversity of housing products (detached single-family, detached and attached condominiums, and townhomes) that respond to a variety of homeownership needs and desires.
- Design residential projects to complement the character of adjacent neighborhoods.
- Encourage interaction among residents through the provision of an organized, simple, and “neo-traditional” system of streets, pathways, and entries to allow residents to walk or bike to parks, recreation, and public facilities (including schools).
- Promote outdoor activity and casual social contact among residents and neighbors by designing neighborhoods around a central park where they can gather.
- Provide a focal point of activity within each residential planning area that may include a park, school, common area, or public meeting facility.
- Encourage architectural styles and traditional design elements that reflect the historic and eclectic mixture of architecture, reflective of the greater Ontario area.
- Increase densities adjacent to commercial centers.
- Establish clear, defined “edges” and “entries” that contribute to neighborhood identity.
- Avoid the use of walls to separate residential areas from arterials and other high traffic volume streets by expanded landscape setbacks, frontage roads, and other appropriate techniques.

- Include clustered multi-family housing within the Residential District, in order to create a diverse range of housing products and opportunities, while still in keeping with the overall low-density residential designation.
- Locate higher-density residential uses that provide population to support adjacent regional commercial centers.
- Provide sufficient on-site recreational amenities within higher density developments.
- Include community-oriented uses such as public meeting rooms, plazas and courtyards, and similar uses.
- Establish visual and physical links among the individual multi-family developments to create a cohesive and continuous corridor.
- Design building elevations to promote visual interest.
- Provide linkages between community service facilities, multi-family corridors, and residential neighborhoods.

### **Regional Commercial/Mixed-Use District Objectives**

- Accommodate a diversity of large-scale retail, community and neighborhood shopping, office, medical research, entertainment, hotel/motel, dining, housing, cultural, public, and similar uses that will serve the Project area and neighboring Planning Areas.
- Function with a high level of activity and/or employment.
- Accommodate development of multi-family housing, mixed-use buildings that incorporate housing and retail/office, and live/work facilities.
- Accommodate single-use buildings and mixed-use structures containing a variety of uses from residential over retail or office-to-office over retail.
- Encourage traditional, mixed-use design of commercial buildings, by requiring a lower maximum floor area ration (FAR) for single-use buildings, and a higher maximum FAR for mixed-use buildings.
- Develop plaza areas and other amenities to provide places of social interaction.
- Include one or more public “squares” to serve as gathering places.
- Incorporate modulated building volumes, mass, height, and articulated facades to create individual spaces.

- Site a portion of the buildings on peripheral streets to provide connectivity to adjacent uses.
- Orient buildings towards the local streets whenever possible to create an urban edge and sense of arrival and place.
- Include sidewalks of sufficient width to accommodate pedestrian activity and outdoor restaurants, newsstands, and other uses.
- Create visual interest through the opening of streets and sidewalks/plazas towards building elevations.
- Incorporate landscaping to enhance the environment.
- Visually integrate parking structures to continue the intended design character of the district.
- Incorporate multi-family housing to create a cohesive and continuous corridor.
- Ensure an appropriate mix of uses (residential and commercial) that are compatible.
- Encourage pedestrian access and ease of use within the mixed-use area by designing pedestrian and bike paths.
- Create a “Main Street” environment with buildings designed to a human scale where pedestrian activity is not overwhelmed by automobile traffic.
- Utilize urban design to create a “Gateway” or portal to the Ontario Ranch.

### **Industrial District Objectives**

- Incorporate transitions and/or buffers between commercial/mixed-use and industrial areas and adjacent residential areas.
- Contribute to the regional jobs to housing balance by providing employment opportunities while minimizing development impacts on surrounding neighborhoods.
- Create a high-quality industrial park development that attracts an array of businesses and provides employment opportunities within proximity to area residents.
- Provide safe and efficient access/circulation routes for the distribution/transportation of goods.

### **Circulation Objectives**

- Provide a circulation system designed to promote pedestrian activity through a network of off-street pedestrian walkways linking each neighborhood to parks, mixed-use commercial, and residential uses.
- Design a hierarchy of streets connected in a grid network with a variety of routes for pedestrians and vehicles, creating a visually attractive, enhanced, and comfortable environment for pedestrians and bicyclists.
- Design streets to incorporate landscaped parkways and pedestrian walkways separated from the street to enhance safety and enjoyment of residents and visitors.
- Provide opportunities for transit connections and alternative modes of transportation.

### **Recreation/Trails Objectives**

- Provide new recreational opportunities for residents through the development of a series of public and private parks.
- Provide a series of pedestrian trails connecting community parks, civic uses, mixed-use, and transit stops designed to be pedestrian friendly to avoid unnecessary automobile trips.
- Incorporate off-street multi-use trails within the Southern California Edison easements.
- Incorporate a system of on- and off-street bicycle pathways with access from the residences to mixed-use areas.
- Use landscaping and streetscape materials that are low maintenance in recreation and trail areas.
- Provide a system of on-street bikeways integrated throughout the Project to provide access to schools, parks, and commercial uses.
- Provide new recreational opportunities for residents through the development of a series of parks ranging in size.

### **Community Facilities Objectives**

- Incorporate existing major utilities into the overall fabric of the community.
- Provide opportunities for incorporation of community facilities (e.g., schools, fire station) as identified by affected agencies.

### **3.6 DISCRETIONARY APPROVALS AND PERMITS**

Discretionary actions, permits, and related consultation(s) necessary to approve and implement the Project include, but are not limited to, the following.

#### **3.6.1 LEAD AGENCY DISCRETIONARY ACTIONS AND PERMITS**

- EIR Certification;
- Approval of the 2022 Specific Plan Amendment;
- Approval of Tentative Parcel/Tract Maps;
- Approval of Development Agreements; and
- Approval of Development Plans.

#### **3.6.2 OTHER CONSULTATION AND PERMITS**

Anticipated consultation and permits necessary to realize the Project would or may include the following:

- Permitting by/through the Regional Water Quality Control Board (RWQCB) pursuant to requirements of the City's National Pollutant Discharge Elimination System (NPDES) Permit.
- Permitting by/through the South Coast Air Quality Management District (SCAQMD) for certain equipment or land uses that may be implemented pursuant to the Project.
- Permitting (i.e., utility construction and connection permits) from affected utility purveyors, notably the City of Ontario, IEUA, and SCE.

Other ministerial permits necessary to realize all on- and off-site improvements related to the development of the Project.



## **4.0 ENVIRONMENTAL IMPACT ANALYSIS**

## **4.0 ENVIRONMENTAL IMPACT ANALYSIS**

This chapter of the EIR analyzes and describes the potential environmental impacts associated with the adoption and implementation of the Rich-Haven Specific Plan, 2022 Amendment (Project). The environmental impact analysis has been organized into a series of sections, each addressing a separate environmental topic. Environmental topics addressed in this EIR are presented in the following sections:

<b><u>Section</u></b>	<b><u>Topic</u></b>
4.1	Land Use and Planning
4.2	Transportation
4.3	Air Quality
4.4	Greenhouse Gas Emissions
4.5	Energy
4.6	Noise
4.7	Hazards and Hazardous Materials
4.8	Hydrology and Water Quality
4.9	Geology and Soils
4.10	Biological Resources
4.11	Cultural Resources/Tribal Cultural Resources
4.12	Utilities & Service Systems

Within each of the above topical Sections, the discussion is typically divided into subsections which: summarize the findings of the section; present the framework for the discussion by listing the sources of information used in the section; describe the “setting” or existing environmental conditions; identify regulations and policies, which through their observance typically resolve many potential environmental concerns; identify thresholds of significance applicable to potential environmental effects of the

Project; describe the significance of Project-related environmental effects in the context of applicable significance thresholds; and for impacts which are potentially significant or significant, recommend mitigation measures to eliminate or reduce these impacts. In this latter regard, it is recognized that the intent of the California Environmental Quality Act (CEQA) is to focus on significant, or potentially significant adverse effects of the Project, and therefore, mitigation is proposed only for potential impacts of this magnitude.

As noted above, before potential impacts are evaluated, the standards or thresholds which will serve as the basis for judging the relative significance of impacts are presented. Often thresholds serve as a general guide or gauge for determining an impact's potential relative significance, rather than defining its absolute effects. Subsequent to identification of relevant significance thresholds, potential Project-related effects and impacts are identified and explained. If an impact is considered to be potentially significant, mitigation measures are proposed to avoid the impact, or reduce its effects to the extent feasible. In determining the potential significance of impacts, the adequacy of existing policies and regulations in addressing each impact is taken into consideration. At the conclusion of each discussion for a potentially significant impact, a determination is made as to whether the impact can be reduced to a less-than-significant level with the application of mitigation measures.

In the environmental analysis, the following terms are used to describe the potential effects of the Project:

- **Less-Than-Significant Impacts:** Minor changes or effects on the environment caused by the Project which do not meet or exceed the criteria, standards, or thresholds established to gauge significance are considered to be less-than-significant impacts. Less-than-significant impacts do not require mitigation. In some cases, these impacts may appear to be potentially significant. However, existing public policies, regulations, and procedures adequately address these potential effects, thereby reducing them to a less-than-significant level, without the need for additional mitigation.

- **Potentially Significant Impacts:** Potentially significant impacts are defined as a substantial, or potentially substantial, adverse change in the environment. The CEQA Guidelines and various responsible agencies provide guidance for determining the significance of impacts. However, the determination of impact significance is ultimately based on the judgment of the lead agency. Similarly, the establishment of any criteria to be used in evaluating the significance of impacts is the responsibility of the lead agency. Wherever possible, mitigation is proposed in the EIR to avoid or reduce the magnitude of potentially significant impacts.
- **Significant Impacts:** Impacts identified in the EIR which cannot be mitigated below thresholds of significance through the application of feasible mitigation measures are categorized as “significant.”
- **Cumulative Impacts:** A discussion of cumulative impacts is provided in Section 5.0 of this environmental analysis. Cumulative impacts refer to the impacts of the Project as they are combined or interact with anticipated impacts of other vicinity projects and physical effects of projected ambient regional growth.

## **4.1 LAND USE AND PLANNING**

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## 4.1 LAND USE AND PLANNING

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### ***Abstract***

*This Section assesses potential impacts that may result from land use and planning decisions necessary to implement the Project. Potential land use impacts that may occur due to the type of development proposed, its location or scale are discussed. Specifically, the discussion in this Section seeks to determine whether the Project would:*

- *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.*

*As supported by the analysis presented in this Section, potential land use and planning impacts of the Project would be less-than-significant.*

### **4.1.1 INTRODUCTION**

This Section focuses on the Project's consistency with applicable land use plans, policies and regulations; and also evaluates the Project's compatibility with existing and proposed development in the vicinity. Discussions and analysis within this Section are based on and supported by the following documents and source information:

- TOP 2050 Policy Plan (General Plan) – Land Use Element, and TOP 2050 Supplemental Environmental Impact Report (TOP 2050 SEIR). These documents are available through the City of Ontario, or are accessible at: <http://www.ontarioplan.org/>;

- 2020–2045 *Regional Transportation Plan/Sustainable Communities Strategy* (Connect SoCal 2020) available through the Southern California Association of Governments (SCAG) or can be accessed at: <https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020>;
- The City of Ontario Development Code, available through the City of Ontario, or accessible at: <https://www.ontarioca.gov/planning/applications>; and
- The proposed Rich-Haven Specific Plan, 2022 Amendment document included at EIR Appendix B.

## 4.1.2 SETTING

### 4.1.2.1 Project Overview

The Rich-Haven Specific Plan (RHSP) was approved by the City of Ontario in 2015, with subsequent Specific Plan Amendments approved in 2016, 2018, and 2021. The current (2021) Rich-Haven Specific Plan (“2021 Specific Plan”) comprises approximately 584 acres located west of Interstate 15 (I-15), and south of State Route 60 (SR-60). The 2021 Specific Plan Area lies within the 8,200-acre Ontario Ranch area, bounded generally by Riverside Drive to the north, “Old” East Edison Avenue [alignment] to the south, Mill Creek Avenue and Hamner Avenue to the east, and Haven Avenue to the west. Please refer to EIR Section 3.0, *Project Description*, Figure 3.1-1, *Project Location*. The location and boundaries of the 2022 RHSP Specific Plan Amendment evaluated in this EIR coincide with the location and boundaries in the 2021 Specific Plan.

The 2021 Specific Plan entitlements allow for development of up to 7,194 dwelling units (all residential types), up to 990,902 square feet of commercial/office space, up to 1,183,525 square feet of light industrial uses, approximately 27 acres of public parkland, and approximately 20 acres of Southern California Edison (SCE) Parcel open space and SCE Easements. The 2022 RHSP Specific Plan Amendment (2022 Specific Plan Amendment, Project) evaluated in this EIR proposes a new amendment of the RHSP.

Under the proposed 2022 RHSP Specific Plan Amendment, the Specific Plan Area would be developed with up to 7,194 dwelling units, up to 925,002 square feet of commercial space, and up to 2,767,148 square feet of light industrial uses. Other existing RHSP land uses, e.g., public parkland, Southern California Edison (SCE) Parcel open space and SCE Easements would not be substantively affected under the 2022 RHSP Specific Plan Amendment. This EIR evaluates potential environmental impacts of entire buildout of the Specific Plan Area that would result from the 2022 RHSP Specific Plan Amendment.

In summary, the proposed 2022 Specific Plan Amendment would result in the following primary revisions to the 2021 Specific Plan:

1. Total residential development within the Specific Plan Area would be maintained at 7,194 dwelling units. Residential units and residential densities would however be reassigned within the Specific Plan Area.
2. Total commercial development would be reduced by approximately 65,900 square feet, an approximate 6.7 percent reduction in the 2021 Specific Plan commercial entitlements.
3. Total light industrial development would be increased by approximately 1,583,623 square feet, an approximate 134 percent increase from the 2021 Specific Plan Amendment.

Other aspects and attributes of the 2021 Specific Plan would be substantively maintained under the proposed 2022 Specific Plan Amendment.



#### **4.1.2.2 Existing Land Uses**

Existing land uses are indicated at Figure 4.1-1, and are discussed below. Please refer also to EIR Section 3.0, *Project Description*, 3.2 *Existing Conditions*.

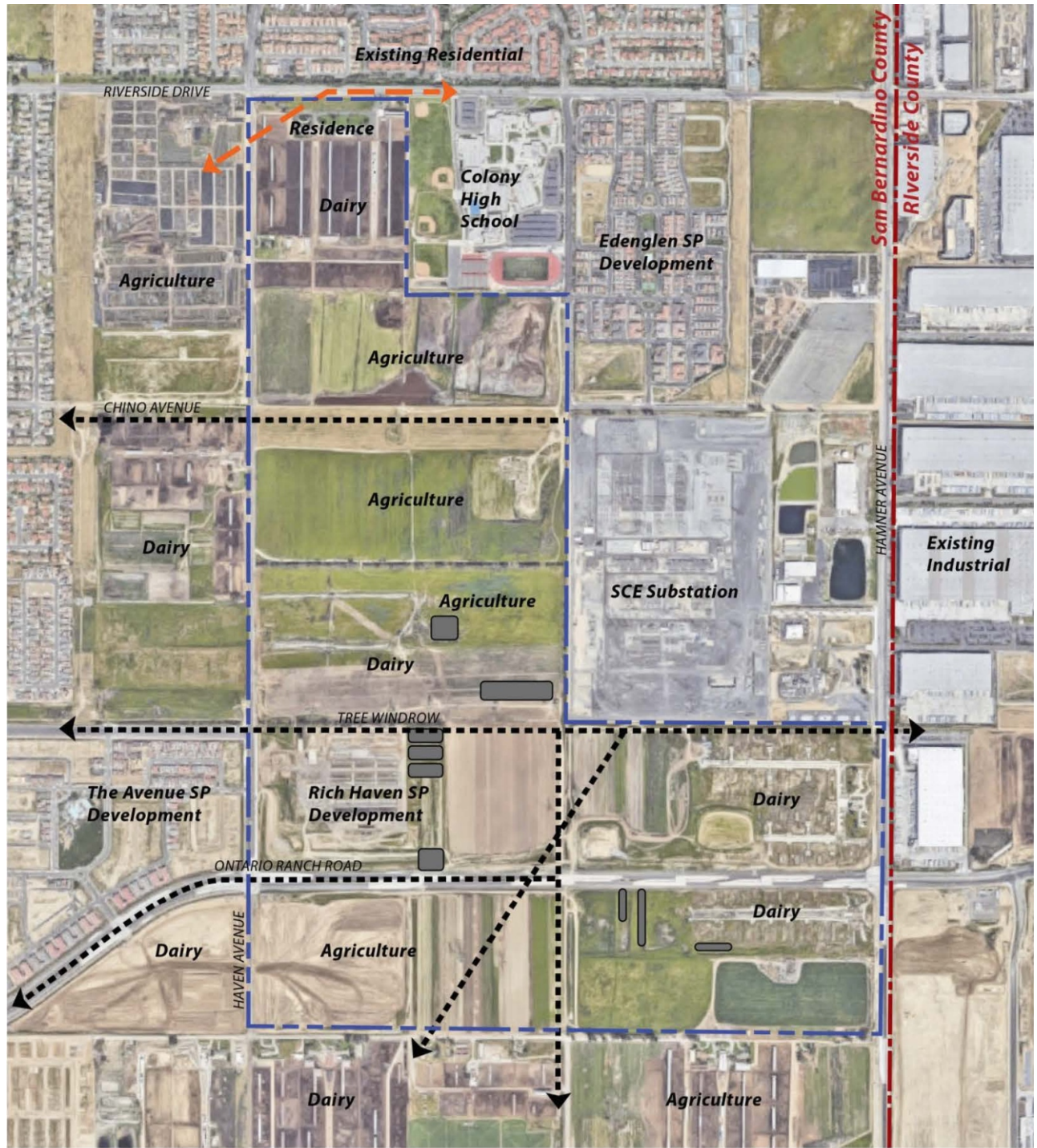
##### **Project Site**

Existing land uses within the Specific Plan Area include developed portions of the currently entitled 2021 Specific Plan, and entitled areas that are undeveloped. To date, approximately 468 residential units of the total 7,194 dwelling units entitled under the 2021 Specific Plan have been constructed and are occupied. Existing residential development within the Specific Plan Area is located generally northeast of the intersection of Haven Avenue and Ontario Ranch Road.

The remainder of the 2021 Specific Plan entitlements have yet to be developed. Existing land uses in these areas include a dairy farm in the northern portion of the Specific Plan area, and vacant/disturbed properties throughout the remaining portions of the site. Additionally, within the southern portion of the Specific Plan Area, Southern California Edison (SCE) transmission line easements exist along a generally east – west/northeast – southwest alignments within the Specific Plan Area.

##### **Vicinity Land Uses**

Land uses adjacent to northern portions of the Specific Plan Area include residential development, agricultural uses, and Colony High School. Adjacent to the central Specific Plan Area are an SCE Substation occupying approximately 160 acres to the east, and agricultural/dairy and residential development to the west. The southern portion of the Specific Plan Area is bounded by residential and commercial development to the west across Haven Avenue, and vacant disturbed properties to the south across Edison Avenue (alignment). To the east, across Hamner Avenue, are City of Eastvale properties that are developed or are being developed with commercial and light industrial uses.



- LEGEND**
- SCE Power Line
  - 30 Foot Natural Gas Line
  - Project Boundary
  - County Boundary
  - Dairy Pond

Source: Rich-Haven Specific Plan Amendment; Applied Planning, Inc.

Figure 4.1-1  
Existing Land Uses

## **4.1.2 EXISTING and PROPOSED LAND USE DESIGNATIONS**

### **4.1.2.1 Project Site**

#### **Policy Plan Land Uses**

TOP 2050 Policy Plan Land Use designations for the Project site and surrounding areas are presented at Figure 4.1-2. Policy Plan Land Uses proposed by the Project are consistent with TOP 2050 Policy Plan Land Use designations for the Project site. The Project does not propose or require amendment of TOP 2050 Policy Plan, *Land Use Element*.

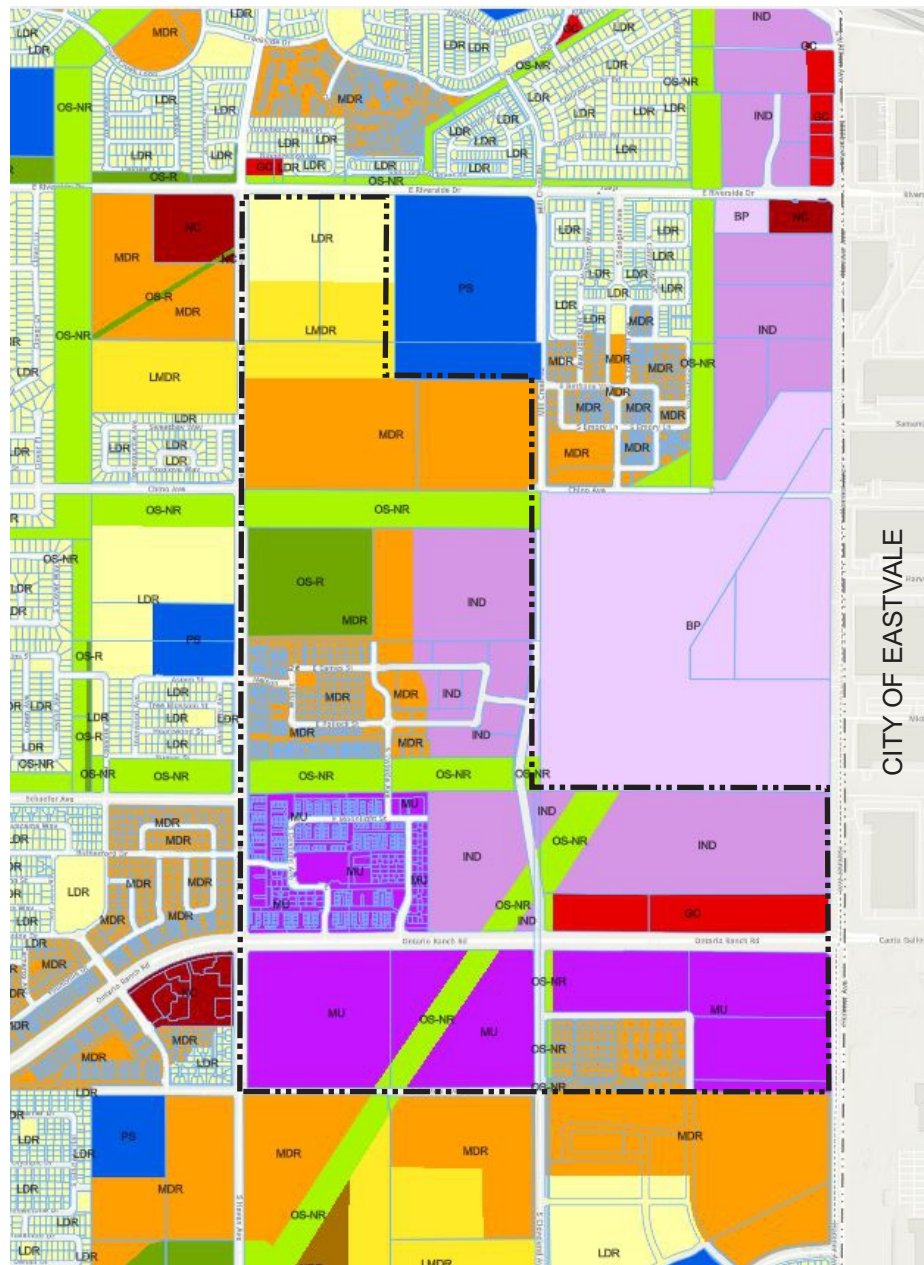
#### **Zoning Designations**

Existing Zoning of the Project site is established by the 2021 Specific Plan. Zoning of the Project site would be modified by the 2022 Specific Plan Amendment described herein. The 2021 Specific Plan and 2022 Specific Plan Amendment are compared at Figure 4.1-3.

## **4.1.3 LAND USE PLANS, GOALS, POLICIES, AND REGULATIONS**

### **4.1.3.1 Regional Planning**

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 metropolitan planning organization (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.



CITY OF EASTVALE

- 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


  
 NOT TO SCALE  
 Source: TOP 2050

Figure 4.1-2  
TOP 2050 Policy Plan Land Use Designations



2021 SPECIFIC PLAN



2022 SPECIFIC PLAN AMENDMENT



NOT TO SCALE

Source: Rich-Haven Specific Plan; Rich-Haven Specific Plan Amendment

In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the region's MPO, SCAG cooperates with the Southern California Air Quality Management District (SCAQMD), the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents.

In September 2020, SCAG adopted the *2020–2045 Regional Transportation Plan/Sustainable Communities Strategy* (Connect SoCal 2020). Connect SoCal 2020 establishes general principles and themes that collectively work to shape the Southern California region. Connect SoCal 2020 is a long-range plan that balances future mobility and housing needs with economic, environmental, and public health goals.

#### **4.1.3.2 Local Planning**

TOP 2050 Policy Plan [General Plan] Land Use Goals, Objectives, Policies, and Implementation Plan promote a pattern of orderly and compatible land uses within the City. In support of the Policy Plan, the City Development Code regulates site and use-specific development within the City. In the case of the Project, proposed land uses and development actions are also subject to requirements of the proposed *Rich-Haven Specific Plan, 2022 Amendment* document. In many instances, Project compliance with applicable provisions of the City of Ontario Policy Plan, Development Code, and proposed *Rich-Haven Specific Plan, 2022 Amendment* (2022 Specific Plan Amendment, Project) would avoid potential land use and planning impacts, or would reduce those potential impacts to levels that would be less-than-significant.

#### **4.1.4 STANDARDS OF SIGNIFICANCE**

Appendix G of the California Environmental Quality Act Guidelines (*CEQA Guidelines*), as applied by the City of Ontario, indicates that a Project will normally have a significant effect related to land use if it would:

- Physically divide an established community;

- 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.

#### **4.1.5 POTENTIAL IMPACTS AND MITIGATION MEASURES**

The following discussions focus on those areas where it has been determined that the Project may result in potentially significant land use and planning impacts, based on the previous discussions included within this Section and analysis presented within the EIR Initial Study (EIR Appendix A). As discussed within the Initial Study, the Project would not physically divide an established community. This potential impact is therefore not substantively discussed further within this Section. Please refer also to Initial Study Checklist Item XI. *Land Use and Planning*.

**Potential Impact LU-1:** *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.*

**Impact Analysis:** Land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects are established under the City of Ontario Policy Plan and the SCAG. Project consistency with applicable provisions of the City of Ontario Policy Plan and SCAG Connect SoCal 2020 are presented below.

#### **City of Ontario Policy Plan**

Consistency of the Project with applicable Policy Plan Land Use Element Goals and Policies that directly or indirectly address avoidance or mitigation of environmental effects is presented at Table 4.1-1.

**Table 4.1-1**  
**Policy Plan - Land Use Element Goals and Policies Consistency Analysis**

Goals/Policies		Remarks
<i>LU-1 Balance</i>		
<p><b>Goal LU-1</b> A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.</p>		
Policies		Remarks
LU-1.1	<p><b>Strategic Growth.</b> 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.</p>	<p><b>Policy LU-1.1 acts to avoid or reduce environmental impacts by minimizing requirements to construct new infrastructure, and by promoting use of transit, thereby generally reducing vehicle miles traveled (VMT) within the region. This Policy reduces resources consumption, transportation system impacts, air pollutant emissions impacts, and GHG emissions impacts.</b></p> <p><i>Consistent:</i> The proposed Project includes a mixture of Residential, Commercial, Light Industrial, and Community Facilities Land Uses. Development intensities and land use configurations realized under the 2022 Specific Plan Amendment promote the highest and best use of the subject site.</p> <p>Location of the Project takes advantage of existing access provided by the City's roadway network and existing utilities infrastructure. The Project would also implement infrastructure improvements the City considers necessary to support the Project (please refer to EIR Section 3.0, <i>Project Description</i>, 3.4.3 <i>Access and Circulation</i>, 3.4.6 <i>Infrastructure/Utilities</i>). The City would also collect Project Development Impact Fees (DIF) and Fair Share fees that would be assigned to infrastructure improvements necessary to ensure long-term adequacy of potentially affected infrastructure systems.</p> <p>Further, the Project would utilize and upgrade, as needed, other utility infrastructure systems. Development Regulations and Design Guidelines implemented pursuant to the 2022 Specific Plan Amendment would establish a Project identity differentiated from, but compatible with, adjacent land uses. On this basis, the Project is consistent with Policy LU-1.1.</p>



**Table 4.1-1**  
**Policy Plan - Land Use Element Goals and Policies Consistency Analysis**

Goals/Policies		Remarks
LU-1.2	<p><b>Sustainable Community Strategy.</b> We integrate state, regional and local Sustainable Community/ Smart Growth principles into the development and entitlement process.</p>	<p><b>Policy LU-1.2 promotes conservation and sustainability, with correlating reductions in: energy consumption and resources consumption generally, VMT, transportation impacts, air pollutant emissions impacts, and GHG emissions impacts.</b></p> <p><i>Consistent:</i> The Project would be implemented and operated consistent with TOP 2050, 2022 Community Climate Action Plan Update (2022 CCAP Update). Compliance with the 2022 CCAP Update ensures that the Project implements contemporary energy efficient designs and that operations reflect sustainable best management practices. The Project collocates Residential, Commercial, Light Industrial, and Community Facilities Land Uses, promoting efficient use of available urban areas within the City. As substantiated in this EIR, Project VMT impacts, and Project Energy impacts would be less-than-significant. Mitigation is incorporated acting to reduce Project-source criteria pollutant emissions and GHG emissions impacts to the extent feasible. In this latter regard, certain of the Mitigation Measures identified at EIR Section 4.3, <i>Air Quality</i> would incrementally reduce Project-source air pollutant emissions and in so-doing would also act to generally reduce GHG emissions.</p> <p>The Project also supports sustainability and growth attributes reflected in Goals of the <i>2020–2045 Regional Transportation Plan/Sustainable Communities Strategy</i> (Connect SoCal 2020). Please refer to Table 4.1.2.</p> <p>Based on the preceding, the Project is consistent with Policy LU-1.2.</p>
LU-1.3	<p><b>Adequate Capacity.</b> We require adequate infrastructure and services for all development.</p>	<p><b>Policy LU-1.3 reduces utilities/infrastructure and public services impacts.</b></p> <p><i>Consistent:</i> The Project Applicant would construct, or would otherwise ensure to the satisfaction of the Lead Agency, those infrastructure improvements and service enhancements necessary to meet the demands of the Project. As substantiated in this EIR, infrastructure and service demands of the Project can be satisfied without adverse impacts to existing or anticipated customers within affected service areas. Please refer also to EIR Section 4.12, <i>Utilities and Service Systems</i>. On this basis, the Project is consistent with Policy LU-1.3.</p>

**Table 4.1-1  
Policy Plan - Land Use Element Goals and Policies Consistency Analysis**

Goals/Policies		Remarks
LU-1.4	<p><b>Multimodal Mobility.</b> 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.</p>	<p><b>Policy LU-1.4 reduces VMT, transportation system impacts; and vehicular-source air pollutant emissions impact, GHG emissions impacts, and noise impacts.</b></p> <p><i>Consistent:</i> Access is provided to the Project site by local and regional transportation facilities. Intensified development of the Project site in combination with existing and proposed proximate urban development would focus the transit ridership base, thereby supporting existing and future transit opportunities. The Project incorporates bicycle and pedestrian amenities that facilitate non-motorized transportation modes. Based on the preceding, the Project is consistent with Policy LU-1.4.</p>
LU-1.5	<p><b>Jobs-Housing Balance.</b> We coordinate land use, infrastructure, and transportation planning and analysis with regional, county and other local agencies to further regional and sub-regional goals for jobs-housing balance.</p>	<p><b>Policy LU-1.5 reduces VMT, transportation system impacts; and vehicular-source air pollutant emissions impact, GHG emissions impacts, and noise impacts.</b></p> <p><i>Consistent:</i> Via the EIR process, the City has coordinated Project land uses, infrastructure, and transportation planning and analysis with potentially affected regional, county, and local agencies. Employment opportunities created by the Project would improve the City's jobs/housing balance. Project land uses and supporting improvements would not interfere with or obstruct regional and/or sub-regional goals addressing jobs-housing balance. On this basis, the Project is consistent with Policy LU-1.5.</p>
LU-1.6	<p><b>Complete Community.</b> We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.</p>	<p><b>Policy LU-1.6 indirectly minimizes potentially adverse environmental impacts by promoting diverse compatible land uses, contributing to a sustainable community.</b></p> <p><i>Consistent:</i> The Project proposes Residential, Commercial, Light Industrial, and Community Facilities Land Uses that would expand and diversify available housing and employment opportunities. Please refer also to the <i>Rich-Haven Specific Plan, 2022 Amendment</i> (EIR Appendix B). On this basis, the Project is consistent with Policy LU-1.6.</p>
LU-1.7	<p><b>Revenues and Costs.</b> We require future amendments to our Land Use Plan to be accompanied by analyses of fiscal impacts.</p>	<p><b>Policy LU-1.7 Minimizes potentially adverse environmental impacts by ensuring fiscally responsible development, acting to minimize the potential for development proposals to cause or contribute to blight conditions.</b></p> <p><i>Consistent:</i> The Project does not propose or require amendment of TOP 2050 Land Uses Plan. As such, a fiscal impact analysis is not required.</p>

**Table 4.1-1**  
**Policy Plan - Land Use Element Goals and Policies Consistency Analysis**

Goals/Policies		Remarks
<i>LU-2 Compatibility</i>		
Goal LU-2 Compatibility between a wide range of uses and resultant urban patterns and forms.		
Policies		Remarks
LU-2.1	<p><b>Land Use Decisions.</b>            We minimize adverse impacts on adjacent properties when considering land use and zoning requests.</p>	<p><b>Policy LU-2.1 minimizes potential land use conflicts that could result in potentially adverse environmental impacts.</b></p> <p><i>Consistent:</i> The 2022 Specific Plan Amendment configuration and orientation of land uses combined with integral Development Regulations and Design Guidelines act to preclude or minimize potential adverse impacts affecting adjacent properties. The Project is therefore consistent with Policy LU-2.1.</p>
LU-2.2	<p><b>Buffers.</b>            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.</p>	<p><i>Consistent:</i> Please refer to Remarks at Policy LU-2.1.</p>
LU-2.3	<p><b>Hazardous Uses.</b>            We regulate the development of industrial and similar uses that use, store, produce or transport toxic substances, air emissions, other pollutants or hazardous materials.</p>	<p><b>Policy LU-2.3 reduces hazards/hazardous materials impacts and hazardous air pollutant emissions impacts.</b></p> <p><i>Consistent:</i> The Project does not propose or require uses whose primary function is to store, produce, or transport toxic substances or other hazardous materials. Routine use of hazardous or potentially hazardous materials within the 2022 Specific Plan Amendment area would be subject to extensive local, regional, and federal regulatory requirements, and would not result in or cause potentially significant environmental impacts. Mitigation incorporated in this EIR reduces impacts associated with pre-existing hazards/hazardous materials conditions to levels that would be less-than-significant. Additionally, development of the Project would eliminate existing hazardous or potentially hazardous conditions affecting portions of Project site that have previously been used for agricultural or dairy uses.</p> <p>Please refer also to EIR Section 4.7, <i>Hazards/Hazardous Materials</i>. Based on the preceding, the Project is consistent with Policy LU-2.3.</p>

**Table 4.1-1**  
**Policy Plan - Land Use Element Goals and Policies Consistency Analysis**

Goals/Policies		Remarks
LU-2.4	<p><b>Regulation of Nuisances.</b>            We regulate the location, concentration and operation of potential nuisances.</p>	<p><b>Policy LU-2.4 reduces nuisance environmental impacts. While not considered significant of themselves, nuisance impacts could contribute to already adverse environmental conditions, or could cumulatively result in adverse environmental conditions.</b></p> <p><i>Consistent:</i> The Project does not propose or require uses or development that would be characterized as “nuisances.” Rather, the implemented Project would establish a compatible and beneficial development within currently underutilized 2022 Specific Plan Amendment properties. The 2022 Specific Plan Amendment Development Regulations and Design Guidelines and the City Development Code articulate measures and policies that would minimize potential nuisance effects of development. The Project would be required to comply with these measures and policies. On this basis, the Project is consistent with Policy LU-2.4.</p>
LU-2.5	<p><b>Regulation of Uses.</b>            We regulate the location, concentration and operations of uses that have impacts on surrounding land uses.</p>	<p><b>Policy LU-2.5 minimizes potential land use conflicts that could result in potentially adverse environmental impacts.</b></p> <p><i>Consistent:</i> As substantiated in this EIR, the Project would not adversely affect surrounding land uses. To this end, all development and operations within the Project site would be required to conform to Development Regulations and Design Guidelines established under the 2022 Specific Plan Amendment. The Project would further be required to conform to all City Development Code requirements. In combination, provisions of the 2022 Specific Plan Amendment and City Development Code act to ensure that the Project would not adversely impact surrounding land uses. On this basis, the Project is consistent with Policy LU-2.5.</p>
LU-2.6	<p><b>Infrastructure Compatibility.</b>            We require infrastructure to be aesthetically pleasing and in context with the community character.</p>	<p><b>Policy LU-2.6 minimizes potential aesthetic/visual impacts.</b></p> <p><i>Consistent:</i> The 2022 Specific Plan Amendment would locate utility connections, utility cabinets, etc. in areas not visible from public vantages where feasible. In instances where utility connections or utility cabinets must be placed in areas visible to the public, the 2022 Specific Plan Amendment Design Guidelines provide for screening and/or landscaping to minimize views of utility equipment. On this basis, the Project is consistent with Policy LU-2.6.</p>
LU-2.7	<p><b>Inter-jurisdictional Coordination.</b>            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.</p>	<p><b>Policy LU-2.7 minimizes potential infrastructure systems impacts.</b></p> <p><i>Consistent:</i> The Project does not propose or require elements or actions that would obstruct or otherwise interfere with the City’s Inter-jurisdictional Coordination efforts. On this basis, the Project is consistent with Policy LU-2.7.</p>

**Table 4.1-1  
Policy Plan - Land Use Element Goals and Policies Consistency Analysis**

Goals/Policies		Remarks
LU-2.8	<p><b>Transitional Areas.</b> We require development in transitional areas to protect the quality of life of current residents.</p>	<p><b>Policy LU-2.8 minimizes potential land use conflicts that could result in potentially adverse environmental impacts.</b></p> <p><i>Consistent:</i> The Project site does not lie within a Policy Plan Transitional Area. As substantiated in this EIR, the Project incorporates elements and operational programs that would act to minimize or avoid the Project's potentially significant environmental impacts and thereby protect the quality of life of current residents. On this basis, the Project is consistent with Policy LU-2.8.</p>
LU-2.9	<p><b>Methane Gas Sites.</b> We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks.</p>	<p><b>Policy LU-2.9 minimizes potential methane hazards impacts.</b></p> <p><i>Consistent:</i> This EIR incorporates mitigation that would reduce potential hazards/hazardous material impacts, including methane hazards impacts, to levels that would be less-than-significant. Please refer to EIR Section 4.7, <i>Hazards/Hazardous Materials</i>. On this basis, the Project is consistent with Policy LU-2.9.</p>
LU-2.10	<p><b>Sensitive Uses.</b> 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.</p>	<p><b>Policy LU-2.10 minimizes potential air pollutant health hazards impacts.</b></p> <p><i>Consistent:</i> As substantiated in this EIR, the Project would not result in or cause air pollutant health hazards impacts. The Project would not result in any adverse impacts at sensitive uses. Please refer also to EIR Sections 4.3, <i>Air Quality</i>; 4.4, <i>GHG Emissions</i>; 4.6, <i>Noise</i>; and 4.7, <i>Hazards/Hazardous Materials</i>. On this basis, the Project is consistent with Policy LU-2.10.</p>
LU-2.11	<p><b>Context-Aware Transitions and Connections.</b> 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.</p>	<p><b>Policy LU-2.11 encourages compatible and cohesive development.</b></p> <p><i>Consistent:</i> The 2022 Specific Plan Amendment Land Use Plan, Development Regulations, and Design Guidelines promote development compatibility through adjacency of similar land uses, and transitional elements between differing land uses, e.g., collocation of residential uses with defining transitional elements such as roads, trails, linear open space, screen walls, or landscaping between residential uses and more intense commercial and industrial uses. Please refer also to the 2022 Specific Plan Amendment presented at EIR Appendix B. On this basis, the Project is consistent with Policy LU-2.11.</p>
<p><b>Goal LU-3</b> Staff, regulations and processes that support and allow flexible response to conditions and circumstances in order to achieve the Vision.</p>		

**Table 4.1-1**  
**Policy Plan - Land Use Element Goals and Policies Consistency Analysis**

Goals/Policies		Remarks
LU-3.1	<p><b>Development Standards.</b> We maintain clear development standards which allow flexibility to achieve our Vision and provide objective standards that ensure predictability and deliver the intended physical outcomes.</p>	<p><b>Policy LU-3.1 minimizes the potential for development proposals to result in unacceptable designs, or development that would otherwise result in land use incompatibilities that would impede attainment of the City's Vision.</b></p> <p><i>Consistent:</i> The 2022 Specific Plan Amendment incorporates Development Regulations and Design Guidelines allowing for flexible development of the Project site within the context of the Policy Plan Community Design Element. In this respect, development pursuant to the 2022 Specific Plan Amendment would establish contemporary, quality Residential, Commercial, Light Industrial, and Community Facilities Land Uses on a currently underutilized site. On this basis, the Project is consistent with Policy LU-3.1.</p>
LU-3.2	<p><b>Design Incentives.</b> We offer design incentives to help projects achieve the Vision.</p>	<p><b>Policy LU-3.2 encourages quality development and minimizes the potential for development proposals to result in unacceptable designs, or development that would otherwise result in land use incompatibilities that would impede attainment of the City's Vision.</b></p> <p><i>Consistent:</i> The Project does not propose elements or aspects that would obstruct or interfere with Design Incentives programs established by the City. The 2022 Specific Plan Amendment Land Use Plan, Development Regulations, and Design Guidelines support the Policy Plan Vision. Please refer also to Remarks at Policy LU-3.1.</p>
LU-3.3	<p><b>Land Use Flexibility.</b> 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.</p>	<p><b>Policy LU-3.3 promotes sustainable and compatible development that reduces or precludes potentially adverse environmental effects.</b></p> <p><i>Consistent:</i> Land uses and development concepts proposed by the Project are consistent with the Policy Plan Land Use Plan, but would require amendment of the current (2021) Rich-Haven Specific Plan. The proposed Rich-Haven Specific Plan, 2022 Amendment would modify the 2021 Rich-Haven Specific Plan to allow for implementation of the Project uses. The proposed 2022 Specific Plan Amendment provides for flexible and compatible development of the subject site. More specifically, the 2022 Specific Plan Amendment would implement compatible Residential Commercial, and Industrial uses on currently under-utilized properties. Development intensities and land use configurations proposed under the 2022 Specific Plan Amendment promote the highest and best use of the subject site.</p> <p>The 2022 Specific Plan Amendment Land Use Concept collocates Residential, Commercial, Light Industrial, and Community Facilities Land Uses in an urban/urbanizing area, thereby reducing home – work and work – home commutes, acting generally to reduce vehicle VMT locally and within the region. Corollary reductions in vehicle energy consumption and vehicular-source air pollutant and GHG emissions are anticipated.</p>

**Table 4.1-1**  
**Policy Plan - Land Use Element Goals and Policies Consistency Analysis**

Goals/Policies		Remarks
		<p>The 2022 Specific Plan Amendment Land Use Plan, Development Regulations, and Design Guidelines would establish a Project identity differentiated from, but compatible with, adjacent land uses. Please refer also to Remarks at Policies LU-1.1 and LU-1.2.</p> <p>Based on the preceding, the Project is consistent with Policy LU-3.3.</p>
<b>LU-4 Phased Growth</b>		
<b>Goal LU-4</b> Development that provides short-term value only when the opportunity to achieve our Vision can be preserved.		
Policies		Remarks
LU-4.1	<p><b>Commitment to Vision.</b> We are committed to achieving our Vision but realize that it may take time and several interim steps to get there.</p>	<p><b>Policy LU-4.1 reduces environmental effects through continued commitment to the City's Vision, which in part includes promotion of environmentally superior and sustainable development.</b></p> <p><i>Consistent:</i> The Project would support The Ontario Plan Vision for community-wide prosperity that adds value and yields benefits. Please refer to Remarks at Policies LU-3.1, LU-3.2. Based on the preceding, the Project is consistent with Policy LU-4.1.</p>
LU-4.2	<p><b>Interim Development.</b> 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.</p>	<p><b>Policy LU-4.2 indirectly reduces environmental effects through rejection of development proposals that impede, preclude, or compromise attainment of the City's Vision.</b></p> <p><i>Consistent:</i> The Project does not propose interim development. Please refer to Remarks at Policies LU-3.1, LU-3.2, LU-4.1.</p>
LU-4.3	<p><b>Infrastructure Timing.</b> We require that the necessary infrastructure and services be in place prior to or concurrently with development.</p>	<p><b>Policy LU-4.3 reduces infrastructure and services impacts.</b></p> <p><i>Consistent:</i> Pursuant to provisions of 2022 Specific Plan Amendment, mitigation measures identified in this EIR, and City Conditions of Approval, the Project would provide and/or otherwise ensure to the satisfaction of the City, that infrastructure and services are timely available to meet Project demands. On this basis, the Project is consistent with Policy LU-4-3.</p>

**Table 4.1-1**  
**Policy Plan - Land Use Element Goals and Policies Consistency Analysis**

Goals/Policies		Remarks
LU-4.4	<p><b>Shared Infrastructure.</b> We encourage and facilitate the use of shared infrastructure (including shared or managed parking) in urban, mixed use, and transit-oriented Place Types.</p>	<p><b>Policy LU-4.4 reduces infrastructure and services impacts.</b> The 2022 Specific Plan Amendment infrastructure plans provide for efficient shared connections to existing and proposed utilities systems. All infrastructure systems implemented by the project would be required to conform to City and purveyor standards and requirements. On this basis, the Project is consistent with Policy LU-4-4.</p>
<b>LU-5 Airport Planning</b>		
<p><b>Goal LU-5</b> Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.</p>		
Policies		Remarks
LU-5.1	<p><b>Coordination with Airport Authorities.</b> 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.</p>	<p><b>Policy LU-5.1 reduces adverse impacts associated with airfield/airport operations.</b></p> <p><b>Consistent:</b> The Project has been designed to be consistent with TOP 2050, and by extension would not result in impacts not considered and addressed in the TOP 2050 SEIR. As concluded in TOP 2050 SEIR, the potential for TOP 2050 General Plan to expose developments or populations to airport/aircraft-related hazards would be less-than-significant.</p> <p>The Project does not propose facilities or uses that would interfere with or obstruct City collaboration or coordination with agencies or shareholders participating in or responsible for the preparation, update and maintenance of airport-related plans. On this basis, the Project is consistent with Policy LU-5.1.</p>
LU-5.2	<p><b>Airport Planning Consistency.</b> We coordinate with airport authorities to ensure The Ontario Plan is consistent with state law, federal regulations, and/or adopted master plans and land use compatibility plans for ONT and Chino Airport.</p>	<p><b>Consistent:</b> Please refer to remarks at Policy LU-5.1.</p>
LU-5.3	<p><b>Airport Impacts.</b> We work with agencies to maximize resources to mitigate the impacts and hazards related to airport operations – their homes.</p>	<p><b>Consistent:</b> Please refer to remarks at Policy LU-5.1.</p>



**Table 4.1-1**  
**Policy Plan - Land Use Element Goals and Policies Consistency Analysis**

Goals/Policies		Remarks
LU-5.4	<p><b>ONT Growth Forecast.</b>            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.</p>	<i>Consistent:</i> Please refer to remarks at Policy LU-5.1.
LU-5.5	<p><b>Airport Compatibility Planning for ONT.</b>            We create and maintain the Airport Land Use Compatibility Plan for ONT.</p>	<i>Consistent:</i> Please refer to remarks at Policy LU-5.1.
LU-5.6	<p><b>Alternative Process.</b>            We fulfill our responsibilities and comply with state law with regard to the Alternative Process for proper airport land use compatibility planning.</p>	<i>Consistent:</i> Please refer to remarks at Policy LU-5.1.
LU-5.7	<p><b>ALUCP Consistency with Land Use Regulations.</b>            We comply with state law that requires general plans, specific plans and all new development be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public-use airport.</p>	<i>Consistent:</i> Please refer to Remarks at Policy LU-5.1.
LU-5.8	<p><b>Chino Airport.</b>            We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.</p>	<i>Consistent:</i> Please refer to Remarks at Policy LU-5.1.

Sources: Goal/Policy statements from: TOP 2050 Policy Plan, Land Use Element; Remarks-Applied Planning, Inc.

### City of Ontario Development Code/Zoning

Zoning for the subject site would be established by the 2022 Specific Plan Amendment. The 2022 Specific Plan Amendment is consistent with the Policy Plan Land Use Element.

All development within the Project site would be subject to plans, requirements, standards, and guidelines established under the 2022 Specific Plan Amendment. In instances where the 2022 Specific Plan Amendment is silent, development within the

Project site would be subject to requirements of the City Development Code. The Project does not propose or require amendment(s) to the City Development Code.

**2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2020)**

The Project is also evaluated in the context of Connect SoCal 2020. Project consistency with Connect SoCal 2020 goals is presented at Table 4.1-2.

**Table 4.1-2  
Project Consistency with Connect SoCal 2020**

Connect SoCal 2020 Goal	Remarks
<p><b>Goal #1:</b> Encourage regional economic prosperity and global competitiveness</p>	<p><b>Consistent:</b> The Project is consistent with and supports TOP 2050 and TOP 2050 Community Economics Element. TOP 2050 Community Economics Element establishes goals and policies that promote economic growth and fiscal responsibility. In combination, TOP 2050 Community Economics Element goals and policies act to attract new and expanding businesses to Ontario thereby increasing the City’s share of growing sectors of the regional and global economy. The Project commercial, retail, and industrial uses provide business and employment opportunities acting to further City economic prosperity. The Project does not propose or require improvements or operations that would conflict with or obstruct attainment of Connect SoCal 2020 Goal #1. On this basis, the Project is consistent with Connect SoCal 2020 Goal #1.</p>
<p><b>Goal #2:</b> Improve mobility, accessibility, reliability, and travel safety for people and goods</p>	<p><b>Consistent:</b> The Project is consistent with and supports TOP 2050 and TOP 2050 Mobility Element. TOP 2050 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. Per TOP 2050 Mobility Element, transportation system designs within the City are required to:</p> <ul style="list-style-type: none"> <li>• Comply with federal, state, and local design and safety standards;</li> <li>• Meet the needs of multiple transportation modes and users;</li> <li>• Provide capacity envisioned in the City of Ontario Master Plan of Streets and Highways;</li> <li>• Be compatible with the streetscape and surrounding land uses: and</li> <li>• Promote the efficient flow of all modes of transportation through the implementation of intelligent transportation systems and travel demand management strategies.</li> </ul> <p>As applicable, the Project Applicant would coordinate design and construction of Project transportation system improvements with the City, Caltrans, SBCTA, and others to identify, fund, and implement needed improvements. The Applicant would also comply with City of Ontario requirements addressing transportation corridors enhancements. Streets implemented by the Project would comply with applicable City requirements addressing walkability, bicycling opportunities, and transit integration. As applicable, the Applicant would also coordinate with potentially affected agencies and municipalities to plan and implement goods movement strategies and plans, as well as improvements that support and</p>

**Table 4.1-2  
Project Consistency with Connect SoCal 2020**

Connect SoCal 2020 Goal	Remarks
	the efficient movement of goods, while avoiding or minimizing potentially adverse environmental impacts. The Project does not propose or require improvements or operations that would conflict with or obstruct attainment of Connect SoCal 2020 Goal #2. On this basis, the Project is consistent with Connect SoCal 2020 Goal #2.
<b>Goal #3:</b> Enhance the preservation, security, and resilience of the regional transportation system	<b>Consistent:</b> The Project is consistent with and supports TOP 2050. The City takes a proactive leadership role identifying and facilitating strategies addressing regional transportation challenges. As applicable, the Project Applicant would coordinate with the City, ONT, railroads, Caltrans, SBCTA, and other transportation agencies with regard to preservation, security, and resilience of the regional transportation system. The Project Applicant would also coordinate with potentially affected agencies and municipalities to plan and implement goods movement strategies and plans, and improvements that support and the efficient movement of goods, while avoiding or minimizing potentially adverse environmental impacts. Additionally, the Project Applicant would coordinate with the City and transit agencies to implement transit service and thereby reduce vehicle miles traveled. The Project does not propose or require improvements or operations that would conflict with or obstruct attainment of Connect SoCal 2020 Goal #3. On this basis, the Project is consistent with Connect SoCal 2020 Goal #3.
<b>Goal #4:</b> Increase person and goods movement and travel choices within the transportation system	<b>Consistent:</b> The Project is consistent with and supports TOP 2050. The final Project designs would be required comply with TOP 2050 Policies addressing implementation of multimodal transportation systems meeting 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. The Project Applicant would also coordinate with the City and transit agencies to implement transit service and thereby reduce vehicle miles traveled. Additionally, the Project Applicant would coordinate with potentially affected agencies and municipalities to plan and implement goods movement strategies and plans, and improvements that support and the efficient movement of goods, while avoiding or minimizing potentially adverse environmental impacts. The Project does not propose or require improvements or operations that would conflict with or obstruct attainment of Connect SoCal 2020 Goal #4. On this basis, the Project is consistent with Connect SoCal 2020 Goal #4.
<b>Goal #5:</b> Reduce greenhouse gas emissions and improve air quality	<b>Consistent:</b> The Project is consistent with and supports TOP 2050 and the 2022 Community Climate Action Plan Update (2022 CAP Update) implemented under TOP 2050. As substantiated at EIR Section 4.4, <i>Greenhouse Gas Emissions</i> , Project GHG emissions would be reduced to the extent feasible. In this regard, certain of the Mitigation Measures identified at EIR Section 4.3, <i>Air Quality</i> would incrementally reduce Project-source air pollutant emissions and in so-doing would also act to generally reduce GHG emissions. The Project collocates Residential, Commercial, Light Industrial, and Community Facilities Land Uses with proximate access to the local and regional roadway system. In this manner, the Project minimizes VMT and resulting vehicular-source air pollutant emissions. The Project would result in certain regionally significant and unavoidable air quality impacts. The Project would implement measures that would reduce these impacts to the extent feasible. The Project would not result in any locally significant air quality impacts, or air quality conditions that would result in adverse health effects. (see: EIR Section 4.3, <i>Air Quality</i> ). The Project does not propose or require improvements or operations that would conflict with or

**Table 4.1-2**  
**Project Consistency with Connect SoCal 2020**

Connect SoCal 2020 Goal	Remarks
	obstruct attainment of Connect SoCal 2020 Goal #5. On this basis, the Project is consistent with Connect SoCal 2020 Goal #5.
<b>Goal #6:</b> Support healthy and equitable communities	<b>Consistent:</b> The Project is consistent with and supports TOP 2050 and TOP 2050 <i>Social Resources Element</i> . TOP 2050, <i>Social Resources Element</i> , identifies quality and accessible health care, education, community services, and cultural activities as critical components to achieving Ontario's Vision. The Project collocates a range of housing products and employment-generating commercial and industrial uses, thereby furthering City goals to provide a range of housing types and employment opportunities. In this regard, the Project acts to improve the balance between jobs and housing in the San Bernardino County subregion while reducing vehicle miles traveled and associated air quality impacts and air quality related health impacts. As substantiated in this EIR, the Project would not result in any adverse health impacts. All Project uses would be required to provide equitable access for all persons. The Project does not propose or require improvements or operations that would conflict with or obstruct attainment of Connect SoCal 2020 Goal #6. On this basis, the Project is consistent with Connect SoCal 2020 Goal #6.
<b>Goal #7:</b> Adapt to a changing climate and support an integrated regional development	<b>Consistent:</b> The Project is consistent with and supports TOP 2050 and the 2022 CAP Update implemented under TOP 2050. As substantiated at EIR Section 4.4, <i>Greenhouse Gas Emissions</i> , Project GHG emissions would be reduced to the extent feasible. In this regard, certain of the Mitigation Measures identified at EIR Section 4.3, <i>Air Quality</i> would incrementally reduce Project-source air pollutant emissions and in so-doing would also act to generally reduce GHG emissions. Collocated housing, commercial uses, and industrial development proposed by the Project support integrated development within the City and region. The Project does not propose or require improvements or operations that would conflict with or obstruct attainment of Connect SoCal 2020 Goal #7. On this basis, the Project is consistent with Connect SoCal 2020 Goal #7.
<b>Goal #8:</b> Leverage new transportation technologies and data-driven solutions that result in more efficient travel	<b>Consistent:</b> The Project is consistent with and supports TOP 2050 and TOP 2050 Mobility Element. 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 Project supports efficient travel through collocation of complementary uses proximate to local and regional roadway systems. The Project final designs would include pedestrian and bicycle access and associated amenities consistent with City requirements. The Project does not propose or require improvements or operations that would conflict with or obstruct attainment of Connect SoCal 2020 Goal #8. On this basis, the Project is consistent with Connect SoCal 2020 Goal #8.
<b>Goal #9:</b> Encourage development of diverse housing types in areas that are supported by multiple transportation options	<b>Consistent:</b> The Project is consistent with and supports TOP 2050 and TOP 2050 housing policies. The Project provides a range of housing products available to all persons. The Project site is currently served by improved roadways, and the Project would construct new and improved roadways adequate to serve traffic within the Project site, and ensure that Project traffic does not contribute to or cause adverse traffic conditions. The Project final designs would include pedestrian and bicycle access and associated amenities consistent with City requirements. The Project does not propose or require improvements or

**Table 4.1-2  
Project Consistency with Connect SoCal 2020**

Connect SoCal 2020 Goal	Remarks
	operations that would conflict with or obstruct attainment of Connect SoCal 2020 Goal #9. On this basis, the Project is consistent with Connect SoCal 2020 Goal #9.
<b>Goal #10:</b> Promote conservation of natural and agricultural lands and restoration of habitats	<b>Consistent:</b> The Project is consistent with and supports TOP 2050 to protect high value habitat and farming resource activities that are compatible with adjacent development. As substantiated at EIR Section 4.10, <i>Biological Resources</i> there are no valuable or protected natural agricultural lands or habitat within the Project site. This EIR further substantiates that the Project would not result in potentially adverse biological resources impacts. The Project does not propose or require improvements or operations that would conflict with or obstruct attainment of Connect SoCal 2020 Goal #10. On this basis, the Project is consistent with Connect SoCal 2020 Goal #10.

Sources: Connect SoCal 2020; TOP 2050 SEIR; Remarks by Applied Planning, Inc.

### Summary

As outlined above, the Project would establish Land Uses, Development Regulations, and Design Guidelines directing the ultimate buildout of the Project site. Land uses and development reflected within the proposed 2022 Specific Plan Amendment can be feasibly implemented consistent with applicable provisions of the City General Plan and the City Development Code. Prior to issuance of development permits, the City would review the final development plans for individual projects within the 2022 Specific Plan Amendment area to ensure consistency with the 2022 Specific Plan Amendment document as approved by the City, and where applicable, City Development Code requirements. Further, the Project would be consistent with applicable land use and planning provisions of the Policy Plan.

The Project is also considered to be consistent with, and would support land use and planning goals articulated in Connect SoCal. Project consistency with applicable Connect SoCal Land Use and Planning Goals addressing avoidance and mitigation of environmental impacts is summarized at Table 4.1-2.

On the basis of the preceding, the potential for the Project to 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 is less-than-significant.

**Level of Significance:** Less-Than-Significant.

## **4.2 TRANSPORTATION**

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## 4.2 TRANSPORTATION

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### ***Abstract***

*This discussion of potential transportation impacts is organized under the following headings:*

- *Vehicle Miles Traveled Analysis; and*
- *Other Transportation Topics.*

*A summary of the analysis and findings under these topical headings is presented below.*

### ***Vehicle Miles Traveled (VMT) Analysis***

*As required under CEQA Guidelines Section 15064.3, potential vehicle miles traveled (VMT) impacts of the Project are evaluated in this Section.<sup>1</sup> CEQA Guidelines Section 15064.3 (statute effective July 1, 2020) requires analysis of the Project’s potential vehicle miles traveled (VMT) impacts. Detailed analysis of the Project’s potential VMT impacts is presented in Rich-Haven Specific Plan Amendment, Vehicle Miles Traveled (VMT) Analysis (Urban Crossroads, Inc.) October 3, 2022 (Project VMT Analysis). Findings and conclusions of the Project VMT Analysis are summarized in this Section and the Project VMT Analysis in total is presented at EIR Appendix C. The analysis presented here substantiates that Project VMT impacts would be less-than-significant. As further substantiated within this analysis, less-than-significant VMT impacts at the Project level would not be cumulatively considerable or cumulatively significant. Additionally, localized roadway improvements constructed by the Project would not cause or result in potentially significant VMT impacts.*

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<sup>1</sup> CEQA Guidelines Section 15064.3, effective January 1, 2019, “describes specific considerations for evaluating a project’s transportation impacts” and provides that, except for roadway capacity projects, “a project’s effect on automobile delay (or LOS) shall not constitute a significant environmental impact.” (CEQA Guidelines, § 15064.3, subd. (a).)



*The City further recognizes that vehicle delay (Level of Service, LOS) deficiencies are no longer environmental impacts under CEQA. The Project's potential LOS deficiencies are therefore not further evaluated in this EIR.*

*For reference purposes, and in support of City circulation system planning, potential LOS deficiencies resulting from the Project have also been evaluated. Recommended improvements addressing LOS deficiencies have been developed. Potential LOS deficiencies and recommended improvements are presented in detail in: Rich Haven Specific Plan, Traffic Analysis (Urban Crossroads, Inc.) December 16, 2022 (Project Traffic Analysis). The Project Traffic Analysis is provided at EIR Appendix C.*

### **Other Transportation Topics**

*Other transportation topics evaluated in this Section include the following:*

- *Potential to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;*
- *Potential to substantially increase hazards to a geometric design feature; and*
- *Potential to result in inadequate emergency access.*

*The analysis presented here substantiates that Project impacts under the preceding "other transportation topics" would be less-than-significant.*

## **4.2.1 VMT ASSESSMENT**

### **4.2.1.1 Background**

Transportation impact analyses prepared by the City have historically been based on level of service (LOS) and similar vehicle delay/congestion metrics. The LOS analytic model provides a reasonable assessment of vehicle congestion and driving conditions that may result from a given development project. LOS analyses do not however evaluate the range and magnitude of other environmental effects attributable to development traffic, including fuel consumption, criteria air pollutant emissions, and greenhouse gas emissions. These latter issues have however been historically addressed, and are

currently addressed within this EIR's *Air Quality, Greenhouse Gas Emissions, and Energy* Sections. In response to these latter concerns and to comprehensively evaluate environmental impacts of development traffic, the *CEQA Guidelines* (amended December 2019) include new Section 15064.3 addressing transportation impacts. In summary, *CEQA Guidelines* Section 15064.3 establishes Vehicle Miles Traveled (VMT) as the appropriate metric for evaluation of project transportation impacts.

The Project VMT Analysis presented here evaluates the potential for the Project to conflict with or be inconsistent with *CEQA Guidelines* Section 15064.3, subdivision (b). For ease of reference, *CEQA Guidelines* Section 15064.3, subdivision (b) is presented below.

**§ 15064.3. Determining the Significance of Transportation Impacts.**

**(b) Criteria for Analyzing Transportation Impacts.**

- Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.
- Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

- **Qualitative Analysis.** If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
- **Methodology.** A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

#### **4.2.1.2 Methodology**

As provided for at *CEQA Guidelines* Section 15064.3 (b) (4) (above), “[a] lead agency has discretion to choose the most appropriate methodology to evaluate a project’s vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure.”

Within this analysis, evaluation of the Project VMT impacts is guided by *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) (Governor’s Office of Planning and Research, OPR) December 2018. The Technical Advisory fulfills the state (SB 743) mandate that “OPR [is] to establish specific ‘criteria for determining the significance of transportation impacts of projects’ (Technical Advisory, p. 7).

Consistent with provisions of *CEQA Guidelines* Section 15064.3 (b) (4) and the Technical Advisory, the City of Ontario (City) has adopted and implemented their own VMT methodologies and thresholds<sup>2</sup> – referred to herein as the City VMT Guidelines. The Project VMT analysis presented here conforms to the City VMT Guidelines. Further detail regarding the Project VMT Analysis is provided below.

### **VMT Modeling**

The City VMT Guidelines identify the San Bernardino Traffic Analysis Model (SBTAM) as the appropriate tool for conducting VMT analysis for land use projects in the City. The City has adopted an updated version of SBTAM referred to as The Ontario Plan (TOP) Model. TOP Model reflects contemporary City roadway network and socio-economic data that is consistent with the recently adopted TOP 2050. TOP Model reflects City-wide VMT conditions under Base Year (2019) and General Plan Buildout (2050) scenarios. Beyond the City limits, TOP Model assumes datasets consistent with the 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

### **City VMT Metric and VMT Impact Significance Threshold**

The City VMT Guidelines employ a VMT per Service Population (VMT/SP) metric to quantify VMT impacts. For the Project, the Service Population (SP) comprises the Specific Plan resident population and persons employed by various commercial and industrial uses. The City VMT Guidelines establish the following VMT impact significance threshold for project-level VMT analyses:

- A significant impact would occur if the project VMT/SP exceeds the City-wide average VMT/SP under General Plan Buildout conditions.

As calculated using TOP General Plan Buildout (2050) Model, Citywide average VMT/SP under General Plan Buildout (2050) conditions is 30.70 VMT/SP. Please refer to Table 4.2-1.

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<sup>2</sup> City of Ontario Resolution No. 2020-071, adopted June 2020.

**Table 4.2-1**  
**TOP 2050 General Plan Buildout**  
**VMT/SP**

Service Population	706,494
VMT	21,689,573
VMT/SP	30.70

**Source:** Rich-Haven Specific Plan Amendment, Vehicle Miles Traveled (VMT) Analysis (Urban Crossroads, Inc.) October 3, 2022.

The Baseline (2019) City Average VMT/SP (Automobile VMT and Total VMT) was calculated by linearly interpolating SBTAM data for the years 2012 and 2040. Table 4.2-2 provides a summary of the City Average Automobile VMT/SP and Total VMT/SP for 2012, 2019, and 2040.

**Table 4.2-2**  
**City Average VMT/SP Estimates: 2012, 2019, 2040**

	2012 VMT/SP	2019 VMT/SP	2040 VMT/SP
Automobiles	37.5	37.6	37.9
Total	42.1	42.3	42.8

**Source:** Rich-Haven Specific Plan Amendment, Vehicle Miles Traveled (VMT) Analysis (Urban Crossroads, Inc.) October 3, 2022.

### Project VMT/SP Calculation

Project VMT has been estimated by converting the Project land use information (dwelling units and building square footages) to an SBTAM-compatible socio-economic dataset (SED) comprising households, resident population, and employment. The Project SED was then input into a separate traffic analysis zone (TAZ) to isolate the Project's VMT. Table 4.2-3 summarizes the Project SED inputs.

**Table 4.2-3**  
**Project SED Inputs**

Households	7,194
Resident Population	25,179
Employment	5,005

**Source:** Rich-Haven Specific Plan Amendment, Vehicle Miles Traveled (VMT) Analysis (Urban Crossroads, Inc.) October 3, 2022.

Project VMT was then calculated employing the “Origin/Destination” (OD) method. The OD method sums all weekday VMT generated by Project-related trips with at least one trip end in the VMT Analysis Study Area (Study Area). The OD method Project VMT/SP is then the quotient of total Project VMT divided by the total Project SP.

Table 4.2-4 summarizes Project VMT/SP under Baseline (2022) conditions, and General Plan Buildout (2050) conditions. The Project Service Population has been apportioned into Resident Population and Employment components. For clarity and disclosure purposes, the portion of Project VMT generated by heavy duty trucks has been disaggregated from the total Project VMT. Project VMT/SP is then compared to the City VMT/SP significance threshold. As indicated at Table 4.2-4, Project VMT/SP as calculated employing the OD method would not exceed City VMT/SP impact significance threshold. On this basis, the potential for the Project to result in a significant VMT impact would be less-than-significant.

**Table 4.2-4  
Project VMT/SP Summary-OD Method**

	Baseline (2022)	General Plan Buildout (2050)
Resident Population	25,179	25,179
Employment	5,005	5,005
<b>Total Service Population</b>	<b>30,184</b>	<b>30,184</b>
<b>Total OD VMT</b>	<b>679,212</b>	<b>777,191*</b>
Total VMT Trucks	33,586	33,586
<b>Project VMT/SP</b>	<b>22.50</b>	<b>25.75</b>
City VMT/SP Significance Threshold	30.70	30.70
Project VMT/SP Percent Below Threshold	-26.71%	-16.12%
Threshold Exceeded?	No	No

**Source:** Rich-Haven Specific Plan Amendment, Vehicle Miles Traveled (VMT) Analysis (Urban Crossroads, Inc.) October 3, 2022.

**Notes:**\* Although the Project’s population and employment does not change from baseline to buildout, the roadway network, modal shifts, and surrounding land uses does change within the model from baseline to buildout and may cause some VMT efficiencies and inefficiencies. In this case, inefficiencies result in the VMT increasing.

**Boundary VMT Method**

City VMT Guidelines also acknowledge that VMT analyses should evaluate project VMT impacts employing the “boundary” method. The boundary method sums all weekday

VMT on the roadway network within a designated boundary (e.g., municipal boundary or other designated geographic area).

The boundary method estimates VMT by multiplying vehicle trips on each roadway segment within the boundary by that segment’s length. The product is referred to here as “boundary VMT.” This approach considers all trips, including those trips that do not begin or end in the designated boundary.

Employing the boundary method, the Project VMT analysis evaluated buildout VMT within the City boundaries, under “No Project” and “With Project” conditions. Because the Project is located near the southeastern edge of the City, the Project VMT analysis also evaluated buildout VMT within an approximate 10-mile radius of the Project. This additional assessment captures all trips likely generated by, or attracted to, the Project.

Table 4.2-5 presents boundary VMT (City boundary VMT and 10-mile radius boundary VMT) for No Project and With Project scenarios under General Plan Buildout (2050) conditions. As indicated, total boundary VMT would be increased under the With Project scenario. However, the VMT/SP ratio is maintained or is reduced under With Project conditions.

**Table 4.2-5  
General Plan Buildout Boundary VMT**

Scenario	City Boundary VMT		10-Mile Boundary VMT	
	No Project	With Project	No Project	With Project
Service Population	719,661	721,445	2,276,901	2,278,685
Boundary VMT	9,670,427	9,687,140	35,863,716	35,892,228
<b>Change in Total VMT</b>	<b>+16,713 VMT (+0.1728%)</b>		<b>+28,512 VMT (+0.0795%)</b>	
VMT/SP	13.44	13.43	15.75	15.75
<b>Change in VMT/SP</b>	<b>-0.01</b>		<b>0.00</b>	

Source: Rich-Haven Specific Plan Amendment, Vehicle Miles Traveled (VMT) Analysis (Urban Crossroads, Inc.) October 3, 2022.

### Cumulative VMT Impacts

The Technical Advisory notes that “. . . metrics such as VMT per capita or VMT per employee, i.e., metrics framed in terms of efficiency (as recommended below for use on

residential and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency-based threshold that is aligned with long-term goals and relevant plans has no cumulative impact distinct from the project impact” (Technical Advisory, p. 6). As substantiated herein, the Project-level VMT impacts are less-than-significant per the City VMT Guidelines efficiency-based threshold. (VMT/SP). Per the Technical Advisory guidance, the Project cumulative VMT impacts would also be less-than-significant.

### **Induced VMT Assessment**

Use of VMT as an environmental impact metric for transportation projects is discretionary under Section 15064.3 (b) (2) of the *CEQA Guidelines*:

*(2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.*

The Technical Advisory states that building new roadways, adding roadway capacity in congested areas, or adding roadway capacity to areas where congestion is expected in the future, typically induces additional vehicle travel. OPR identifies addition of through lanes on existing or new highways, including general purpose lanes, HOV lanes, peak period lanes, auxiliary lanes, or lanes through grade-separated interchanges as project types that would likely lead to a measurable and substantial increase in induced vehicle travel. Further, the Technical Advisory acknowledges that addition of capacity on local or collector streets, provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis (Technical Advisory, pp. 20, 21).



It is recognized that the 2022 SPA is not a “transportation project” as defined at *CEQA Guidelines* Section 15064.3 (b) (2). However, the 2022 SPA will provide or fund local and area transportation improvements. The Project is consistent with TOP 2050. The Project would construct site-adjacent local streets, collectors, and arterials, including sidewalk and bicycle lanes that are consistent with TOP 2050 Mobility Element. Construction of these local facilities in a manner that is consistent with TOP 2050 Mobility Element would not significantly alter regional or inter-regional travel. Growth resulting from, or facilitated by, Project infrastructure improvements is anticipated under TOP 2050, and environmental impacts attributable to such growth including, but not limited to, VMT effects is considered and addressed in TOP 2050 SEIR.

While roadway improvements associated with the Project may facilitate vehicular travel within the City and surrounding areas, total VMT and environmental impacts of such travel would not result in VMT and VMT-related impacts not already considered and addressed in TOP 2050 SEIR.

### **Other Considerations**

Alternative transportation modes and facilities (e.g., bus service, bicycle routes, pedestrian paths) are generally available within the Study Area and could potentially reduce the Project VMT. However, the VMT-reducing potentials of alternative travel modes were not considered in the Project VMT Analysis. Project VMT estimates considered in this analysis therefore represent the likely maximum Project VMT impact conditions.

### **4.2.2 OTHER TRANSPORTATION TOPICS**

**Potential Impact TR-1:** *Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.*

City of Ontario programs, plans, and policies addressing the circulation system are established under TOP 2050. Project consistency with applicable provisions of TOP 2050 is summarized at Table 4.2-6. As provided for under CEQA, the analysis presented here

considers program, plan, and policy inconsistencies that could result in potentially significant environmental impacts. As a matter of law, the Project would be required to comply with City ordinances addressing the Study Area circulation system.

**Table 4.2-6  
TOP 2050 Consistency Analysis**

<b>MOBILITY ELEMENT</b>	
<b>M-1 Roadway System</b>	
<b>Goal M1</b> A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.	
<b>Policies</b>	<b>Remarks</b>
<b>M-1.1</b> <b>Roadway Design and Maintenance.</b> We require our roadways to: <ul style="list-style-type: none"> <li>• Comply with federal, state and local design and safety standards.</li> <li>• Meet the needs of multiple transportation modes and users.</li> <li>• Handle the capacity envisioned in City of Ontario Master Plan of Streets and Highways.</li> <li>• Be maintained in accordance with best practices.</li> <li>• Be compatible with the streetscape and surrounding land uses.</li> <li>• Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand strategies.</li> </ul>	<p><b>Consistent.</b> Project roadway designs and all proposed improvements would conform with the City’s Master Plan of Streets and Highways, City design standards and applicable federal/state design and safety standards. City design review processes would ensure compliance with all applicable standards.</p> <p>Streetscape design concepts implemented pursuant to the 2022 Specific Plan Amendment establish compatible continuation of existing perimeter streetscapes. All public roadways would be maintained in accordance with City requirements to include implementation of City Best Management Practices and City Right-of-Way Management Plan.</p> <p>On this basis, the Project is considered consistent with Policy M-1.1.</p>
<b>M-1.2</b> <b>Mitigation of Impacts.</b> We require development to mitigate its traffic impacts.	<p><b>Consistent.</b> The Project would not result in potentially significant VMT impacts. Recommended improvements addressing potential LOS deficiencies are identified in the Project Traffic Analysis (EIR Appendix C); these improvements would be implemented consistent with City Conditions of Approval.</p> <p>On this basis, the Project is considered consistent with Policy M-1.2.</p>
<b>M-1.3</b> <b>Agency Coordination on Roadway Improvements.</b> We work with Caltrans, SBCTA and others to identify, fund and implement needed improvements to roadways when necessary. We work with neighboring jurisdictions to promote regional connectivity, access, and meet operational level of service standards at the City limits.	<p><b>Consistent.</b> Please refer to remarks at Policies M-1.1, M-1.2.</p>

**Table 4.2-6  
TOP 2050 Consistency Analysis**

<b>MOBILITY ELEMENT</b>	
<b>M-1.4</b>	<p><b>Complete Streets.</b> 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.</p>
	<p><b>Consistent.</b> The Project would construct site-adjacent local streets, collectors, and arterials, including sidewalk and bicycle lanes that are consistent with TOP 2050 Mobility Element.</p> <p>On this basis, the Project is considered consistent with Policy M-1.4.</p>
<b>M-1.5</b>	<p><b>Level of Service.</b> 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).</p>
	<p><b>Consistent.</b> The City recognizes that vehicle delay (Level of Service, LOS) deficiencies are no longer environmental impacts under CEQA.</p> <p>For reference purposes, and in support of City circulation system planning, potential LOS deficiencies resulting from the Project have been evaluated. Recommended improvements addressing LOS deficiencies have been developed. Potential LOS deficiencies and recommended improvements are presented in detail in the Project Traffic Analysis, provided at EIR Appendix C.</p> <p>On this basis, the Project is considered consistent with Policy M-1.5.</p>
<b>M-1.6</b>	<p><b>Reduce Vehicle Miles Traveled.</b> 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.</p>
	<p><b>Consistent.</b> While roadway improvements associated with the Project may facilitate vehicular travel within the City and surrounding areas, total VMT and environmental impacts of such travel would not result in VMT and VMT-related impacts not already considered and addressed in TOP 2050 SEIR.</p> <p>On this basis, the Project is considered consistent with Policy M-1.6.</p>
<b>M2 Active Transportation</b>	
<b>Goal M-2</b> A system of trails and corridors that facilitate and encourage active modes of transportation.	
<b>Policies</b>	<b>Remarks</b>
<b>M-2.1</b>	<p><b>Active Transportation.</b> We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian</p>
	<p><b>Consistent.</b> Bikeways and pedestrian facilities would be implemented consistent with the City’s Active Transportation Master Plan and provisions of the 2022 Specific Plan Amendment.</p>

**Table 4.2-6  
TOP 2050 Consistency Analysis**

<b>MOBILITY ELEMENT</b>		
	facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.	On this basis, the Project is considered consistent with Policy M-2.1.
<b>M-2.2</b>	<b>Bicycle System.</b> 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.	<b>Consistent.</b> Bikeways would be implemented consistent with the City's Active Transportation Master Plan and provisions of the 2022 Specific Plan Amendment.  On this basis, the Project is considered consistent with Policy M-2.2.
<b>M-2.3</b>	<b>Pedestrian Walkways.</b> 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.	<b>Consistent.</b> Pedestrian paths would be provided within the Project site and along the Project perimeter consistent with City standards and provisions of the 2022 Specific Plan Amendment.  On this basis, the Project is considered consistent with Policy M-2.3.
<b>M.2-4</b>	<b>Network Opportunities.</b> 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.	<b>Consistent.</b> Bikeways and pedestrian facilities would be implemented consistent with the City's Active Transportation Master Plan and provisions of the 2022 Specific Plan Amendment.  On this basis, the Project is considered consistent with Policy M-2.4.
<b>M-3 Public Transit</b>		
<b>Goal M-3</b> A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.		
<b>Policies</b>		<b>Remarks</b>
<b>M-3.1</b>	<b>Transit Partners.</b> 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.	<b>Consistent.</b> The Project would not interfere with or otherwise obstruct the City's cooperative partnership with transit providers.  On this basis, the Project is considered consistent with Policy M-3.1.

**Table 4.2-6  
TOP 2050 Consistency Analysis**

<b>MOBILITY ELEMENT</b>		
<b>M-3.2</b>	<b>Alternative Transit Facilities at New Development.</b> 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.	<b>Consistent.</b> The Project would support and would not conflict with City efforts to contribute to the creation of transit facilities. To these ends the Applicant would coordinate Project development with the City and transit agencies to implement transit service and supporting amenities. Additionally, the Specific Plan design establishes residential densities that would support Bus Rapid Transit (BRT) along Haven Avenue (see: EIR Appendix B, Rich-Haven Specific Plan Amendment, Figure 3-1, <i>Land Use Plan</i> ).  On this basis, the Project is considered consistent with Policy M-3.2.
<b>M-3.3</b>	<b>Transit-Oriented Development.</b> 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.	<b>Consistent.</b> The Project would not interfere with or otherwise obstruct the City's incentive programs and policies.  On this basis, the Project is considered consistent with Policy M-3.3.
<b>M-3.4</b>	<b>Bus Rapid Transit (BRT) Corridors.</b> 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.	<b>Consistent.</b> The Project would not interfere with or otherwise obstruct the City's cooperative efforts with regional transit agencies.  On this basis, the Project is considered consistent with Policy M-3.4.
<b>M-3.5</b>	<b>Light Rail.</b> We support extension of the Metro Rail Gold Line to Ontario, and will work to secure station locations at the proposed multimodal transit center.	<b>Consistent.</b> The 2022 Specific Plan Amendment area is not located near the potential Metro Rail Gold Line extension to the City; nor the proposed multimodal transit center. The Project would not impact, nor be impacted by, rail operations.  On this basis, the Project is considered consistent with Policy M-3.5.
<b>M-3.6</b>	<b>Metrolink Expansion.</b> We advocate expansion of Metrolink service to include the Downtown and the multimodal transit center.	<b>Consistent.</b> The Project site is not located near the Metrolink rail line; nor the proposed multimodal transit center. The Project would not impact, nor be impacted by, Metrolink expansion.  On this basis, the Project is considered consistent with Policy M-3.6.
<b>M-3.7</b>	<b>High Speed Rail.</b> We encourage the development of high-speed rail systems that would enhance regional mobility in Southern California and serve the City of Ontario.	<b>Consistent.</b> No railways exist within or near the Specific Plan area. The Project would not interfere with or otherwise obstruct the development of high-speed rail systems.

**Table 4.2-6  
TOP 2050 Consistency Analysis**

<b>MOBILITY ELEMENT</b>		
		On this basis, the Project is considered consistent with Policy M-3.7.
<b>M-3.8</b>	<b>Feeder Systems.</b> 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.	<b>Consistent.</b> The site is located in an area already served by public transit. The Project would implement feeder transit facilities as required by the City through its coordination with transit agencies serving the area.  On this basis, the Project is considered consistent with Policy M-3.8.
<b>M-3.9</b>	<b>Ontario Airport Metro Center Circulator.</b> We will explore 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.	<b>Consistent.</b> The Specific Plan area is not located in or near the Ontario Airport Metro Center. The Project would not interfere with or otherwise obstruct the City's development of a mobility system in this area.  On this basis, the Project is considered consistent with Policy M-3.9.
<b>M-3.10</b>	<b>Multimodal Transportation Center.</b> 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.	<b>Consistent.</b> The Specific Plan area is not located in/near the area intended for development of the Multimodal Transportation Center. The Project would not interfere with or otherwise obstruct the implementation of this transit hub.  On this basis, the Project is considered consistent with Policy M-3.10.
<b>M-3.11</b>	<b>Transit and Community Facilities.</b> 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.	<b>Consistent.</b> The site is located in an area already served by public transit. The Project Applicant would also coordinate with the City and transit agencies to implement transit service and thereby reduce vehicle miles traveled.  On this basis, the Project is considered consistent with Policy M-3.11.
<b>M-4 Goods Movement</b>		
<b>Goal M-4</b> An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.		
<b>Policies</b>		<b>Remarks</b>
<b>M-4.1</b>	<b>Truck Routes.</b> We designate and maintain a network of City truck routes that provide	<b>Consistent.</b> Trucks accessing the Project site would utilize the City's designated truck routes. Vehicular-

**Table 4.2-6  
TOP 2050 Consistency Analysis**

<b>MOBILITY ELEMENT</b>		
	for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.	source noise and air quality impacts are evaluated within this EIR, and mitigation is proposed for those impacts determined to be potentially significant, thereby minimizing negative impacts on local circulation and noise-sensitive land uses.  On this basis, the Project is considered consistent with Policy M-4.1.
<b>M-4.2</b>	<b>Regional Participation.</b> We work with regional and subregional transportation agencies and adjacent cities to plan and implement goods movement strategies, including regional truck routes, plans and projects that improve mobility, support the efficient movement of goods, and minimize negative environmental impacts.	<b>Consistent.</b> The Project land uses take advantage of proximate available regional transportation systems acting to facilitate mobility, goods movement, and goods delivery on a local, sub-regional and regional basis. The Project would not interfere with or otherwise obstruct City efforts and actions to coordinate regional and sub-regional plans and strategies facilitating mobility, goods movement, and goods delivery.  On this basis, the Project is considered consistent with Policy M-4.2.
<b>M-4.3</b>	<b>Railroad Grade Separations.</b> We eliminate at-grade rail crossings identified on Exhibit M-01, Roadway Classifications.	<b>Consistent.</b> No at-grade rail crossings are located within or adjacent to the Project site. The Project would not interfere with or otherwise obstruct the City's elimination actions in this regard.  On this basis, the Project is considered consistent with Policy M-4.3.
<b>M-4.4</b>	<b>Environmental Considerations.</b> 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.	<b>Consistent.</b> The 2022 Specific Plan Amendment Design Guidelines and Development Standards globally act to minimize potential environmental impacts of goods movement associated with the Project.  Please refer also to remarks at Policies M-4.1, M-4.2.
<b>M-4.5</b>	<b>Air Cargo.</b> We support and promote a ONT airport 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.	<b>Consistent.</b> The 2022 Specific Plan Amendment area is not located within an identified Safety Zone of the ONT airport. The Project would not impact, nor be impacted by, ONT airport cargo operations.  On this basis, the Project is considered consistent with Policy M-4.5.

**Table 4.2-6  
TOP 2050 Consistency Analysis**

<b>MOBILITY ELEMENT</b>	
<b>M-5 Regional Transportation</b>	
<b>Goal M-5</b> A proactive leadership role in helping identify and facilitate implementation of strategies that address regional transportation challenges.	
<b>Policies</b>	<b>Remarks</b>
<b>M-5.1</b>	<p><b>Regional Leadership.</b> We maintain a leadership role to help identify and implement potential solutions to long-term regional transportation problems.</p> <p><b>Consistent.</b> The Project would not interfere with or otherwise obstruct the City’s leadership efforts and actions.</p> <p>On this basis, the Project is considered consistent with Policy M-5.1.</p>
<b>M-5.2</b>	<p><b>Land Use Compatibility with Regional Transportation Facilities.</b> We work with ONT, railroads, Caltrans, SBCTA, and other transportation agencies to minimize impacts.</p> <p><b>Consistent.</b> The Project would not interfere with or otherwise obstruct the City’s cooperative efforts with regional transportation agencies.</p> <p>On this basis, the Project is considered consistent with Policy M-5.2.</p>

**Sources:** Goal and Policy statements from TOP 2050; remarks by Applied Planning, Inc.

Prior to the issuance of Building Permits, the City would review the final Project designs to ensure consistency with City Policy Plan circulation system programs, plans and policies. Consistency with applicable City ordinance requirements is required as a matter of law.

The Project does not propose facilities or activities that would otherwise potentially conflict with City circulation system programs, plans, policies and ordinances.

### **2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2020) Consistency**

SCAG adopted the *2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2020)* in September 2020. Connect SoCal 2020 is a long-range plan that balances future mobility and housing needs with economic, environmental, and public health goals. Table 4.2-7 summarizes Project consistency with the Connect SoCal 2020.



**Table 4.2-7  
Project Consistency with Connect SoCal 2020**

Connect SoCal 2020 Goal	Project Consistency
<p><b>Goal #1:</b> Encourage regional economic prosperity and global competitiveness</p>	<p><b>Consistent:</b> The Project is consistent with and supports TOP 2050 and TOP 2050 Community Economics Element. TOP 2050 Community Economics Element establishes goals and policies that promote economic growth and fiscal responsibility. In combination, TOP 2050 Community Economics Element goals and policies act to attract new and expanding businesses to Ontario thereby increasing the City’s share of growing sectors of the regional and global economy. The Project commercial, retail, and industrial uses provide business and employment opportunities acting to further City economic prosperity. The Project does not propose or require improvements or operations that would conflict with or obstruct attainment of Connect SoCal 2020 Goal #1. On this basis, the Project is consistent with Connect SoCal 2020 Goal #1.</p>
<p><b>Goal #2:</b> Improve mobility, accessibility, reliability, and travel safety for people and goods</p>	<p><b>Consistent:</b> The Project is consistent with and supports TOP 2050 and TOP 2050 Mobility Element. TOP 2050 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. Per TOP 2050 Mobility Element, transportation system designs within the City are required to:</p> <ul style="list-style-type: none"> <li>• Comply with federal, state, and local design and safety standards;</li> <li>• Meet the needs of multiple transportation modes and users;</li> <li>• Provide capacity envisioned in the City of Ontario Master Plan of Streets and Highways;</li> <li>• Be compatible with the streetscape and surrounding land uses: and</li> <li>• Promote the efficient flow of all modes of transportation through the implementation of intelligent transportation systems and travel demand management strategies.</li> </ul> <p>As applicable, the Project Applicant would coordinate design and construction of Project transportation system improvements with the City, Caltrans, SBCTA, and others to identify, fund, and implement needed improvements. The Applicant would also comply with City of Ontario requirements addressing transportation corridors enhancements. Streets implemented by the Project would comply with applicable City addressing walkability, bicycling opportunities, and transit integration. As applicable, the Applicant would also coordinate with potentially affected agencies and municipalities to plan and implement goods movement strategies and plans, as well as improvements that support and the efficient movement of goods, while avoiding or minimizing potentially adverse environmental impacts. The Project does not propose or require improvements or operations that would conflict with or obstruct attainment of Connect SoCal 2020 Goal #2. On this basis, the Project is consistent with Connect SoCal 2020 Goal #2.</p>
<p><b>Goal #3:</b> Enhance the preservation, security, and resilience of the regional transportation system</p>	<p><b>Consistent:</b> The Project is consistent with and supports TOP 2050 Goal M-5. Under TOP 2050 Goal M-5, the City takes a proactive leadership role identifying and facilitating strategies addressing regional transportation challenges. As applicable, the Project Applicant would coordinate with the City, ONT, railroads, Caltrans, SBCTA, and other transportation agencies with regard to preservation, security, and resilience of the regional transportation system. The Project Applicant would also coordinate with potentially affected agencies and municipalities to plan and</p>

**Table 4.2-7  
Project Consistency with Connect SoCal 2020**

Connect SoCal 2020 Goal	Project Consistency
	<p>implement goods movement strategies and plans, and improvements that support and the efficient movement of goods, while avoiding or minimizing potentially adverse environmental impacts. Additionally, the Project Applicant would coordinate with the City and transit agencies to implement transit service and thereby reduce vehicle miles traveled. The Project does not propose or require improvements or operations that would conflict with or obstruct attainment of SoCal Goal #3. On this basis, the Project is consistent with Connect SoCal 2020 Goal #3.</p>
<p><b>Goal #4:</b> Increase person and goods movement and travel choices within the transportation system</p>	<p><b>Consistent:</b> The Project is consistent with and supports TOP 2050. The final Project designs would be required to comply with TOP 2050 Policies addressing implementation of multimodal transportation systems meeting 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. The Project Applicant would also coordinate with the City and transit agencies to implement transit service and thereby reduce vehicle miles traveled. Additionally, the Project Applicant would coordinate with potentially affected agencies and municipalities to plan and implement goods movement strategies and plans, and improvements that support and the efficient movement of goods, while avoiding or minimizing potentially adverse environmental impacts. The Project does not propose or require improvements or operations that would conflict with or obstruct attainment of Connect SoCal 2020 Goal #4. On this basis, the Project is consistent with Connect SoCal 2020 Goal #4.</p>
<p><b>Goal #5:</b> Reduce greenhouse gas emissions and improve air quality</p>	<p><b>Consistent:</b> The Project is consistent with and supports TOP 2050 and the 2022 Community Climate Action Plan Update (2022 CCAP Update) implemented under TOP 2050. As substantiated at EIR Section 4.4, <i>Greenhouse Gas Emissions</i>, Project GHG emissions would be reduced to the extent feasible. In this regard, certain of the Mitigation Measures identified at EIR Section 4.3, <i>Air Quality</i> would incrementally reduce Project-source air pollutant emissions and in so-doing would also act to generally reduce GHG emissions. The Project collocates residential, commercial and industrial uses with proximate access to the local and regional roadway system. In this manner, the Project minimizes VMT and resulting vehicular-source air pollutant emissions.</p> <p>It is recognized that the Project would result in certain regionally significant and unavoidable air quality impacts. The Project would implement measures that would reduce these impacts to the extent feasible (please refer to EIR Mitigation Measures 4.3.1 through 4.3.18). The Project would not result in any locally significant air quality impacts, or air quality conditions that would result in adverse health effects. (see: EIR Section 4.3, <i>Air Quality</i>). The Project does not propose or require improvements or operations that would conflict with or obstruct attainment of Connect SoCal 2020 Goal #5. On this basis, the Project is consistent with Connect SoCal 2020 Goal #5.</p>
<p><b>Goal #6:</b> Support healthy and equitable communities</p>	<p><b>Consistent:</b> The Project is consistent with and supports TOP 2050 and TOP 2050 <i>Social Resources Element</i>. TOP 2050, <i>Social Resources Element</i>, identifies quality and accessible health care, education, community services, and cultural activities as critical components to achieving Ontario’s Vision. The Project collocates a range of</p>

**Table 4.2-7  
Project Consistency with Connect SoCal 2020**

Connect SoCal 2020 Goal	Project Consistency
	housing products and employment-generating commercial and industrial uses, thereby furthering City goals to provide a range of housing types and employment opportunities. In this regard, the Project acts to improve the balance between jobs and housing in the San Bernardino County subregion while reducing vehicle miles traveled and associated air quality impacts and air quality related health impacts. As substantiated in this EIR, the Project would not result in any adverse health impacts. All Project uses would be required to provide equitable access for all persons. The Project does not propose or require improvements or operations that would conflict with or obstruct attainment of Connect SoCal 2020 Goal #6. On this basis, the Project is consistent with Connect SoCal 2020 Goal #6.
<b>Goal #7:</b> Adapt to a changing climate and support an integrated regional development	<b>Consistent:</b> The Project is consistent with and supports TOP 2050 and the 2022 CCAP Update implemented under TOP 2050. As substantiated at EIR Section 4.4, <i>Greenhouse Gas Emissions</i> , Project GHG emissions would be reduced to the extent feasible. In this regard, certain of the Mitigation Measures identified at EIR Section 4.3, <i>Air Quality</i> would incrementally reduce Project-source air pollutant emissions and in so-doing would also act to generally reduce GHG emissions. Collocated housing, commercial uses, and industrial development proposed by the Project support integrated development within the City and region. The Project does not propose or require improvements or operations that would conflict with or obstruct attainment of Connect SoCal 2020 Goal #7. On this basis, the Project is consistent with Connect SoCal 2020 Goal #7.
<b>Goal #8:</b> Leverage new transportation technologies and data-driven solutions that result in more efficient travel	<b>Consistent:</b> The Project is consistent with and supports TOP 2050 and TOP 2050 Mobility Element. 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 Project supports efficient travel through collocation of complementary uses proximate to local and regional roadway systems. The Project final designs would include pedestrian and bicycle access and associated amenities consistent with City requirements. The Project does not propose or require improvements or operations that would conflict with or obstruct attainment of Connect SoCal 2020 Goal #8. On this basis, the Project is consistent with Connect SoCal 2020 Goal #8.
<b>Goal #9:</b> Encourage development of diverse housing types in areas that are supported by multiple transportation options	<b>Consistent:</b> The Project is consistent with and supports TOP 2050 and TOP 2050 housing policies. The Project provides a range of housing products available to all persons. The Project site is currently served by improved roadways, and the Project would construct new and improved roadways adequate to serve traffic within the Project site, and ensure that Project traffic does not contribute to or cause adverse traffic conditions. The Project final designs would include pedestrian and bicycle access and associated amenities consistent with City requirements. The Project does not propose or require improvements or operations that would conflict with or obstruct attainment of Connect SoCal 2020 Goal #9. On this basis, the Project is consistent with Connect SoCal 2020 Goal #9.
<b>Goal #10:</b> Promote conservation of natural	<b>Consistent:</b> The Project is consistent with and supports TOP 2050. TOP 2050 Goal ER-5 is to protect high value habitat and farming resource activities that are

**Table 4.2-7  
Project Consistency with Connect SoCal 2020**

Connect SoCal 2020 Goal	Project Consistency
and agricultural lands and restoration of habitats	compatible with adjacent development. As substantiated at EIR Section 4.10, <i>Biological Resources</i> there are no valuable or protected natural agricultural lands or habitat within the Project site. This EIR further substantiates that the Project would not result in potentially adverse biological resources impacts. The Project does not propose or require improvements or operations that would conflict with or obstruct attainment of Connect SoCal 2020 Goal #10. On this basis, the Project is consistent with Connect SoCal 2020 Goal #10.

Sources: Connect SoCal 2020; TOP 2050 SEIR; remarks by Applied Planning, Inc.

**Level of Significance:** Less-Than-Significant.

**Potential Impact TR-2:** *Substantially increase hazards to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) or result in inadequate emergency access.*

**Impact Analysis:** As part of the City’s established design review processes, design and implementation of all Project circulation improvements, as well as final design(s) of the Project site plan(s), to include locations and design of proposed driveways, would be required to be reviewed and approved by the City Traffic Engineer. In addition, as part of the City’s established design review processes, representatives of the City’s Police and Fire Departments would review the Project’s plans in regard to emergency access. Efficient and safe operations of the Project would be provided by on-site and localized circulation and intersection improvements to be developed as the Project individual site and building designs are finalized. The City would ensure that all on-site and localized circulation and intersection improvements would be designed and constructed consistent with applicable provisions of the 2022 Specific Plan Amendment and pursuant to City site plan and Building Permit review processes and requirements.

Traffic signing and striping would be implemented in conjunction with detailed Project construction plans. Sight distance at each project access point would be reviewed with

respect to standard Caltrans and City of Ontario sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

It is also recognized that temporary and short-term traffic detours and traffic disruption could result during Project construction activities. Management and control of construction traffic would be addressed through the preparation and submittal of a construction area traffic management plan, to be reviewed and approved by City prior to or concurrent with Project building plan review(s). The Project Construction Area Traffic Management Plan (Plan), incorporated in the EIR Project Description, would be required to identify traffic controls for any street closures, detours, or other potential disruptions to traffic circulation during Project construction. The Plan would also be required to identify construction vehicle access routes, and hours of construction traffic.

The Project would generate passenger car trips and truck trips typical of the proposed uses. As part of established site and Building Permit review processes, the City would require implementation of on-site truck and passenger car travel paths, signing, and traffic controls to ensure that conflicts between trucks and passenger cars are minimized or avoided. Trucks accessing the Project site would use designated truck routes, thereby avoiding or minimizing off-site passenger car/truck traffic conflicts. Land uses proximate to the Project site are planned for, or are developed with urban uses similar to those proposed by the Project. These uses would generate urban traffic types similar to traffic generated by the Project and would not generate traffic that would be incompatible with the Project traffic types.

As supported by the preceding discussions, the potential for the Project to substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or result in inadequate emergency access is considered less-than-significant.

**Level of Significance:** Less-Than-Significant.

## **4.3 AIR QUALITY**

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## 4.3 AIR QUALITY

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### ***Abstract***

*This Section identifies and addresses potential air quality impacts that may result from construction and implementation of the Project. More specifically, the air quality analysis presented here evaluates the potential for the Project to result in the following impacts:*

- *Conflict with or obstruct implementation of the applicable air quality plan.*
- *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.*
- *Expose sensitive receptors to substantial pollutant concentrations.*

*As discussed within this Section, even with the implementation of mitigation, the Project will result in certain significant and unavoidable air quality impacts. Specifically, Project construction-source emissions would exceed applicable South Coast Air Quality Management District (SCAQMD) thresholds for NO<sub>x</sub> and CO. Project operational-source emissions would exceed applicable SCAQMD thresholds for VOC, NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub>. All other Project air quality impacts would be less-than-significant or less-than-significant as mitigated.*

### **4.3.1 INTRODUCTION**

This Section presents existing air quality conditions and identifies potential air quality impacts resulting from construction and operations of the Project. Local and regional climate, meteorology and air quality are discussed, as well as existing federal, state and regional air quality regulations. The information presented in this Section is

summarized from: *Rich-Haven Specific Plan, 2022 Amendment, Air Quality Impact Analysis, City of Ontario* (Urban Crossroads, Inc.) November 8, 2022 (Project AQIA); and *Rich-Haven Specific Plan, 2022 Amendment, Mobile Source Health Risk Assessment, City of Ontario* (Urban Crossroads, Inc.) November 8, 2022 (Project HRA). The Project AQIA and Project HRA, including all supporting modeling data, are presented at EIR Appendix D.

#### **4.3.2 AIR QUALITY FUNDAMENTALS**

Air pollution comprises many substances generated from a variety of sources, both man-made and natural. Industrialization occurring in the twentieth century, and especially activities relying on the burning of fossil fuels, creates air pollution. Most air pollutant contaminants are wasted energy in the form of unburned fuels or by-products of the combustion process. Motor vehicles are by far the most significant source of air pollutants in urban areas, emitting photochemically reactive hydrocarbons (unburned fuel), carbon monoxide, and oxides of nitrogen. These primary pollutants chemically react in the atmosphere with sunlight and the passage of time to form secondary pollutants such as ozone.

Air pollutants are generally classified as either primary or secondary pollutants. Primary pollutants are generated daily and emitted directly from the source, whereas secondary pollutants are created over time and occur within the atmosphere as chemical and photochemical reactions take place. Examples of primary pollutants include carbon monoxide (CO), oxides of nitrogen (NO<sub>2</sub> and NO), sulfur dioxide (SO<sub>2</sub>), particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and various hydrocarbons or reactive organic gases (ROG). Examples of secondary pollutants include ozone (O<sub>3</sub>), which is a product of the reaction between NO<sub>x</sub> and ROG in the presence of sunlight. Other secondary pollutants include photochemical aerosols.

To aid in the review of discussions presented subsequently in this Section, recurring terms, abbreviations, and acronyms are defined as follows: PPM - Parts per Million; µg/m<sup>3</sup> - Micrograms Per Cubic Meter; PM<sub>10</sub> - Particulate Matter Less Than 10 Microns In Diameter; PM<sub>2.5</sub> - Particulate Matter Less Than 2.5 Microns In Diameter.



#### **4.3.2.1 Criteria Air Pollutants**

Criteria air pollutants are those air contaminants for which air quality standards currently exist. Currently, state and federal air quality standards exist for ozone, nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), carbon monoxide (CO), suspended particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and lead. California has also set standards for visibility, sulfates, hydrogen sulfide, and vinyl chloride. Evaluated criteria air contaminants, or their precursors, typically also include reactive organic gases (ROG), oxides of nitrogen (NO<sub>x</sub>), sulfur oxides (SO<sub>x</sub>), and respirable particulate matter (PM<sub>10</sub>, PM<sub>2.5</sub>). Pollutant characteristics, mechanisms of pollutant origination and potential health effects of air pollutants are described below.

#### **Carbon Monoxide**

##### *Properties and Sources*

Carbon monoxide (CO) is a colorless, odorless, toxic gas formed by incomplete combustion of fossil fuels. CO levels tend to be highest during the winter mornings, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest CO concentrations are generally found near congested transportation corridors and intersections. Other sources include aircraft, off-road vehicles, stationary equipment (e.g., fuel-fired furnaces, gas water heaters, fireplaces, gas stoves, gas dryers, charcoal grills), and landscape maintenance equipment such as lawnmowers and leaf blowers.

##### *Human Health Effects*

A consistent association between increased ambient CO levels and higher-than-average rates of hospital admissions for heart diseases (such as congestive heart failure) has been observed. Carbon monoxide can cause decreased exercise capacity, and adversely affects conditions with an increased demand for oxygen supply (fetal development, chronic hypoxemia, anemia, and diseases involving the heart and blood vessels). Exposure to CO can cause impairment of time interval estimation and visual function.

## **Ozone**

### ***Properties and Sources***

Ozone (O<sub>3</sub>) is a highly reactive and unstable gas that is formed when volatile organic compounds (VOC) and oxides of nitrogen (NO<sub>x</sub>), which are both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of the pollutant.

### ***Human Health Effects***

Short-term exposure to ozone can cause a decline in pulmonary function in healthy individuals including breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue and immunological changes. Additionally, an increase in the frequency of asthma attacks, cough, chest discomfort and headache can result.

A correlation has been reported between elevated ambient ozone levels and increases in daily hospital admission rates and mortality because of long-term ozone exposure. A risk to public health implied by altered connective tissue metabolism and host defense in animals has also been reported.

## **Oxides of Nitrogen**

### ***Properties and Sources***

Oxides of nitrogen (NO<sub>x</sub>) are integral to the process of photochemical smog production. During combustion, oxygen reacts with nitrogen to produce NO<sub>x</sub>. Two major forms of NO<sub>x</sub> are nitric oxide (NO) and nitrogen dioxide (NO<sub>2</sub>). Natural causal sources or originators of NO<sub>x</sub> include lightning, soils, wildfires, stratospheric intrusion, and the oceans. Natural sources accounted for approximately seven percent of 1990 emissions of NO<sub>x</sub> for the United States (EPA 1997). Atmospheric deposition of NO<sub>x</sub> occurs when atmospheric or airborne nitrogen is transferred to water, vegetation, soil, or other

materials. Acid deposition involves the deposition of nitrogen and/or sulfur acidic compounds that can harm natural resources and materials. The major source of NO<sub>x</sub> in the Basin is on-road vehicles. Stationary commercial and service source fuel combustion are other contributors.

### ***Human Health Effects***

Exposure to NO<sub>x</sub> may alter sensory responses or impair pulmonary function and may increase incidence of acute respiratory disease including infections and respiratory symptoms in children. Difficulty breathing in healthy individuals, as well as bronchitic groups, may also occur. NO<sub>x</sub> is also a precursor to ozone and PM<sub>10</sub>/PM<sub>2.5</sub>. As noted above, health effects of ground-level ozone include: aggravated asthma; reduced lung capacity; increased respiratory illness susceptibility; increased respiratory and cardiovascular hospitalizations; and premature deaths.

## **Sulfur Dioxide**

### ***Properties and Sources***

Sulfur dioxide (SO<sub>2</sub>) is a colorless, pungent gas. At levels greater than 0.5 ppm, SO<sub>2</sub> has a strong odor. Sulfuric acid is formed from sulfur dioxide, which is an aerosol particle component that affects acid deposition. Anthropogenic, or human-caused, sources include fossil-fuel combustion, mineral ore processing, and chemical manufacturing. Volcanic emissions are a natural source of sulfur dioxide. SO<sub>2</sub> is a precursor to sulfates and PM<sub>10</sub>.

### ***Human Health Effects***

Health effects of SO<sub>2</sub> include higher frequencies of acute respiratory symptoms (including airway constriction in some asthmatics and reduction in breathing capacity leading to severe difficulties) and diminished ventilatory function in children. Extreme exposure can cause lung edema (fluid accumulation), lung tissue damage, and damage to lining of the respiratory tract.

## **Particulate Matter**

### *Properties and Sources*

Particulate matter is a generic term that defines a broad group of chemically and physically different particles (either liquid droplets or solids) that can exist over a wide range of sizes. Examples of atmospheric particles include those produced from combustion (diesel soot or fly ash), light (urban haze), sea spray (salt particles), and soil-like particles from re-suspended dust. Fugitive dust is defined as any solid particulate matter that becomes airborne, other than that emitted from an exhaust stack, directly or indirectly because of human activities (Rule 403, Fugitive Dust, MDAQMD).

Within air quality analyses, particulate matter is categorized by diameter: PM<sub>10</sub> and PM<sub>2.5</sub>. PM<sub>10</sub> refers to particulate matter that is 10 microns or less in diameter (1 micron is one millionth of a meter, or one micrometer [ $\mu\text{m}$ ]). PM<sub>2.5</sub> refers to particulate matter that is 2.5 microns or less in diameter. The size of particles can determine the residence time of the material in the atmosphere. PM<sub>2.5</sub> has a longer atmospheric lifetime than PM<sub>10</sub> and, therefore, can be transported over longer distances.

Particulate matter originates from a variety of stationary and mobile sources. Stationary sources that generate particulate matter include: fuel combustion for electric utilities, residential space heating, and industrial processes; construction and demolition; metals, minerals, and petrochemicals; wood products processing; mills and elevators used in agriculture; erosion from tilled lands; waste disposal and recycling. Mobile or transportation-related sources that generate particulate matter include highway vehicles, non-road vehicles and fugitive dust from paved and unpaved roads.

### *Human Health Effects*

A consistent correlation between elevated ambient PM<sub>10</sub> levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed.<sup>1</sup>

Diesel Particulate Matter (DPM), a subcategory of particulate matter, is a mixture of many exhaust particles and gases that is produced when an engine burns diesel fuel. Many compounds found in diesel exhaust are carcinogenic, including sixteen compounds that are classified as possibly carcinogenic by the International Agency for Research on Cancer. DPM includes the particle-phase constituents in diesel exhaust. Some short-term (acute) effects of diesel exhaust include eye, nose, throat and lung irritation, as well as coughs, headaches, light-headedness and nausea. Diesel exhaust is a major source of ambient particulate matter pollution, and numerous studies have linked elevated particle levels in the air to increased hospital admission, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. DPM in the Basin poses the greatest cancer risk of all identified toxic air pollutants.

Additionally, Valley Fever may also be transmitted through PM<sub>10</sub> and PM<sub>2.5</sub> emissions. The Mayo Clinic provides the following overview of Valley Fever.

Valley fever is a fungal infection caused by coccidioides (kok-sid-e-OY-deze) organisms. It can cause signs and symptoms such as a fever, cough and tiredness.

Two coccidioides fungi species cause valley fever. These fungi are commonly found in soil in specific regions. The fungi's spores can be stirred into the air by anything that disrupts the soil, such as farming, construction and wind. People can then breathe the fungi into their lungs.

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<sup>1</sup> [www.aqmd.gov/docs/default-source/planning/air-quality-guidance/appendix-c.pdf](http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/appendix-c.pdf)

The fungi can cause valley fever, also known as acute coccidioidomycosis (kok-sid-e-oy-doh-my-KOH-sis). Mild cases of valley fever usually resolve on their own. In more-severe cases, doctors treat the infection with antifungal medications.<sup>2</sup>

## **Reactive Organic Gases**

### *Properties and Sources*

Reactive Organic Gases (ROGs) (also termed Volatile Organic Compounds [VOCs]) are defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions. There is no state or national ambient air quality standard for ROGs because they are not classified as criteria pollutants. They are regulated, however, because a reduction in ROG emissions reduces certain chemical reactions that contribute to the formulation of ozone. ROGs are also transformed into organic aerosols in the atmosphere, which contribute to higher PM<sub>10</sub> and lower visibility. The major sources of ROGs in the Basin are on-road motor vehicles and solvent evaporation. ROGs are also an ozone and PM<sub>10</sub>/PM<sub>2.5</sub> precursor.

### *Human Health Effects*

As described previously, health effects of ground-level ozone include: aggravated asthma; reduced lung capacity; increased respiratory illness susceptibility; increased respiratory and cardiovascular hospitalizations; and premature deaths.

Benzene is a reactive organic compound and a known carcinogen. Typical sources of benzene emissions include: gasoline service stations (fuel evaporation), motor vehicle exhaust, tobacco smoke, and oil and coal incineration. Benzene is also sometimes employed as a solvent for paints, inks, oils, waxes, plastic, and rubber. It is used in the extraction of oils from seeds and nuts. It is also used in the manufacture of detergents,

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<sup>2</sup> "Valley Fever - Symptoms and Causes." *Mayo Clinic*, 4 Aug. 2020, [www.mayoclinic.org/diseases-conditions/valley-fever/symptoms-causes/syc-20378761](http://www.mayoclinic.org/diseases-conditions/valley-fever/symptoms-causes/syc-20378761). Accessed 19 Apr. 2022.

explosives, dyestuffs, and pharmaceuticals. Short-term (acute) exposure to high doses from inhalation of benzene may cause dizziness, drowsiness, headaches, eye irritation, skin irritation, and respiratory tract irritation, and at higher levels, unconsciousness can occur. Long-term (chronic) occupational exposure to high doses by inhalation has caused blood disorders, including aplastic anemia and lower levels of red blood cells.

### 4.3.3 SETTING

#### 4.3.3.1 Local and Regional Climate

The Project site is located in the South Coast Air Basin (Basin), a 6,745-square-mile subregion of the SCAQMD, which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards.

The Basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the San Diego Air Basin to the south.

The regional climate has a substantial influence on air quality in the Basin. In addition, the temperature, wind, humidity, precipitation, and amount of sunshine influence the air quality.

The annual average temperatures throughout the Basin vary from the low to middle 60s degrees Fahrenheit (°F). Due to a decreased marine influence, the eastern portion of the Basin shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the Basin, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the Basin have recorded maximum temperatures above 100°F.

Although the climate of the Basin can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of Basin climate. Humidity restricts visibility in the Basin, and the conversion of sulfur dioxide (SO<sub>2</sub>) to sulfates (SO<sub>4</sub>) is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the Basin is 71 percent (%) along the coast and 59% inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast.

More than 90% of the Basin's rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to fourteen inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the Basin with frequency being higher near the coast.

Due to its generally clear weather, about three-quarters of available sunshine is received in the Basin. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year, there are approximately 10 hours of possible sunshine, and on the longest day of the year, there are approximately 14½ hours of possible sunshine.

The importance of wind to air pollution is considerable. The direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the Basin is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas" each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind



flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the Basin is the “Catalina Eddy,” a low level cyclonic (counterclockwise) flow centered over Santa Catalina Island which results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal sections.

In the Basin, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire Basin. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level.

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter, when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as nitrogen oxides (NOX) and carbon monoxide (CO) from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline.

#### **4.3.3.2 Existing Air Quality**

Existing air quality is measured at established SCAQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare.

The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards. The air quality in a region is considered to be in attainment by the state if the measured ambient air pollutant levels for O<sub>3</sub>, CO (except 8-hour Lake Tahoe), SO<sub>2</sub> (1 and 24 hour), NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are not to be exceeded. All others are not to be equaled or exceeded. Conversely, nonattainment means that an area has monitored air quality that does not meet the NAAQS or CAAQS standards. In order to improve air quality in nonattainment areas, a State Implementation Plan (SIP) is drafted by CARB. The SIP outlines the measures that the state will take to improve air quality. Once nonattainment areas meet the standards and additional redesignation requirements, the EPA will designate the area as a maintenance area. Please refer also to the Project AQIA, Table 2-2, *Ambient Air Quality Standards*.

#### **Regional Air Quality**

Air pollution contributes to a wide variety of adverse health effects. The EPA has established NAAQS for six of the most common air pollutants: CO, Pb, O<sub>3</sub>, particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), NO<sub>2</sub>, and SO<sub>2</sub> which are known as criteria pollutants. The SCAQMD monitors levels of various criteria pollutants at 37 permanent monitoring stations and 5 single-pollutant source Pb air monitoring sites throughout the air district. On January 5, 2021, CARB posted the 2020 amendments to the state and national area designations. See Table 4.3-1 for attainment designations for the Basin.

**Table 4.3-1  
Criteria Pollutant Attainment Status Designations**

Criteria Pollutant	State Designation	Federal Designation
O <sub>3</sub> – 1-hour standard	Nonattainment	--
O <sub>3</sub> – 8-hour standard	Nonattainment	Nonattainment
PM <sub>10</sub>	Nonattainment	Attainment
PM <sub>2.5</sub>	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO <sub>2</sub>	Attainment	Unclassifiable/Attainment
SO <sub>2</sub>	Attainment	Unclassifiable/Attainment
Pb	Attainment	Unclassifiable/Attainment

**Source:** Rich-Haven Specific Plan, 2022 Amendment, Air Quality Impact Analysis, City of Ontario (Urban Crossroads, Inc.) November 8, 2022.

### Local Air Quality

The Project site is located within the Southwest San Bernardino Valley area (Source Receptor Areas [SRA] 33). The CA-60 Near Road monitoring station is located 2.52 miles northwest of the Project site and is the nearest long-term air quality monitoring site for NO<sub>2</sub> and PM<sub>2.5</sub>. The SCAQMD I-10 Near Road monitoring station is located 4.24 miles northeast of the Project site and is the next nearest monitoring site within SRA 33. The I-10 Near Road monitoring station provides data for CO. Relative to the Project site, the nearest long-term air quality monitoring site for O<sub>3</sub> and PM<sub>10</sub> is the SCAQMD Northwest San Bernardino Valley (SRA 32) monitoring station located 7.17 miles northwest of the Project site. It should be noted that the Northwest San Bernardino Valley monitoring station was utilized in lieu of the CA-60 Near Road and I-10 Near Road monitoring stations only in instances where data was not available.

The most recent three (3) years of data available are shown on Table 4.3-2 and identifies the number of days ambient air quality standards were exceeded for the study area, which is considered to be representative of the local air quality at the Project site. Data for O<sub>3</sub>, CO, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> for 2018 through 2020 was obtained from the SCAQMD Air Quality Data Tables. Additionally, data for SO<sub>2</sub> has been omitted as attainment is regularly met in the Basin and few monitoring stations measure SO<sub>2</sub> concentrations.

**Table 4.3-2  
Project Area Air Quality Monitoring Summary**

Pollutant	Standard	Year		
		2018	2019	2020
<b>O<sub>3</sub></b>				
Maximum Federal 1-Hour Concentration (ppm)		0.133	0.131	0.158
Maximum Federal 8-Hour Concentration (ppm)		0.111	0.107	0.123
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	25	31	82
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	52	52	114
<b>CO</b>				
Maximum Federal 1-Hour Concentration	> 35 ppm	1.6	1.5	1.5
Maximum Federal 8-Hour Concentration	> 20 ppm	1.3	1.1	1.2
<b>NO<sub>2</sub></b>				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.079	0.087	0.101
Annual Federal Standard Design Value		0.030	0.029	0.029
<b>PM<sub>10</sub></b>				
Maximum Federal 24-Hour Concentration (µg/m <sup>3</sup> )	> 150 µg/m <sup>3</sup>	73	125	63
Annual Federal Arithmetic Mean (µg/m <sup>3</sup> )		32.3	28.1	30.5
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m <sup>3</sup>	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m <sup>3</sup>	14	7	12
<b>PM<sub>2.5</sub></b>				
Maximum Federal 24-Hour Concentration (µg/m <sup>3</sup> )	> 35 µg/m <sup>3</sup>	47.90	41.30	53.10
Annual Federal Arithmetic Mean (µg/m <sup>3</sup> )	> 12 µg/m <sup>3</sup>	14.31	12.70	14.36
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m <sup>3</sup>	5	5	4

**Source:** Rich-Haven Specific Plan, 2022 Amendment, Air Quality Impact Analysis, City of Ontario (Urban Crossroads, Inc.) November 8, 2022.

## 4.3.4 REGULATORY BACKGROUND

### 4.3.4.1 Federal Regulations

The U.S. Environmental Protection Agency (EPA) is responsible for setting and enforcing the NAAQS for O<sub>3</sub>, CO, NO<sub>x</sub>, SO<sub>2</sub>, PM<sub>10</sub>, and lead. The U.S. EPA has jurisdiction over emissions sources that are under the authority of the federal government including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The U.S. EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of the California Air Resource Board (CARB).

The Federal Clean Air Act (CAA) was first enacted in 1955, and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the NAAQS, and specifies NAAQS compliance dates. The CAA also mandates that states submit and implement State Implementation Plans (SIPs) for local areas not meeting these Standards. SIPs must include pollution control measures demonstrating how Standards will be met.

The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions).

Title I provisions were established with the goal of attaining the NAAQS for the criteria pollutants: O<sub>3</sub>, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, CO, PM<sub>2.5</sub>, and lead. The NAAQS were amended in July 1997 to include an additional standard for O<sub>3</sub> and to adopt a NAAQS for PM<sub>2.5</sub>.

Mobile-source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and NO<sub>x</sub>. NO<sub>x</sub> is a collective term that includes all forms of nitrogen oxides (NO, NO<sub>2</sub>, NO<sub>3</sub>) which are emitted as byproducts of the combustion process.

#### **4.3.4.2 California**

##### **California Air Resources Board (CARB)**

CARB, which became part of the California EPA in 1991, is responsible for ensuring implementation of the California Clean Air Act (AB 2595), responding to the federal CAA, and for regulating emissions from consumer products and motor vehicles. The California CAA mandates achievement of the maximum degree of emissions reductions

possible from vehicular and other mobile sources in order to attain the state ambient air quality standards by the earliest practical date. CARB established the CAAQS for all pollutants for which the federal government has NAAQS and, in addition, establishes standards for sulfates, visibility, hydrogen sulfide, and vinyl chloride. However, at this time, hydrogen sulfide and vinyl chloride are not measured at any monitoring stations in the SCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS.

Local air quality management districts, such as the SCAQMD, regulate air emissions from commercial and light industrial facilities. All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS.

Serious non-attainment areas are required to prepare air quality management plans (AQMPs) that include specified emission reduction strategies in an effort to meet clean air goals. These plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources;
- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g., motor vehicle use generated by residential and commercial development);
- A District-permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;
- Implementing reasonably available transportation control measures and assuring a substantial reduction in growth rate of vehicle trips and miles traveled;
- Significant use of low emissions vehicles by fleet operators;
- Sufficient control strategies to achieve a five percent or more annual reduction in emissions or 15 percent or more in a period of three years for ROG<sub>s</sub>, NO<sub>x</sub>, CO and PM<sub>10</sub>. However, air basins may use alternative emission reduction strategy that achieves a reduction of less than five percent per year under certain circumstances.

## **Title 24 Building Energy Efficiency Standards**

California Code of Regulations (CCR) Title 24 Part 6: *Building Energy Efficiency Standards for Residential and Nonresidential Buildings* was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The Title 24 standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas (GHG) emissions. The analysis presented herein reflects compliance with the current (2019) Title 24 Standards. The 2019 California Energy Code can be accessed at: <https://codes.iccsafe.org/content/CACEC2019JAN20E/cover>.

## **Title 24 California Green Building Standards Code**

CCR, Title 24, Part 11: *California Green Building Standards Code* (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2011. CALGreen is updated on a regular basis. The most recent (2019) update to the CALGreen standards became effective January 1, 2020. Local jurisdictions are permitted to adopt more stringent requirements. The California Green Building Standards Code can be accessed at: <https://codes.iccsafe.org/content/CAGBC2019JUL21S/cover>. The Project would be required to comply with incumbent CALGreen standards, or more stringent requirements as may be implemented by the City. Representative 2019 CALGreen standards applicable to the Project are listed below. CALGreen Section citations are parenthesized.

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).

- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.408.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
  - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
  - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
  - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combined flow rate of all



- showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
- Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
  - Outdoor potable water use in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient (MWELo), whichever is more stringent (5.304.1).
  - Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 sf or for excess consumption where any tenant within a new building or within an addition that is projected to consume more than 1,000 gallons per day (5.303.1.1 and 5.303.1.2).
  - Outdoor water use in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit (5.304.3).
  - Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

#### 4.3.4.3 Regional

##### **Air Quality Management Plans**

The Project site is located within the Basin, which is characterized by relatively poor air quality. The SCAQMD has jurisdiction over an approximately 10,743-square-mile area consisting of the four-county Basin and the Los Angeles County and Riverside County portions of what used to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the SCAG, county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

Currently, these state and federal air quality standards are exceeded in most parts of the Basin. In response, the SCAQMD has adopted a series of AQMPs to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

In March 2017, the SCAQMD released the 2016 AQMP. The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, and to explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the RTP/SCS, a planning document that supports the integration of land use and transportation to help the region meet the federal Clean Air Act requirements. Project consistency with the current SCAQMD AQMP is provided subsequently within this Section.

#### **4.3.5 STANDARDS OF SIGNIFICANCE**

As identified within the *CEQA Guidelines*, air quality impacts would be considered potentially significant if the Project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard, including releasing emissions which exceed quantitative thresholds for ozone precursors;
- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

##### **4.3.5.1 SCAQMD Thresholds**

To determine if a given project would cause a significant effect on air quality, the impact of the project must be determined by examining the types and levels of emissions generated and their impacts on factors that affect air quality. To accomplish this determination of significance, the SCAQMD has established air pollution thresholds against which a given project can be evaluated to assist lead agencies in determining if the impacts of a project are significant. If the project's air pollutant emissions exceed applicable SCAQMD thresholds, then the impact should be considered significant. While the final determination of significance thresholds is within the purview of the lead agency, the SCAQMD recommends that its regional and local air quality thresholds for regulated pollutants (summarized below) be employed by lead agencies in determining whether criteria air pollutant emissions impacts generated by construction or operations of a given project are significant.

## Regional Thresholds

SCAQMD regional thresholds are summarized in Table 4.3-3. The SCAQMD's *CEQA Air Quality Significance Thresholds* (April 2019) indicate that any projects in the Basin with daily regional emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

**Table 4.3-3  
Maximum Daily Emissions Regional Thresholds**

Pollutant	Construction Threshold	Operational Threshold
NO <sub>x</sub>	100 lbs./day	55 lbs./day
VOC	75 lbs./day	55 lbs./day
PM <sub>10</sub>	150 lbs./day	150 lbs./day
PM <sub>2.5</sub>	55 lbs./day	55 lbs./day
SO <sub>x</sub>	150 lbs./day	150 lbs./day
CO	550 lbs./day	550 lbs./day
Pb	3 lbs./day	3 lbs./day

**Source:** *Rich-Haven Specific Plan, 2022 Amendment, Air Quality Impact Analysis, City of Ontario (Urban Crossroads, Inc.)* November 8, 2022.

## Carbon Monoxide Concentrations (CO “hot spots”) Thresholds

CO “hot spots” are areas of carbon monoxide concentrations exceeding national or state air quality standards. CO hotspots typically occur because of excessive vehicular idling, often associated with traffic backups at underperforming intersections or congested roadway links. A project’s localized CO emissions impacts would be significant if they exceed the following California standards for localized CO concentrations:

- 1-hour CO standard of 20.0 parts per million (ppm);
- 8-hour CO standard of 9.0 ppm.

## Localized Significance Thresholds (LSTs)

LSTs represent the maximum localized emissions concentrations that would not cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard (NAAQS or CAAQS) at the nearest residence or sensitive receptor. LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), particulate matter less

than 10 microns (PM<sub>10</sub>), and particulate matter less than 2.5 microns (PM<sub>2.5</sub>). The SCAQMD states that the Lead Agency may, at the Agency's discretion, employ LSTs as another indicator of significance in air quality impact analyses.

## **Health Risk Assessment (HRA) Thresholds**

### ***Carcinogenic Risks***

Pursuant to SCAQMD thresholds, impacts of Toxic Air Contaminants (TACs) are considered potentially significant if a Health Risk Assessment (HRA) shows an increased cancer risk of greater than 10 incidents per million population.

### ***Noncarcinogenic Risks***

Noncarcinogenic risks are numerically expressed as a Hazard Index (HI), with a threshold HI of 1.0. Pursuant to SCAQMD thresholds, noncarcinogenic Hazard Indices calculated to be greater than 1.0 are considered potentially significant.

## **4.3.6 POTENTIAL IMPACTS AND MITIGATION MEASURES**

### **4.3.6.1 Introduction**

The following discussions focus on areas where it has been determined that the Project may result in potentially significant air quality impacts, pursuant to comments received through the NOP process, and based on the analysis presented within this Section and included within the Initial Study (EIR Appendix A). Please refer also to Initial Study Checklist Item III., *Air Quality*.

Of the CEQA threshold considerations identified above at Section 4.3.5, and as substantiated in the Initial Study, the Project's potential impacts under the following topic are determined to have a less-than-significant impact and are not further substantively discussed here:

- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

All other CEQA topics concerning the Project's potential impacts to air quality are discussed below.

#### **4.3.6.2 Impact Statements**

Following is an analysis of potential air quality impacts that are expected to occur as a result of the Project. Potential emissions are considered for Project construction and operation. For each topical discussion, potential impacts are evaluated under applicable criteria established above at Section 4.3.5, *Standards of Significance*.

**Potential Impact AQ-1:** *Conflict with or obstruct implementation of the applicable air quality plan.*

**Impact Analysis:** Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the *1993 CEQA Handbook*. These indicators are discussed below:

##### CONSISTENCY CRITERION NO. 1

To be considered consistent with Criterion No. 1, the proposed Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

The violations that Consistency Criterion No. 1 refers to are the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded.

#### **Construction Impacts**

As discussed subsequently in this Section at Impact Statement AQ-2, even after implementation of mitigation measures, Project construction-source emissions would

exceed regional significance thresholds for NO<sub>x</sub> and CO emissions.<sup>3</sup> As such, Project construction-source emissions would be significant and unavoidable. Project construction-source emissions could therefore cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Project construction-source emissions would therefore conflict with Consistency Criterion No. 1.

### **Operational Impacts**

As discussed subsequently in this Section at Impact Statement AQ-2, even after implementation of mitigation, Project operational-source emissions would exceed regional significance thresholds for VOC, NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub> emissions. Mitigation Measures 4.3.1 through 4.3.18 would incrementally reduce Project operational-source emissions. However, such reductions cannot be meaningfully quantified in CalEEMod. As such, no emissions reduction credit that may be assigned to these measures has been taken in the analysis. Project operational-source emissions could therefore cause, or contribute to, new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Project operational-source emissions would therefore conflict with Consistency Criterion No. 1.<sup>4</sup>

### CONSISTENCY CRITERION NO. 2

To be considered consistent with Criterion No. 2, the Project would not exceed the assumptions in the AQMP based on the years of Project build-out phase.

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the Basin are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality

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<sup>3</sup> Project construction-source emissions would not exceed applicable Localized Significance Thresholds (LSTs). Impacts in this regard would be less-than-significant.

<sup>4</sup> Project operational-source emissions would not exceed applicable Localized Significance Thresholds (LSTs). Impacts in this regard would be less-than-significant.

forecasts for the AQMP. Development consistent with the growth projections in the City of Ontario General Plan is considered to be consistent with the AQMP.

### **Construction Impacts**

The Project is consistent with TOP 2050, and therefore would not result in growth exceeding SCAG projections, or emissions attributable to growth projections modeled by SCAG. Moreover, peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. On this basis, Project construction-source emissions would not conflict with Criterion No. 2.

### **Operational Impacts**

Uses proposed by the Project are allowed under the site's current General Plan (Policy Plan) Land Use designations. No General Plan Amendment (GPA) is required in conjunction with the Project. The Project would not result in growth or development not anticipated under the AQMP. Project operational-source emissions are reflected in the AQMP assumptions and would not result in AQMP inconsistencies.

Development of the City pursuant to TOP 2050 Policy Plan is reflected in Southern California Association of Governments (SCAG) planning efforts and policies presented in The 2016 – 2040 Regional Transportation Plan/Sustainable Communities Strategy (SCAG) April 2016 (2016 – 2040 RTP/SCS) and subsequent 2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal). The Project is consistent with TOP 2050 Policy Plan and by extension is reflected in SCAG planning efforts and policies.

The *Final 2008 Regional Comprehensive Plan* (SCAG) 2008 (2008 RCP) defines a vision for the SCAG region to be implemented under a strategic plan addressing the regions interrelated housing, traffic, water and air quality issues. The 2008 RCP does not mandate planning actions. SCAG does, however, request that local governments



consider the 2008 RCP recommendations in developing or amending local plans, codes, design guidelines, and other related actions. SCAG promotes use of the 2008 RCP as an advisory policy document for voluntary use by local agencies. The Project does not propose or require actions that would somehow conflict with 2008 RCP advisory policies.

On this basis, Project operational-source emissions would not conflict with Criterion No. 2.

#### AQMP CONSISTENCY CONCLUSION

As presented above, the Project is consistent with AQMP Consistency Criteria No. 2, and in this respect would not conflict with the AQMP. However, Project construction-source emissions would exceed applicable SCAQMD regional thresholds for emissions of VOCs, NO<sub>x</sub> and CO. Operational-source emissions would exceed the applicable SCAQMD regional thresholds for VOCs, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. As such, the Project would be inconsistent with AQMP Consistency Criteria No. 1.

Based on the preceding discussion, the Project would be inconsistent with AQMP Consistency Criterion No. 1 and would therefore conflict with the AQMP. On this basis, the Project's potential to conflict with or obstruct implementation of the applicable air quality plan is considered significant and unavoidable.

**Level of Significance:** Significant and Unavoidable.

**Potential Impact 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 [national] or state ambient air quality standard.*

**Impact Analysis:** The following discussions present air quality emissions that can be expected during the construction and operations of the Project.

## CONSTRUCTION EMISSIONS

Construction activities associated with the Project will result in emissions of VOCs, NO<sub>x</sub>, SO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Construction related emissions are expected from the following construction activities:

### Phase 1

- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

### Phase 2

- Demolition
- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

Construction is expected to commence in January 2023 and will end in December 2026. The assumed construction schedule represents a “worst-case” analysis scenario. Should construction occur any time after the respective dates indicated, emissions would be reduced. This is due to decreased emission factors for construction activities and construction equipment in future years, and increasing stringency of emission regulations. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per *CEQA Guidelines*.

Using the construction equipment and schedule assumptions contained in the Air Quality Analysis, Table 4.3-4 presents the emissions associated with construction of the Project.

**Table 4.3-4  
Maximum Daily Construction Emissions**

Year	Emissions (lbs./day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
2023 (Phase 1)	15.10	147.00	122.00	0.25	26.60	15.60
2024 (Phase 1)	286.00	105.00	484.00	0.24	68.80	18.50
2024 (Phase 2)	13.80	130.00	111.00	0.21	24.90	14.60
2025 (Phase 2)	12.60	101.00	195.00	0.21	28.20	7.73
2026 (Phase 2)	199.00	73.20	248.00	0.17	34.70	9.84
Winter						
2023 (Phase 1)	24.40	147.00	323.00	0.25	57.00	15.60
2024 (Phase 1)	285.00	109.00	387.00	0.24	68.80	18.50
2024 (Phase 2)	12.20	116.00	99.60	0.21	14.90	8.26
2025 (Phase 2)	12.00	101.00	158.00	0.21	28.20	7.73
2026 (Phase 2)	198.00	74.50	207.00	0.17	34.70	9.84
<b>Maximum Daily Emissions</b>	<b>299.80</b>	<b>235.00</b>	<b>595.00</b>	<b>0.45</b>	<b>93.70</b>	<b>33.10</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: Rich-Haven Specific Plan, 2022 Amendment, Air Quality Impact Analysis, City of Ontario (Urban Crossroads, Inc.) November 8, 2022.

As shown, Project construction emissions would exceed applicable thresholds for VOC, NO<sub>x</sub>, and CO.

**Level of Significance:** Potentially Significant.

**Mitigation Measures:**

4.3.1 *Fugitive dust control measures surpassing SCAQMD Rule 403 minimum requirements shall be implemented. Such measures may include: use of nontoxic soil stabilizers, applying water every four hours to active soil disturbing activities and tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.*

- 4.3.2 Construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits shall be utilized.
- 4.3.3 Construction equipment shall be properly serviced and maintained to the manufacturer's standards.
- 4.3.4 Non-essential idling of construction equipment shall be limited to no more than five consecutive minutes.
- 4.3.5 Super-Compliant VOC paints for coating of architectural surfaces shall be used whenever possible.
- 4.3.6 Construction contractors shall use off-road diesel construction equipment that complies with EPA/CARB Tier 4 Interim or better emissions standards during all construction phases.

Table 4.3-5 presents the emissions associated with construction of the Project after mitigation.

**Table 4.3-5  
Maximum Daily Construction Emissions – With Mitigation**

Year	Emissions (lbs./day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
2023 (Phase 1)	3.03	70.40	120.00	0.25	19.40	8.96
2024 (Phase 1)	70.10	97.70	491.00	0.24	66.60	16.50
2024 (Phase 2)	2.85	63.20	115.00	0.21	18.50	8.69
2025 (Phase 2)	10.20	63.00	201.00	0.21	27.20	6.79
2026 (Phase 2)	49.30	73.10	256.00	0.17	33.10	8.45
Winter						
2023 (Phase 1)	21.70	74.50	329.00	0.25	55.60	13.60
2024 (Phase 1)	68.60	102.00	394.00	0.24	66.60	16.50
2024 (Phase 2)	2.83	63.30	114.00	0.21	10.10	3.91
2025 (Phase 2)	9.69	63.10	164.00	0.21	27.20	6.79
2026 (Phase 2)	48.60	74.40	215.00	0.17	33.10	8.45

**Table 4.3-5  
Maximum Daily Construction Emissions – With Mitigation**

Year	Emissions (lbs./day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily Emissions</b>	<b>72.95</b>	<b>165.30</b>	<b>606.00</b>	<b>0.45</b>	<b>85.10</b>	<b>25.19</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>YES</b>	<b>YES</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

**Source:** Rich-Haven Specific Plan, 2022 Amendment, Air Quality Impact Analysis, City of Ontario (Urban Crossroads, Inc.) November 8, 2022.

As shown above, even after implementation of Mitigation Measures 4.3.1 through 4.3.6, Project construction-source emissions would exceed criteria pollutant thresholds established by the SCAQMD for emissions of NO<sub>x</sub> and CO.

**Level of Significant After Mitigation:** Significant and Unavoidable (NO<sub>x</sub> and CO emissions regional threshold exceedances only).

#### OPERATIONAL EMISSIONS

Operational activities associated with the Project will result in emissions of VOCs, NO<sub>x</sub>, SO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Operational emissions would be expected from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions
- On-Site Equipment Source Emissions
- TRU Source Emissions
- Gasoline Dispensing Emissions

Using the operational assumptions contained in the Air Quality Analysis, Tables 4.3-6 and 4.3-7 present the emissions associated with operations of the Phase 1 (2024) and Project Buildout (2027).

**Table 4.3-6  
Summary of Peak Operational Emissions – Phase 1 (2024)**

Source	Emissions (lbs./day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
Mobile Source	242.00	295.00	1,792.00	4.59	141.00	29.10
Area Source	236.00	61.40	387.00	0.39	4.95	5.04
Energy Source	2.27	39.90	24.30	0.25	3.14	3.14
TRU Source	12.61	13.81	1.50	0.00	0.59	0.54
On-Site Equipment	1.17	3.75	164.45	0.00	0.29	0.27
Gasoline Dispensing	53.58	0	0	0	0	0
<b>Total Maximum Daily Emissions</b>	<b>547.63</b>	<b>413.87</b>	<b>2,369.25</b>	<b>5.23</b>	<b>149.97</b>	<b>38.09</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Winter						
Mobile Source	224.00	314.00	1,545.00	4.36	141.00	29.10
Area Source	193.00	58.00	24.70	0.37	4.69	4.69
Energy Source	2.27	39.90	24.30	0.25	3.14	3.14
TRU Source	12.61	13.81	1.50	0.00	0.59	0.54
On-Site Equipment	1.17	3.75	164.45	0.00	0.29	0.27
Gasoline Dispensing	53.58	0	0	0	0	0
<b>Total Maximum Daily Emissions</b>	<b>486.63</b>	<b>429.47</b>	<b>1,759.95</b>	<b>4.98</b>	<b>149.71</b>	<b>37.74</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: Rich-Haven Specific Plan, 2022 Amendment, Air Quality Impact Analysis, City of Ontario (Urban Crossroads, Inc.) November 8, 2022.

**Table 4.3-7  
Summary of Peak Operational Emissions – Project Buildout (2027)**

Source	Emissions (lbs./day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
Mobile Source	455.00	432.00	3,250.00	8.48	287.00	57.00
Area Source	350.00	99.80	581.00	0.63	8.01	8.13
Energy Source	3.45	60.50	35.70	0.38	4.77	4.77
TRU Source	12.61	13.81	1.50	0.00	0.59	0.54
On-Site Equipment	1.17	3.75	164.45	0.00	0.29	0.27
Gasoline Dispensing	107.16	0	0	0	0	0
<b>Total Maximum Daily Emissions</b>	<b>929.39</b>	<b>609.87</b>	<b>4,032.65</b>	<b>9.49</b>	<b>300.66</b>	<b>70.71</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>NO</b>	<b>YES</b>	<b>YES</b>

**Table 4.3-7  
Summary of Peak Operational Emissions – Project Buildout (2027)**

Source	Emissions (lbs./day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Winter						
Mobile Source	424.00	460.00	2,800.00	8.00	287.00	57.10
Area Source	289.30	94.70	40.30	0.60	7.66	7.66
Energy Source	3.45	60.50	35.70	0.38	4.77	4.77
TRU Source	12.61	13.81	1.50	0.00	0.59	0.54
On-Site Equipment	1.17	3.75	164.45	0.00	0.29	0.27
Gasoline Dispensing	107.16	0	0	0	0	0
<b>Total Maximum Daily Emissions</b>	<b>837.69</b>	<b>632.77</b>	<b>3,041.95</b>	<b>8.98</b>	<b>300.31</b>	<b>70.34</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>NO</b>	<b>YES</b>	<b>YES</b>

*Source: Rich-Haven Specific Plan, 2022 Amendment, Air Quality Impact Analysis, City of Ontario (Urban Crossroads, Inc.) November 8, 2022.*

As shown above, the proposed Project will exceed the applicable SCAQMD thresholds for VOC, NO<sub>x</sub>, and CO for Phase 1, and VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> at Project Buildout.

Mitigation Measures 4.3.7 through 4.3.18 shall be implemented as means of reducing operational-source emissions to the extent feasible. In California Emissions Estimator Model (CalEEMod), there is no way to meaningfully quantify potential emissions reductions that would result from application of the proposed mitigation. Therefore, no emissions reduction credit for mitigation has been taken.

It is noted here that Project operational-source NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions exceedances are largely the product of traffic (mobile sources) accessing the Project site. Neither the Project Applicant nor the City have regulatory authority to control tailpipe emissions from these mobile sources. No feasible mitigation measures beyond the measures identified herein exist that would reduce operational-source NO<sub>x</sub> and CO emissions to levels that would be less-than-significant.

With regard to VOC emissions, it is recognized that approximately 50 percent of operational-source VOC emissions would be generated by on-site sources, including

natural gas usage, consumer products, landscape equipment, gasoline dispensing, and onsite equipment usage associated with the industrial portion of the Project. Approximately 60% of onsite VOC emissions are generated through the use of consumer products by future residents and building users. As such, the Project Applicant cannot meaningfully control the use of consumer products through mitigation.

**Mitigation Measures:**

- 4.3.7 *Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable CARB anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to “neutral” or “park,” and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the City shall conduct a site inspection to ensure that the signs are in place.*
- 4.3.8 *Industrial building occupants/tenants shall be provided documentation on funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment.*
- 4.3.9 *Non-residential building plans and site designs shall include natural light, passive heating, and passive cooling measures. Typical measures would include efficient window designs, use of overhangs, and skylights.*
- 4.3.10 *Building and site plans for non-residential uses shall provide electrical service accessible to landscaped areas.*



- 4.3.11 *The following or similar language shall be included in lease/sale agreements for all non-residential buildings: “Building tenants shall utilize electric equipment for landscape maintenance to the extent feasible, through requirements in the lease agreements.”*
- 4.3.12 *The following or similar language shall be included in lease/sale agreements for all industrial buildings: “Tenants shall utilize only electric or natural gas service yard trucks (hostlers), pallet jacks and forklifts, and other onsite equipment, through requirements in the lease agreements. Electric-powered service yard trucks (hostlers), pallet jacks and forklifts, and other onsite equipment shall also be required instead of diesel-powered equipment, if technically feasible. Yard trucks may be diesel fueled in lieu of electrically or natural gas fueled provided such yard trucks are at least compliant with California Air Resources Board (CARB) 2010 standards for on-road vehicles or CARB Tier 4 compliant for off-road vehicles.”*
- 4.3.13 *The following or similar language shall be included in lease/sale agreements for all industrial buildings: “Tenants that do not already operate 2010 and newer trucks shall apply in good faith for funding to replace/retrofit their trucks. Funding mechanisms include Carl Moyer, VIP, Prop 1B, SmartWay Finance, or other similar funds. If awarded, the tenant shall be required to accept and use the funding. Tenants shall be encouraged to consider the use of alternative fueled trucks as well as new or retrofitted diesel trucks. Tenants shall also be encouraged to become SmartWay Partners, if eligible.” Note: This measure shall not apply to trucks that are not owned or otherwise controlled by the facility owner or facility tenant.*
- 4.3.14 *The following or similar language shall be included in lease/sale agreements for all industrial buildings: Tenants who employ 250 or more employees on a full- or part-time basis shall comply with SCAQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. The purpose of this rule is to provide employees with a menu of options to reduce employee commute vehicle emissions. Tenants with less than 250 employees or tenants with 250 or more employees who are exempt from SCAQMD Rule 2202 (as stated in the Rule) shall either (a) join with a tenant who is implementing a program in accordance with Rule 2202 or (b) implement an emission reduction program similar to*

Rule 2202 with annual reporting of actions and results to the City. The tenant-implemented program would include, but not be limited to the following:

- *Appoint a Transportation Demand Management (TDM) coordinator who would promote the TDM program, activities and features to all employees.*
- *Create and maintain a “commuter club” to manage subsidies or incentives for employees who carpool, vanpool, bicycle, walk, or take transit to work.*
- *Inform employees of public transit and commuting services available to them (e.g., social media, signage).*
- *Provide on-site transit pass sales and discounted transit passes.*
- *Guarantee a ride home.*
- *Offer shuttle service to and from public transit and commercial areas/food establishments, if warranted.*

4.3.15 *Loading docks shall be designed to be compatible with SmartWay trucks.*

4.3.16 *Non-residential use site plans shall include signs or other directional indicators delineating required site access and on-site circulation plan.*

4.3.17 *The following or similar language shall be included in lease/sale agreements for all non-residential buildings: Tenants shall install (a) sign(s) on their respective property(ies) with telephone, email, and regular mail contact information for a designated tenant representative who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City for perceived Code violations. The representative shall keep records of any complaints received and actions taken to communicate with the complainant and resolve the complaint. The representative shall endeavor to resolve complaints within 24 hours.*

4.3.18 *Industrial building designs and site plans shall incorporate electrical supply lines and panels sized to support anticipated future requirements for heavy truck charging facilities. Such designs and plans shall be based on reasonable predictions derived from the most recent available truck manufacturer’s data.*

**Level of Significance After Mitigation: Significant and Unavoidable.**

## LST EMISSIONS

Tables 4.3-8 and 4.3-9 show the localized emissions associated with Project construction and operations, respectively.

**Table 4.3-8  
LST Summary – Peak Construction**

Peak Construction	CO		NO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.03	0.01	1.23E-02	0.41	0.16
Background Concentration	1.6	1.3	0.101	-	-
<b>Total Concentration</b>	<b>1.63</b>	<b>1.31</b>	<b>0.11</b>	<b>0.41</b>	<b>0.16</b>
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

**Source:** Rich-Haven Specific Plan, 2022 Amendment, Air Quality Impact Analysis, City of Ontario (Urban Crossroads, Inc.) November 8, 2022.

Note: PM<sub>10</sub> and PM<sub>2.5</sub> concentrations are expressed in µg/m<sup>3</sup>. All others are expressed in ppm

**Table 4.3-9  
LST Summary – Operations**

Peak Construction	CO		NO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	1.19E-01	9.06E-02	1.31E-02	1.98	0.81
Background Concentration	1.6	1.3	0.101	-	-
<b>Total Concentration</b>	<b>1.72</b>	<b>1.39</b>	<b>0.11</b>	<b>1.98</b>	<b>0.81</b>
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

**Source:** Rich-Haven Specific Plan, 2022 Amendment, Air Quality Impact Analysis, City of Ontario (Urban Crossroads, Inc.) November 8, 2022.

Note: PM<sub>10</sub> and PM<sub>2.5</sub> concentrations are expressed in µg/m<sup>3</sup>. All others are expressed in ppm

As shown above, localized emissions associated with construction and operations of the Project would not exceed the applicable SCAQMD LSTs for emissions of any criterial pollutant.

**Level of Significance: Less-Than-Significant.**

## CO HOTSPOT EMISSIONS

To establish baseline CO concentrations within the Southern California region, a CO hot spot analysis was conducted in 2003 for four busy intersections in Los Angeles during the peak morning and afternoon traffic periods (2003 Hot Spot Analysis). Table 4.3-10 presents the results of the 2003 Hot Spot Analysis. As indicated, the 2003 Hot Spot Analysis did not predict any violation of CO standards.

**Table 4.3-10**  
**2003 Los Angeles Study-Hot Spot Analysis Results**

Intersection Location	Carbon Monoxide Concentrations (parts /million, ppm)				
	Morning 1-Hour	Afternoon 1-Hour	CA 1-Hour Std.	8-Hour	CA 8-Hour Std.
Wilshire-Veteran	4.6	3.5	20.0	3.7	9.0
Sunset-Highland	4.0	4.5		3.5	
La Cienega-Century	3.7	3.1		5.2	
Long Beach-Imperial	3.0	3.1		8.4*	

**Source:** Rich-Haven Specific Plan, 2022 Amendment, Air Quality Impact Analysis, City of Ontario (Urban Crossroads, Inc.) November 8, 2022.

Based on the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the Basin were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, 8.4 ppm 8-hr CO concentration measured at the Long Beach Blvd. and Imperial Hwy. intersection (highest CO generating intersection within the "hot spot" analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 7.7 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared. In contrast, an adverse CO concentration, known as a "hot spot", would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur.

The ambient 1-hr and 8-hr CO concentration within the Project study area is estimated to be 1.5 ppm and 1.2 ppm, respectively (data from I-10 Near Road station for 2020). Therefore, even if the traffic volumes for the proposed Project were double or even triple of the traffic volumes generated at the Long Beach Blvd. and Imperial Hwy.

intersection, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in a CO “hot spot” at any study area intersections.

The 2003 AQMP estimated that the 1-hour concentration for the Wilshire Boulevard and Veteran Avenue intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations (4.6 ppm × 4= 18.4 ppm) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm). The highest trips on a segment of road that the Project would generate is 73,850 vehicles per day on the I-15 Southbound (SB) Ramps and Galleano Ranch Road.

Traffic volumes generating the CO concentrations for the “hot spot” analysis is shown on Table 4.3-11. The busiest intersection evaluated for traffic volumes was at La Cienega Boulevard and Century Boulevard, which has a traffic volume of approximately 8,674 vph. As shown on Table 4.3-12, the highest trips on a segment of road for the proposed Project is 7,935 vph on Hamner Avenue and Ontario Ranch Road. As such, Project-related traffic volumes are less than the traffic volumes identified in the 2003 AQMP.

**Table 4.3-11**  
**2003 Los Angeles Study Hot Spot Analysis-Peak Hour Traffic Volumes**

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

**Source:** Rich-Haven Specific Plan, 2022 Amendment, Air Quality Impact Analysis, City of Ontario (Urban Crossroads, Inc.) November 8, 2022.

**Notes:** vph-vehicles per hour.

**Table 4.3-12  
Opening Year Cumulative (2027) With Project Traffic Volumes**

Intersection	Peak Traffic Volumes (vph)				
	Northbound (AM/PM)	Southbound (AM/PM)	Eastbound (AM/PM)	Westbound (AM/PM)	Total (AM/PM)
Hamner Ave. & Ontario Ranch Rd.	1,499/1,383	921/1,306	2,304/2,769	2,524/2,477	7,249/7,935
I-15 SB Ramps & Cantu Galleano Rd.	0/0	1,916/2,046	2,237/2,875	1,481/1,452	5,635/6,373
Haven Ave. & Ontario Ranch Rd.	730/457	1,412/1,654	1,494/2,065	1,998/2,052	5,634/6,227
Haven Ave. & SR-60 WB Ramps	2,654/1,610	1,346/2,462	0/0	909/885	4,910/4,956

Source: Rich-Haven Specific Plan, 2022 Amendment, Air Quality Impact Analysis, City of Ontario (Urban Crossroads, Inc.) November 8, 2022.

Based on the preceding discussion, the Project considered here would not produce the volume of traffic required to generate a CO hot spot in the context of the 2003 Hot Spot Analysis. Therefore, CO hot spots are not considered to be an environmental concern for the Project. On this basis, the potential for the Project traffic to generate CO hot spots and thereby expose sensitive receptors to substantial pollutant concentrations is considered less-than-significant.

**Level of Significance:** Less-Than-Significant.

#### CUMULATIVE IMPACTS

As previously presented, the CAAQS designate the Basin as nonattainment for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, while the NAAQS designates the Basin as nonattainment for O<sub>3</sub> and PM<sub>2.5</sub>.

The SCAQMD has published a report on how to address cumulative impacts from air pollution: *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. In this report, the SCAQMD clearly states (Page D-3):

...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative

(facility-wide) is  $HI > 3.0$ . It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

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

Per the above White Paper guidance, less-than-significant air quality impacts at the Project-level are not cumulatively significant. Conversely, significant air quality impacts at the Project-level are also cumulatively significant.

The Basin encompassing the Project site is designated as non-attainment for ozone,  $PM_{10}$ , and  $PM_{2.5}$  (VOC and  $NO_x$  are both ozone precursors;  $NO_x$  is a precursor to  $PM_{10}/PM_{2.5}$ ). Project construction-source  $NO_x$  emissions regional threshold exceedances; and operational-source VOC,  $NO_x$ ,  $PM_{10}$ , and  $PM_{2.5}$  emissions regional threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone and  $PM_{10}/PM_{2.5}$ ) for which the Project region is non-attainment. These are cumulatively significant air quality impacts.

**Level of Significance:** Significant and Unavoidable.

**Potential Impact AQ-3:** *Expose sensitive receptors to substantial pollutant concentrations.*

**Impact Analysis:** Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools,

playgrounds, childcare centers, and athletic facilities can also be considered as sensitive receptors.

Sensitive receptors in the Project study area are illustrated at Figure 4.3-1 and are described below:

R1: Location R1 represents the Colony High School Football Stadium, approximately 76 feet north of the Project site. R1 is placed in the bleachers just north of Planning Area (PA) 1.

R2: Location R2 represents the existing residence at 3271 S. Quincy Way, approximately 219 feet east of the Project site. R2 is placed in the private outdoor living areas facing the Project site.

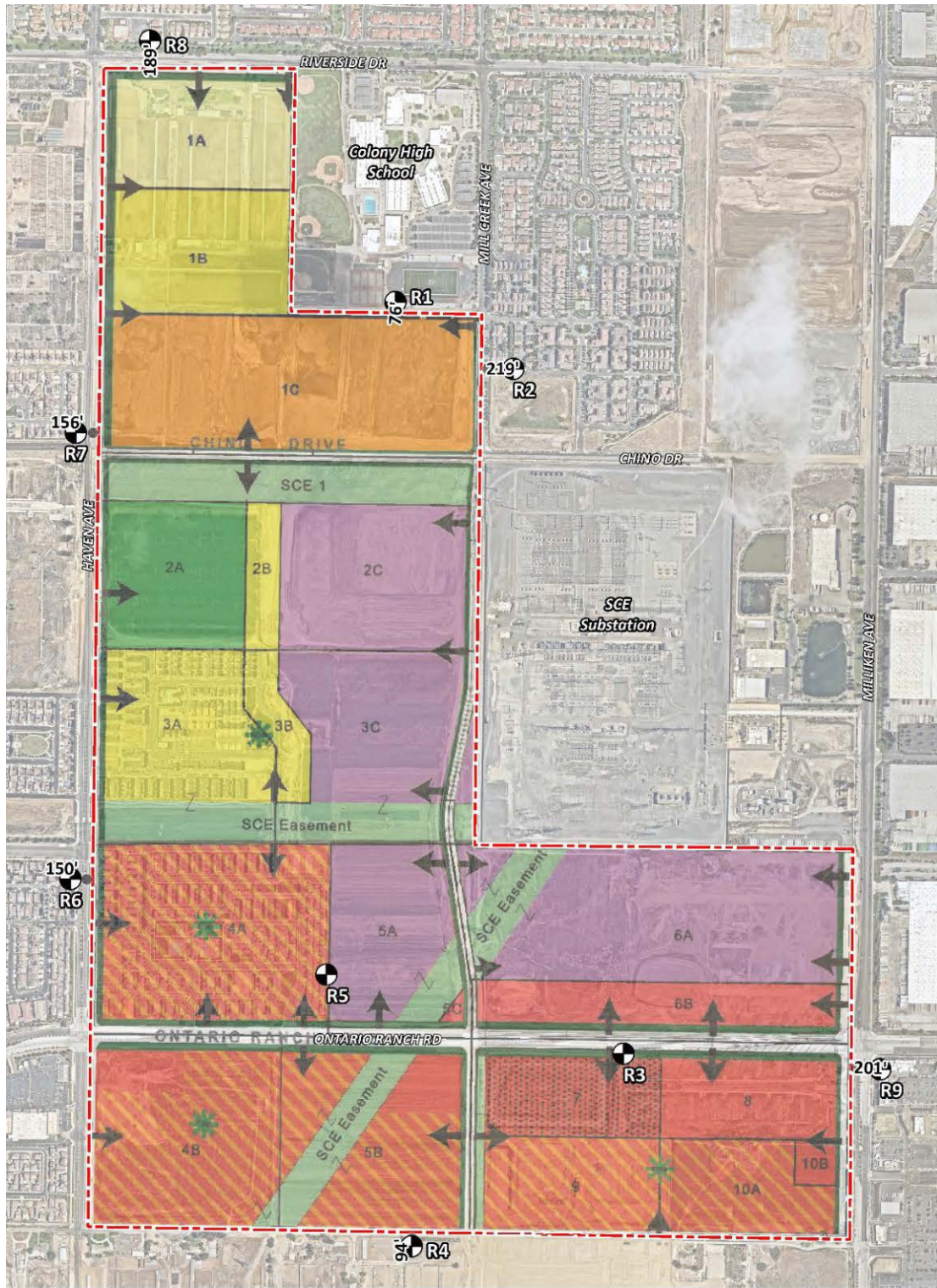
R3: Location R3 represents an on-site receiver location within the planned PA 7 residential mixed use overlay area. R3 is placed approximately 460 feet south of the light industrial use within PA 6A.

R4: Location R4 represents the existing residence at 10823 Edison Avenue, approximately 94 feet south of the Project site. Since there are no private outdoor living areas (backyard) facing the Project site, R4 is placed at the building's façade.

R5: Location R5 represents the existing on-site residence at 3959 S. Sunrise Avenue within the standalone residential overlay (PA 4). R5 is placed in the private outdoor living areas facing the light industrial use within PA 5A.

R6: Location R6 represents the existing residence at 3455 Pine Ridge Loop, approximately 150 feet west of the Project site. R6 is placed in the private outdoor living areas facing the Project site.





**LEGEND:**

- Site Boundary
- Receptor Locations
- Distance from receptor to Project site boundary (in feet)

NOT TO SCALE  
Source: Urban Crossroads, Inc.

Figure 4.3-1  
Sensitive Receptor Locations

R7: Location R7 represents the existing residence at 3379 S. Myrtle Drive, approximately 156 feet west of the Project site. R7 is placed in the private outdoor living areas facing the Project site.

R8: Location R8 represents the existing residence at 2943 S. Alder Creek Drive, approximately 189 feet north of the Project site. R8 is placed in the private outdoor living areas facing the Project site.

R9: Location R9 represents the existing worker receptor located approximately 201 feet east of the Project site. R9 is placed in the building façade facing the Project site, where a worker could potentially remain during a typical workday.

Results of the LST analysis indicate that the Project would not exceed the SCAQMD localized significance thresholds during construction. Therefore, the identified sensitive receptors would not be exposed to substantial pollutant concentrations during Project construction.

Results of the LST analysis indicate that the Project would not exceed the SCAQMD localized significance thresholds during operational activity. Further Project traffic would not create or result in a CO “hotspot.” Therefore, vicinity sensitive receptors would not be exposed to substantial pollutant concentrations as the result of Project operations.

Based on the preceding, the potential for the Project construction and operations to expose sensitive receptors to substantial pollutant concentrations is considered less-than-significant.

### **Toxic Air Contaminants Health Risk Analysis**

Potential Toxic Air Contaminants (TAC) health risks resulting from the Project are presented in detail in *Rich-Haven Specific Plan, 2022 Amendment, Mobile Source Health Risk Assessment, City of Ontario* (Urban Crossroads, Inc.) November 8, 2022 (Project HRA, EIR Appendix D). The Project HRA was prepared in accordance with methodologies and

protocols presented in *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (South Coast Air Quality Management District) 2003. Of primary concern for the Project would be Diesel Particulate Matter (DPM) emissions generated by construction equipment and heavy trucks accessing the Project site. The Project HRA and its conclusions are summarized below.

### **Localized Diesel Particulate Matter (DPM) Emissions Impacts**

Construction equipment employed in development of the Project, and truck traffic associated with Project operations would generate Diesel Particulate Matter (DPM) emissions. In 1998, the California Air Resources Board (ARB) identified DPM as a Toxic Air Contaminant (TAC). In California, DPM has been identified as a carcinogen. Potential effects of Project-source DPM emissions are summarized below. The Project is not a source of other TACs.

### **Carcinogenic Risks**

SCAQMD cancer risk assessment methodologies and protocols were employed in the Project HRA. The SCAQMD *CEQA Air Quality Handbook* (1993) states that emissions of TACs are considered significant if a Health Risk Assessment shows an increased carcinogenic risk of greater than 10 incidents per million population. Per the stated SCAQMD *Handbook* cancer risk threshold, for the purposes of this analysis, an increase in cancer risk of 10 incidents per million population is considered potentially significant. Also relevant to the Project HRA, specific guidance in determining health risks from diesel emissions is provided in *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (SCAQMD) 2003.

### **Noncarcinogenic Risks**

Evaluation of potential noncarcinogenic effects of chronic TAC exposures was also conducted. Noncarcinogenic adverse health effects are evaluated by comparing a compound's annual concentration with its toxicity factor or Reference Exposure Level (REL).

The REL for diesel particulates was obtained from the California Office of Environmental Health Hazard Assessment (OEHHA). The REL for DPM established by OEHHA is 5 µg/m<sup>3</sup> (OEHHA Chemical Toxicity Database, <https://oehha.ca.gov/chemicals>).

The SCAQMD has established non-carcinogenic risk parameters for use in HRAs. Non-carcinogenic risks are quantified by calculating a Hazard Index, expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). An REL is a concentration at or below which health effects are not likely to occur. A Hazard Index less of than one (1.0) means that adverse health effects are not expected. Within this analysis, non-carcinogenic exposures not exceeding the SCAQMD Hazard Index of 1.0 are considered less-than-significant.

Construction-source and operational-source DPM cancer risks are evaluated in detail at Project HRA, pp. 11 – 28. Results and conclusions of the Project HRA are summarized below.

### **Risk Exposure: Quantification Results**

The Project HRA evaluates potential DPM exposure cancer risks at maximally exposed receptor locations. Receptor locations referenced in following discussions are illustrated at previous Figure 4.3-1.

### **Construction-Source DPM Emissions Impacts**

As substantiated in the Project HRA, Project construction-source DPM emissions cancer risk impacts at the maximally exposed individual receptor (MEIR, Receptor R5) would be 1.21 in one million, which is less than the SCAQMD threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable SCAQMD threshold of 1.0 (Project HRA, p. 25). As such, Project construction-source DPM emissions would not cause a significant human health or cancer risk at the MEIR.

## **Operational-Source DPM Emissions Impacts**

### ***Residential Exposure***

As substantiated in the Project HRA, Project construction-source DPM emissions cancer risk impacts at the maximally exposed individual receptor (MEIR, Receptor R5) would be 4.77 in one million, which is less than the SCAQMD threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.03, which would not exceed the applicable SCAQMD threshold of 1.0 (Project HRA, p. 25). As such, Project construction-source DPM emissions would not cause a significant human health or cancer risk at the MEIR.

### ***Worker Exposure***

As substantiated in the Project HRA, Project operational-source DPM emissions cancer risk impacts at the Maximum Exposed Individual Worker (MEIW, Receptor R9) would be 0.94 in one million, which is less than the SCAQMD threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.06, which would not exceed the applicable SCAQMD threshold of 1.0 (Project HRA, p. 26). As such, the Project operational-source DPM emissions will not cause a significant human health or cancer risk at the MEIW.

### ***School Child Exposure***

The nearest school is Colony High School, which is located adjacent to the Project site to the north. At the Maximum Exposed Individual School Child location (MEISC), the maximum incremental cancer risk impact attributable to the Project would be 0.37 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project would be 0.01, which would not exceed the applicable significance threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to nearby school children.

### **Combined Construction-Source and Operational-Source DPM Emissions Impacts**

The land use with the greatest potential exposure to Project construction-source and operational-source DPM emissions is Receptor R5. At the MEIR, the maximum incremental cancer risk attributable to Project construction-source and operational-source DPM emissions is estimated at 5.98 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.03, which would not exceed the applicable threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk as a result of combined Project construction and operational activities (Project HRA, p. 26).

### **Friant Ranch Case Considerations**

In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5<sup>th</sup> 502, the California Supreme Court held that an Environmental Impact Report's (EIR) air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided.

Most local agencies, including the City of Ontario, lack the data to do their own assessment of potential health impacts from criteria air pollutant emissions, as would be required to establish customized, locally-specific thresholds of significance based on potential health impacts from an individual development project. The use of national or "generic" data to fill the gap of missing local data would not yield accurate results because such data does not capture local air patterns, local background conditions, or local population characteristics, all of which play a role in how a population experiences air pollution. Because it is impracticable to accurately isolate the exact cause of a human disease (for example, the role a particular air pollutant plays compared to the role of other allergens and genetics in causing asthma), existing scientific tools cannot accurately estimate health impacts of the Project's air emissions without undue speculation. Instead, readers are directed to the Project's air quality impact analysis above, which provides extensive information concerning the quantifiable and non-quantifiable health risks related to the Project's construction and long-term operation.

Notwithstanding, the Project AQIA does evaluate the Project's localized impact to air quality for emissions of CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> by comparing the proposed Project's on-site emissions to the SCAQMD's applicable LST thresholds. The LST analysis presented herein substantiates that the Project would not result in emissions exceeding SCAQMD's LSTs. Therefore, the Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.

Based on the preceding, the potential for the Project to expose sensitive receptors to substantial pollutant concentrations is considered less-than-significant.

#### SUMMARY

Project construction-source and operational source emissions would not exceed applicable LSTs. Project-source DPM emissions would not result in any potentially significant impacts at Study Area receptors. Project-source CO emissions would not result in CO hot spots within the Study Area. The Project would not otherwise be a source of potentially significant pollutant emissions concentrations. Based on the preceding, the potential for the Project to expose sensitive receptors to substantial pollutant concentrations is considered less-than-significant.

**Level of Significance:** Less-Than-Significant.

## **4.4 GREENHOUSE GAS EMISSIONS**

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## 4.4 GREENHOUSE GAS EMISSIONS

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### *Abstract*

*This Section identifies and addresses potential global climate change (GCC) and greenhouse gas (GHG) emissions impacts that may result from construction and operation of the Project. More specifically, the analysis evaluates the potential for the Project to cause or result in the following impacts:*

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or*
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

The Lead Agency has determined that each of the CEQA GHG emissions impacts threshold conditions noted above establish a separate and independent basis upon which to substantiate the significance of the Project's potential GHG emissions impacts.

With regard to the first threshold condition, for the purposes of evaluating environmental impacts of development-related GHG emissions, the SCAQMD GHG emissions screening threshold of 3,000 MTCO<sub>2e</sub> per year has been employed.<sup>1</sup>

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<sup>1</sup> The City understands that the 3,000 MTCO<sub>2e</sub> per year threshold for residential/commercial uses was proposed by SCAQMD a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has since been adopted. The 3,000 MTCO<sub>2e</sub> per year threshold was developed and recommended by SCAQMD, an expert agency, based on substantial evidence as provided in the Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold (2008) document and subsequent Working Group meetings (latest of which occurred in 2010). Please refer to the Project GHGA at Section 4.1, *Thresholds of Significance* for a detailed substantiation of and basis for use of the 3,000 MTCO<sub>2e</sub>/yr threshold.

Even with application of mitigation, Project GHG emissions would exceed 3,000 MTCO<sub>2e</sub> per year. On this basis, the Project would generate greenhouse gas emissions, either directly or indirectly, that would have a significant impact on the environment. This is a significant and unavoidable impact.

With regard to the second threshold condition, the Project is substantiated herein to be consistent with TOP 2050, and GHG emissions modeling reflected in TOP 2050 – 2022 Community Climate Action Plan Update (2022 CCAP Update). The 2022 CCAP Update provides guidance on how to analyze GHG emissions and determine significance during the CEQA review of proposed development projects within the City. The 2022 CCAP Update addresses GHG emissions reductions and is consistent with the requirements of AB 32, SB 32, and international efforts to reduce GHG emissions. The 2022 CCAP Update, requirements of AB 32, SB 32/207 Scoping Plan, and international efforts to reduce GHG emissions encompass and comprise the range and scope of “applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases.” As substantiated herein, with application of mitigation, the Project is determined to be consistent with the 2022 CCAP Update and by extension is also consistent with and supports other noted plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases. The potential for the Project to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases is therefore considered less-than-significant.

#### 4.4.1 INTRODUCTION

This Section presents existing greenhouse gas (GHG) conditions and identifies potential GHG impacts resulting from construction and operations of the Project. The information presented in this Section is summarized from: *Rich-Haven Specific Plan, 2022 Amendment, Greenhouse Gas Analysis, City of Ontario* (Urban Crossroads, Inc.) November 8, 2022 (Project GHGA). The Project GHGA and all supporting modeling data are presented at EIR Appendix E.

#### **4.4.2 GREENHOUSE GASES/GLOBAL CLIMATE CHANGE OVERVIEW**

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. GCC is currently one of the most controversial environmental issues in the United States, and much debate exists within the scientific community about whether or not GCC is occurring naturally or as a result of human activity. Some data suggests that GCC has occurred in the past over the course of thousands or millions of years. These historical changes to the earth's climate have occurred naturally without human influence, as in the case of an ice age. However, many scientists believe that the climate shift taking place since the industrial revolution (1900) is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of greenhouse gases in the earth's atmosphere, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Many scientists believe that this increased rate of climate change is the result of greenhouse gases resulting from human activity and industrialization over the past 200 years.

An individual development proposal, such as the Project considered herein, cannot generate enough greenhouse gas emissions to effect a discernible change in the global climate. However, the Project may contribute to GCC through its increment of greenhouse gases (GHG) in combination with the cumulative increase in GHG from all other sources, which when taken together constitute potential influences on GCC. This Section summarizes the potential for the Project to have a significant effect upon the environment as a result of its potential contribution to GCC.

##### **4.4.2.1 Global Climate Change**

GCC refers to the change in average meteorological conditions with respect to temperature, wind patterns, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO<sub>2</sub> (Carbon Dioxide), N<sub>2</sub>O (Nitrous Oxide), CH<sub>4</sub> (Methane), hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These particular gases are important due to their residence time (duration) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow

solar radiation into the atmosphere, but prevent heat from escaping, thus warming the atmosphere. GCC can occur naturally, as it has in the past with the previous ice ages.

#### 4.4.2.2 Greenhouse Gases

Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into the atmosphere by both natural and anthropogenic (human) activity. Without the natural greenhouse gas effect, the average temperature would be approximately 61° Fahrenheit (F) cooler than it is currently. The accumulation of these gases in the atmosphere is considered to be the cause for the observed increase in the Earth's temperature.

GHGs have varying global warming potential (GWP) values; GWP values represent the potential of a gas to trap heat in the atmosphere. Carbon dioxide is used as the reference gas for GWP, and thus has a GWP of 1. GWP and atmospheric lifetimes of select GHGs are summarized in Table 4.4-1.

**Table 4.4-1  
GWP and Atmospheric Lifetime of Select GHGs**

GHG	Atmospheric Lifetime (years)	GWP (100-year time horizon)	
		2 <sup>nd</sup> Assessment Report	5 <sup>th</sup> Assessment Report
CO <sub>2</sub>	*	1	1
CH <sub>4</sub>	12.4	21	28
N <sub>2</sub> O	121	310	265
HFC-23	222	11,700	12,400
HFC-134a	13.4	1,300	1,300
HFC-152a	1.5	140	138
SF <sub>6</sub>	3,200	23,900	23,500

**Source:** Rich-Haven Specific Plan, 2022 Amendment, Greenhouse Gas Analysis, City of Ontario (Urban Crossroads, Inc.) November 8, 2022.

**Notes:** \* Per IPCC's 5th Assessment Report, Appendix 8.A, no single lifetime can be given.

Table 4.4-2 lists common GHGs, their general characteristics, sources, and health effects.

**Table 4.4-2  
GHGs, Characteristics, Sources, and Health Effects**

GHG	Description	Sources	Health Effects
Water	<p>Water is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. Climate feedback is an indirect, or secondary, change, either positive or negative, that occurs within the climate system in response to a forcing mechanism. The feedback loop in which water is involved is critically important to projecting future climate change.</p> <p>As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to 'hold' more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a "positive feedback loop." The extent to which this positive feedback loop would continue is unknown as there are also dynamics that hold the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it would eventually condense into clouds, which are more able to reflect incoming solar radiation (thus</p>	<p>The main source of water vapor is evaporation from the oceans (approximately 85%). Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves.</p>	<p>There are no known direct health effects related to water vapor at this time. It should be noted however that when some pollutants react with water vapor, the reaction forms a transport mechanism for some of these pollutants to enter the human body through water vapor.</p>

**Table 4.4-2  
GHGs, Characteristics, Sources, and Health Effects**

GHG	Description	Sources	Health Effects
	allowing less energy to reach the earth's surface and heat it up).		
CO <sub>2</sub>	CO <sub>2</sub> is an odorless and colorless GHG. Since the industrial revolution began in the mid-1700s, the sort of human activity that increases GHG emissions has increased dramatically in scale and distribution. Data from the past 50 years suggests a corollary increase in levels and concentrations. As an example, prior to the industrial revolution, CO <sub>2</sub> concentrations were fairly stable at 280 parts per million (ppm). Today, they are around 370 ppm, an increase of more than 30%. Left unchecked, the concentration of CO <sub>2</sub> in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources.	CO <sub>2</sub> is emitted from natural and manmade sources. Natural sources include: the decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources include: the burning of coal, oil, natural gas, and wood. CO <sub>2</sub> is naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks.	Outdoor levels of CO <sub>2</sub> are not high enough to result in negative health effects. According to the National Institute for Occupational Safety and Health (NIOSH) high concentrations of CO <sub>2</sub> can result in health effects such as: headaches, dizziness, restlessness, difficulty breathing, sweating, increased heart rate, increased cardiac output, increased blood pressure, coma, asphyxia, and/or convulsions. It should be noted that current concentrations of CO <sub>2</sub> in the earth's atmosphere are estimated to be approximately 370 ppm, the actual reference exposure level (level at which adverse health effects typically occur) is at exposure levels of 5,000 ppm averaged over 10 hours in a 40-hour workweek and short-term reference exposure levels of 30,000 ppm averaged over a 15-minute period.
CH <sub>4</sub>	CH <sub>4</sub> is an extremely effective absorber of radiation, although its atmospheric concentration is less than CO <sub>2</sub> and its lifetime in the atmosphere is brief (10-12 years), compared to other GHGs.	CH <sub>4</sub> has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of CH <sub>4</sub> . Other anthropogenic sources include fossil-fuel combustion and biomass burning.	CH <sub>4</sub> is extremely reactive with oxidizers, halogens, and other halogen-containing compounds. Exposure to elevated levels of CH <sub>4</sub> can cause asphyxiation, loss of consciousness, headache and dizziness, nausea and vomiting, weakness, loss of coordination, and an increased breathing rate.

**Table 4.4-2  
GHGs, Characteristics, Sources, and Health Effects**

GHG	Description	Sources	Health Effects
N <sub>2</sub> O	N <sub>2</sub> O, also known as laughing gas, is a colorless GHG. Concentrations of N <sub>2</sub> O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb).	N <sub>2</sub> O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used as an aerosol spray propellant, i.e., in whipped cream bottles. It is also used in potato chip bags to keep chips fresh. It is used in rocket engines and in race cars. N <sub>2</sub> O can be transported into the stratosphere, be deposited on the earth's surface, and be converted to other compounds by chemical reaction.	N <sub>2</sub> O can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless. However, in some cases, heavy and extended use can cause Olney's Lesions (brain damage).
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in CH <sub>4</sub> or ethane (C <sub>2</sub> H <sub>6</sub> ) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble and chemically unreactive in the troposphere (the level of air at the earth's surface).	CFCs have no natural source but were first synthesized in 1928. They were used for refrigerants, aerosol propellants and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and was extremely successful, so much so that levels of the major CFCs are now remaining steady or declining. However, their long atmospheric lifetimes mean that some of the CFCs would remain in the atmosphere for over 100 years.	In confined indoor locations, working with CFC-113 or other CFCs is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation.
HFCs	HFCs are synthetic, man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential (GWP). The HFCs with the largest measured	HFCs are manmade for applications such as automobile air conditioners and refrigerants.	No health effects are known to result from exposure to HFCs.

**Table 4.4-2  
GHGs, Characteristics, Sources, and Health Effects**

GHG	Description	Sources	Health Effects
	atmospheric abundances are (in order), Fluoroform (HFC-23), 1,1,1,2-tetrafluoroethane (HFC-134a), and 1,1-difluoroethane (HFC-152a). Prior to 1990, the only significant emissions were of HFC-23. HCF-134a emissions are increasing due to its use as a refrigerant.		
PFCs	PFCs have stable molecular structures and do not break down through chemical processes in the lower atmosphere. High-energy ultraviolet rays, which occur about 60 kilometers above earth's surface, are able to destroy the compounds. Because of this, PFCs have exceptionally long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF <sub>4</sub> ) and hexafluoroethane (C <sub>2</sub> F <sub>6</sub> ). The EPA estimates that concentrations of CF <sub>4</sub> in the atmosphere are over 70 parts per trillion (ppt).	The two main sources of PFCs are primary aluminum production and semiconductor manufacture.	No health effects are known to result from exposure to PFCs.
SF <sub>6</sub>	SF <sub>6</sub> is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated. The EPA indicates that concentrations in the 1990s were about 4 ppt.	SF <sub>6</sub> is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.	In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing.
Nitrogen Trifluoride (NF <sub>3</sub> )	NF <sub>3</sub> is a colorless gas with a distinctly moldy odor. The World Resources Institute (WRI) indicates that NF <sub>3</sub> has a 100-year GWP of 17,200.	NF <sub>3</sub> is used in industrial processes and is produced in the manufacturing of semiconductors, Liquid Crystal Display (LCD) panels, types of solar panels, and chemical lasers.	Long-term or repeated exposure may affect the liver and kidneys and may cause fluorosis.

Source: Rich-Haven Specific Plan, 2022 Amendment, Greenhouse Gas Analysis, City of Ontario (Urban Crossroads, Inc.) November 8, 2022.

#### 4.4.2.3 Existing Greenhouse Gases Emissions Inventories

##### Global

Worldwide anthropogenic GHG emissions are tracked by the Intergovernmental Panel on Climate Change for industrialized nations (referred to as Annex I) and developing



nations (referred to as Non-Annex I). This GHG emission data for Annex I nations is available through 2016. Global GHG emissions are summarized in Table 4.4-3, and are representative of currently available inventory data.

### United States

As identified in Table 4.4-3, the United States, as a single country, was the number two producer of GHG emissions in 2017. The primary GHG emitted by human activities in the United States was CO<sub>2</sub>, representing approximately 81.6 percent of total GHG emissions. Carbon dioxide from fossil fuel combustion is the largest source of GHG emissions in the United States.

**Table 4.4-3**  
**Global GHG Emissions by Major GHG Source Countries**

Source Countries	GHG Emissions (Gg CO <sub>2</sub> e)
China	11,911,710
United States	6,456,718
European Union (28-member countries)	4,323,163
India	3,079,810
Russian Federation	2,155,470
Japan	1,289,630
<b>Total</b>	<b>29,216,501</b>

**Source:** Rich-Haven Specific Plan, 2022 Amendment, Greenhouse Gas Analysis, City of Ontario (Urban Crossroads, Inc.) November 8, 2022.

**Note:** Gg = Gigagrams; 1 Gigagram = 1,000 Metric Tons.

California has significantly slowed the rate of growth of GHG emissions due to the implementation of energy efficiency programs as well as adoption of strict emission controls but is still a substantial contributor to the United States (U.S.) emissions inventory total. The California Air Resource Board (CARB) compiles GHG inventories for the State of California. Based upon the 2021 GHG inventory data (the latest year for which data are available) for the 2000-2019 GHG emissions period, California emitted an average 418.2 million metric tons of CO<sub>2</sub>e per year (MMT CO<sub>2</sub>e/year) or 418,200 Gg CO<sub>2</sub>e (6.26% of the total United States GHG emissions).

## City of Ontario

The City of Ontario GHG emissions inventory for existing land uses is summarized at Table 4.4-4.

**Table 4.4-4  
City of Ontario GHG Emissions  
Existing Land Uses**

Sector	Existing MTCO <sub>2</sub> 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%
<b>Total</b>	<b>1,703,730</b>	<b>100%</b>

Source: TOP 2050 SEIR.

## Project Site

With the exception of limited areas of existing residential development, the Project site comprises vacant disturbed property, and is not a substantive source of GHG emissions.

### 4.4.2.4 Effects of Climate Change in California

## Public Health

Higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25 to 35 percent under the lower warming range to 75 to 85 percent under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances, depending on wind

conditions. The Climate Scenarios Report indicates that large wildfires could become more frequent if GHG emissions are not significantly reduced.

In addition, under the higher warming range scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

### **Water Resources**

A vast network of man-made reservoirs and aqueducts captures and transports water throughout the state from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages.

If temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. How much snowpack could be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snowpack could pose challenges to water managers and hamper hydropower generation. It could also adversely affect winter tourism. Under the lower warming range, the ski season at lower elevations could be reduced by as much as a month. If temperatures reach the higher warming range and precipitation declines, there may be years with insufficient snow for skiing and snowboarding.

The State's water supplies are also at risk from rising sea levels. An influx of saltwater could degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta – a major fresh water supply.

### **Agriculture**

Increased temperatures could cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. First, California farmers could possibly lose as much as 25 percent of its water supply. Although higher CO<sub>2</sub> levels can stimulate plant production and increase plant water-use efficiency, California's farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate O<sub>3</sub> pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures could worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits, and nuts.

In addition, continued GCC could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion could occur in many species while range contractions may be less likely in rapidly evolving species with significant populations already established. Should range contractions occur, new or different weed species could fill the emerging gaps. Continued GCC could alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

## **Forests and Landscapes**

GCC has the potential to intensify the current threat to forests and landscapes by increasing the risk of wildfire and altering the distribution and character of natural vegetation. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55 percent, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including: precipitation, winds, temperature, terrain, and vegetation, future risks would likely not be uniform throughout the state. For example, wildfires in northern California could increase by up to 90 percent due to decreased precipitation.

Moreover, continued GCC has the potential to alter natural ecosystems and biological diversity within the state. For example, alpine and subalpine ecosystems could decline by as much as 60 to 80 percent by the end of the century as a result of increasing temperatures. The productivity of the state's forests has the potential to decrease as a result of GCC.

## **Rising Sea Levels**

Rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten the state's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Increased sea level elevations of this magnitude would inundate low-lying coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12 to 14 inches.

### **4.4.3 GCC REGULATORY SETTING**

The current GHG regulatory setting is extensive and evolving. The GHG regulatory setting is discussed in detail at Project GHGA Section 3, *Regulatory Setting*. Current aspects of the GHG regulatory setting of relevance to the Project are summarized below.

#### 4.4.3.1 State of California

##### Overview

The State of California legislature has enacted a series of bills and associated actions, described below, that collectively act to reduce GHG emissions. Certain state legislation, such as Assembly Bill (AB 32) *California Global Warming Solutions Act of 2006*, was specifically enacted to address GHG emissions. Other state legislation, such as Title 24 and Title 20 energy standards, originally adopted for other purposes (energy and water conservation), also facilitate GHG emissions reductions. Additionally, California's Executive Branch has taken several actions to reduce GHGs through the use of Executive Orders. Although not regulatory, Executive Orders set the tone for the state and guide the actions of state agencies.

**AB 32.** The California State Legislature enacted AB 32, which requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. GHGs, as defined under AB 32, include carbon dioxide, methane, N<sub>2</sub>O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Since AB 32 was enacted, a seventh chemical, nitrogen trifluoride, has also been added to the list of GHGs. The California Air Resources Board (CARB, ARB) is the state agency charged with monitoring and regulating sources of GHGs.

The ARB approved the 1990 GHG emissions level of 427 MMTCO<sub>2e</sub> on December 6, 2007 (ARB 2007). Therefore, emissions generated in California in 2020 are required to be equal to or less than 427 MMTCO<sub>2e</sub>. Emissions in 2020 in a "business as usual" (BAU) scenario were estimated to be 596 MMTCO<sub>2e</sub>, which do not account for reductions from AB 32 regulations (ARB 2008). At that level, a 28.4 percent reduction was required to achieve the 427 million MMTCO<sub>2e</sub> 1990 inventory. In October 2010, ARB prepared an updated 2020 forecast to account for the recession and slower forecasted growth. The forecasted inventory without the benefits of adopted regulation is now estimated at 545 million MMTCO<sub>2e</sub>. Therefore, under the updated forecast, a 21.7 percent reduction from BAU is required to achieve 1990 levels (ARB 2010).

The State has made steady progress in implementing AB 32 and achieving targets included in Executive Order S-3-05. The progress is shown in updated emission inventories prepared by ARB for 2000 through 2012 (ARB 2014a). The State has achieved the Executive Order S-3-05 target for 2010 of reducing GHG emissions to 2000 levels. As shown below, the 2010 emission inventory achieved this target.

- 1990: 427 million MMTCO<sub>2e</sub> (AB 32 2020 target)
- 2000: 463 million MMTCO<sub>2e</sub> (an average 8 percent reduction needed to achieve 1990 base)
- 2010: 450 million MMTCO<sub>2e</sub> (an average 5 percent reduction needed to achieve 1990 base)

ARB has also made substantial progress in achieving its goal of achieving 1990 emissions levels by 2020. As described earlier in this section, ARB revised the 2020 BAU inventory forecast to account for new lower growth projections, which resulted in a new lower reduction from BAU to achieve the 1990 base. The previous reduction from 2020 BAU needed to achieve 1990 levels was 28.4 percent and the latest reduction from 2020 BAU is 21.7 percent.

- 2020: 545 million MMTCO<sub>2e</sub> BAU (an average 21.7 percent reduction from BAU needed to achieve 1990 base)

**ARB Scoping Plan.** The California Air Resources Board (ARB) Climate Change Scoping Plan (Scoping Plan) contains measures designed to reduce the State’s emissions to 1990 levels by the year 2020 and thereby comply with AB 32 GHG emissions reductions targets. The Scoping Plan identifies recommended measures for multiple GHG emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors. As stated in the Scoping Plan, the key elements of the strategy for achieving the 2020 GHG target include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, including California’s clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State’s long-term commitment to AB 32 implementation.

The ARB approved the First Update to the Scoping Plan (Update) on May 22, 2014. The Update identifies progress made to meet the near-term objectives of AB 32 and defines California’s climate change priorities and strategies. The Update does not set new targets for the State, but rather describes a path that would achieve the state’s 2050 goal to achieve GHG emissions levels that are 80 percent below 1990 baseline levels.

Forecasting the amount of emissions that would occur in 2020 if no actions are taken was necessary to assess the amount of reductions California must achieve to return to the 1990 emissions level by 2020 as required by AB 32. The no-action scenario is known as “business-as-usual” or BAU. The ARB originally defined the BAU scenario as emissions in the absence of any GHG emission reduction measures discussed in the Scoping Plan.

As part of CEQA compliance for the Scoping Plan, ARB prepared a Supplemental Functional Equivalent Document (FED) in 2011. The FED included an updated 2020 BAU emissions inventory projection based on current economic forecasts (i.e., as influenced by the economic downturn) and emission reduction measures already in place, replacing its prior 2020 BAU emissions inventory. ARB staff derived the updated emissions estimates



by projecting emissions growth, by sector, from the State's average emissions from 2006–2008. The new BAU estimate includes emission reductions for the million-solar-roofs program, the AB 1493 (Pavley I) motor vehicle GHG emission standards, and the Low Carbon Fuels Standard. In addition, ARB factored into the 2020 BAU inventory emissions reductions associated with 33 percent Renewable Energy Portfolio Standard (RPS) for electricity generation. The updated BAU estimate of 507 MMTCO<sub>2e</sub> by 2020 requires a reduction of 80 MMTCO<sub>2e</sub>, or a 16 percent reduction below the estimated BAU levels to return to 1990 levels (i.e., 427 MMTCO<sub>2e</sub>) by 2020.

To establish a BAU reduction scenario that is consistent with the original definition in the Scoping Plan and with threshold definitions used in thresholds adopted by lead agencies for CEQA purposes and many climate action plans, the updated inventory without regulations was also included in the Supplemental FED. The ARB 2020 BAU projection for GHG emissions in California was originally estimated to be 596 MMTCO<sub>2e</sub>. The updated ARB 2020 BAU projection in the Supplemental FED is 545 MMTCO<sub>2e</sub>. Considering the updated BAU estimate of 545 MMTCO<sub>2e</sub> by 2020, ARB estimates a 21.7 percent reduction below the estimated statewide BAU levels is necessary to return to 1990 emission levels (i.e., 427 MMTCO<sub>2e</sub>) by 2020, instead of the approximate 28.4 percent BAU reduction previously reported under the original Climate Change Scoping Plan (2008).

**2017 Climate Change Scoping Plan Update.** In November 2017, ARB released the final 2017 Scoping Plan Update, which identifies the State's post-2020 reduction strategy. The 2017 Scoping Plan Update reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by Senate Bill 32 (SB 32). Key programs that the proposed Second Update builds upon include the Cap-and-Trade Regulation, the Low Carbon Fuel Standard, and much cleaner cars, trucks and freight movement, utilizing cleaner, renewable energy, and strategies to reduce methane emissions from agricultural and other wastes.

The 2017 Scoping Plan establishes a new emissions limit of 260 MMTCO<sub>2e</sub> for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030.

California's climate strategy will require contributions from all sectors of the economy, including the land base, and will include enhanced focus on zero- and near-zero-emission (ZE/NZE) vehicle technologies; continued investment in renewables, including solar roofs, wind, and other 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 direct GHG reductions at refineries will further support air quality co-benefits in neighborhoods, including in disadvantaged communities historically located adjacent to these large stationary sources, as well as efforts with California's local air pollution control and air quality management districts (air districts) to tighten emission 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 ZEV buses and trucks.
- Low Carbon Fuel Standard (LCFS), with an increased stringency (18 percent by 2030).
- Implementing 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 ZEV trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy (SLPS), which focuses on reducing methane and hydrofluorocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.
- Continued implementation of SB 375.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- 20 percent reduction in GHG emissions from refineries by 2030.
- 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 Scoping Plan also recognizes local governments as essential partners in achieving the State’s long-term GHG reduction goals and identifies local actions to reduce GHG emissions. As part of the recommended actions, CARB advocates local government attainment of a community-wide goal of 6 MMTCO<sub>2e</sub> or less per capita by 2030, and 2 MMTCO<sub>2e</sub> or less per capita by 2050. For CEQA projects, CARB states that lead agencies may develop evidenced-based bright-line numeric thresholds—consistent with the Scoping Plan and the State’s long-term GHG goals—and projects with emissions over that amount may be required to incorporate on-site design features and mitigation measures that avoid or minimize project emissions to the extent feasible. Alternatively, a lead agency may employ performance-based metric using a climate action plan or other plan to reduce GHG emissions.

According to research conducted by the Lawrence Berkeley National Laboratory and supported by ARB, under its existing and proposed GHG reduction policies, California is on track to meet the 2020 reduction targets established under AB 32 and could achieve the 2030 goals promulgated under SB 32.

**Senate Bill 32.** On September 8, 2016, Governor Jerry Brown signed the Senate Bill (SB) 32 and its companion bill, Assembly Bill (AB) 197. SB 32 requires the State to reduce statewide greenhouse gas emissions to 40 percent below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15.

**Cap-and-Trade Program.** The Scoping Plan identifies a Cap-and-Trade Program as one of the key strategies for California to reduce GHG emissions. According to ARB, a cap-and-trade program will help put California on the path to meet its goal of reducing GHG emissions to 1990 levels by the year 2020 and ultimately achieving an 80 percent reduction from 1990 levels by 2050. Under cap-and-trade, an overall limit on GHG emissions from capped sectors is established, and facilities subject to the cap will be able to trade permits to emit GHGs within the overall limit.

ARB adopted a California Cap-and-Trade Program consistent with authority established under AB 32. See 17 California Code of Regulations (CCR) §§ 95800 to 96023. The Cap-

and-Trade Program is designed to reduce GHG emissions from major sources (deemed “covered entities”) by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32’s emission-reduction mandate of returning to 1990 levels of emissions by 2020. The statewide cap for GHG emissions from the capped sectors (e.g., electricity generation, petroleum refining, and cement production) commenced in 2013 and will decline over time, achieving GHG emission reductions throughout the program’s duration.

Covered entities that emit more than 25,000 MTCO<sub>2e</sub> per year must comply with the Cap-and-Trade Program. Triggering of the 25,000 MTCO<sub>2e</sub> per year “inclusion threshold” is measured against a subset of emissions reported and verified under the California Regulation for the Mandatory Reporting of GHG Emissions (Mandatory Reporting Rule or “MRR”).

Under the Cap-and-Trade Program, ARB issues allowances equal to the total amount of allowable emissions over a given compliance period and distributes these to regulated entities. Covered entities are allocated free allowances in whole or part (if eligible), and may buy allowances at auction, purchase allowances from others, or purchase offset credits. Each covered entity with a compliance obligation is required to surrender “compliance instruments” for each MTCO<sub>2e</sub> of GHG they emit. There also are requirements to surrender compliance instruments covering 30 percent of the prior year’s compliance obligation by November of each year. For example, in November 2014, a covered entity was required to submit compliance instruments to cover 30 percent of its 2013 GHG emissions.

The Cap-and-Trade Program provides a firm cap, ensuring that the 2020 statewide emission limit will not be exceeded. An inherent feature of the Cap-and-Trade program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on an accumulative basis. As summarized by ARB in the 2014 First Update to the Climate Change Scoping Plan (ARB First Update):

The Cap-and-Trade Regulation gives companies the flexibility to trade allowances with others or take steps to cost-effectively reduce emissions at their own facilities. Companies that emit more have to turn in more allowances or other compliance instruments. Companies that can cut their GHG emissions have to turn in fewer allowances. But as the cap declines, aggregate emissions must be reduced. In other words, a covered entity theoretically could increase its GHG emissions every year and still comply with the Cap-and-Trade Program if there is a reduction in GHG emissions from other covered entities. Such a focus on aggregate GHG emissions is considered appropriate because climate change is a global phenomenon, and the effects of GHG emissions are considered cumulative (ARB First Update, p. 86).

The Cap-and-Trade Program works with other direct regulatory measures and provides an economic incentive to reduce emissions. If California's direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program will be responsible for relatively fewer emissions reductions. If California's direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program will be responsible for relatively more emissions reductions. In this manner, the Cap-and-Trade Program assures that California will meet its 2020 GHG emissions reduction mandate:

The Cap-and-Trade Program establishes an overall limit on GHG emissions from most of the California economy—the “capped sectors.” Within the capped sectors, some of the reductions are being accomplished through direct regulations, such as improved building and appliance efficiency standards, the [Low Carbon Fuel Standard] LCFS, and the 33 percent [Renewables Portfolio Standard] RPS. Whatever additional reductions are needed to bring emissions within the cap is accomplished through price incentives posed by emissions allowance prices. Together, direct regulation and price incentives assure that emissions are brought down cost-effectively to the level of the overall cap. The Cap-and-Trade Regulation

provides assurance that California's 2020 limit will be met because the regulation sets a firm limit on 85 percent of California's GHG emissions. In sum, the Cap-and-Trade Program will achieve aggregate, rather than site specific or project-level, GHG emissions reductions. Also, due to the regulatory architecture adopted by ARB in AB 32, the reductions attributed to the Cap-and-Trade Program can change over time depending on the State's emissions forecasts and the effectiveness of direct regulatory measures (ARB First Update, p. 88).

As of January 1, 2015, the Cap-and-Trade Program covered approximately 85 percent of California's GHG emissions. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with a CEQA projects' electricity usage are covered by the Cap-and-Trade Program.

The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period. While the Cap-and-Trade Program technically covered fuel suppliers as early as 2012, they did not have a compliance obligation (i.e., they were not fully regulated) until 2015. The Cap-and-Trade Program covers the GHG emissions associated with the combustion of transportation fuels in California, whether refined in-state or imported. The point of regulation for transportation fuels is when they are "supplied" (i.e., delivered into commerce). Accordingly, as with stationary source GHG emissions and GHG emissions attributable to electricity use, virtually all, if not all, of GHG emissions from CEQA projects associated with vehicle-miles traveled (VMT) are covered by the Cap-and-Trade Program (ARB 2015).

In addition, the Scoping Plan differentiates between "capped" and "uncapped" strategies. "Capped" strategies are subject to the proposed cap-and-trade program. The Scoping Plan states that the inclusion of these emissions within the Program will help ensure that the year 2020 emission targets are met despite some degree of uncertainty in

the emission reduction estimates for any individual measure. Implementation of the capped strategies is calculated to achieve sufficient GHG emissions reductions by 2020 to achieve the emission target contained in AB 32. “Uncapped” strategies that will not be subject to the cap-and-trade emissions caps and requirements are provided as a margin of safety by accounting for additional GHG emission reductions.

**SB 375 - Sustainable Communities and Climate Protection Act of 2008.** Passing the Senate on August 30, 2008, Senate Bill (SB) 375 was signed by the Governor on September 30, 2008. According to SB 375, the transportation sector is the largest contributor of GHG emissions, which emits over 40 percent of the total GHG emissions in California. SB 375 states, “Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32.” SB 375 does the following: (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

Concerning CEQA, SB 375, as codified in Public Resources Code Section 21159.28, states that CEQA findings for certain projects are not required to reference, describe, or discuss (1) growth inducing impacts, or (2) any project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network, if the project:

1. Is in an area with an approved sustainable communities strategy or an alternative planning strategy that the ARB accepts as achieving the GHG emission reduction targets.
2. Is consistent with that strategy (in designation, density, building intensity, and applicable policies).
3. Incorporates the mitigation measures required by an applicable prior environmental document.

**AB 1493 Pavley Regulations and Fuel Efficiency Standards.** California AB 1493, enacted on July 22, 2002, required ARB to develop and adopt regulations that reduce GHGs

emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA's denial of an implementation waiver. The EPA subsequently granted the requested waiver in 2009, which was upheld by the U.S. District Court for the District of Columbia in 2011.

The standards phased in during the 2009 through 2016 model years. When fully phased in, the near-term (2009–2012) standards will result in about a 22 percent reduction compared with the 2002 fleet, and the mid-term (2013–2016) standards will result in about a 30 percent reduction. Several technologies stand out as providing significant reductions in emissions at favorable costs. These include discrete variable valve lift or camless valve actuation to optimize valve operation rather than relying on fixed valve timing and lift as has historically been done; turbocharging to boost power and allow for engine downsizing; improved multi-speed transmissions; and improved air conditioning systems that operate optimally, leak less, and/or use an alternative refrigerant.

The second phase of the implementation for the Pavley bill was incorporated into Amendments to the Low-Emission Vehicle Program referred to as LEV III or the Advanced Clean Cars program. The Advanced Clean Cars program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The new rules will clean up gasoline and diesel-powered cars, and deliver increasing numbers of zero-emission technologies, such as full battery electric cars, newly emerging plug-in hybrid electric vehicles and hydrogen fuel cell cars. The package will also ensure adequate fueling infrastructure is available for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California.

**SB 350 - Clean Energy and Pollution Reduction Act of 2015.** In October 2015, the legislature approved and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid,



and improved infrastructure for electric vehicle charging stations. Provisions for a 50 percent reduction in the use of petroleum statewide were removed from the Bill because of opposition and concern that it would prevent the Bill's passage. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33 percent to 50 percent by 2030, with interim targets of 40 percent by 2024, and 25 percent by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the California Energy Commission (CEC), and local publicly-owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electricity transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

**Executive Order S-3-05.** Former California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following reduction targets for GHG emissions:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

**Executive Order S-01-07 – Low Carbon Fuel Standard.** The Governor signed Executive Order S-01-07 on January 18, 2007. The order mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least

10 percent by 2020. In particular, the Executive Order established a Low Carbon Fuel Standard and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, the ARB, the University of California, and other agencies to develop and propose protocols for measuring the “life-cycle carbon intensity” of transportation fuels. This analysis supporting development of the protocols was included in the State Implementation Plan for alternative fuels (State Alternative Fuels Plan adopted by California Energy Commission on December 24, 2007) and was submitted to ARB for consideration as an “early action” item under AB 32. The ARB adopted the Low Carbon Fuel Standard on April 23, 2009.

The Low Carbon Fuel Standard was challenged in the U.S. District Court in Fresno in 2011. The court’s ruling issued on December 29, 2011, included a preliminary injunction against ARB’s implementation of the rule. The Ninth Circuit Court of Appeals stayed the injunction on April 23, 2012, pending final ruling on appeal, allowing ARB to continue to implement and enforce the regulation. The Ninth Circuit Court’s decision, filed September 18, 2013, vacated the preliminary injunction. In essence, the court held that Low Carbon Fuel Standards adopted by ARB were not in conflict with federal law. On August 8, 2013, the Fifth District Court of Appeal (California) ruled ARB failed to comply with CEQA and the Administrative Procedure Act (APA) when adopting regulations for Low Carbon Fuel Standards. In a partially published opinion, the Court of Appeal reversed the trial court’s judgment and directed issuance of a writ of mandate setting aside Resolution 09-31 and two executive orders of ARB approving Low Carbon Fuel Standards (LCFS) regulations promulgated to reduce GHG emissions. However, the court tailored its remedy to protect the public interest by allowing the LCFS regulations to remain operative while ARB complies with the procedural requirements it failed to satisfy.

To address the Court ruling, ARB was required to bring a new LCFS regulation to its Board for consideration in February 2015. The proposed LCFS regulation was required to contain revisions to the 2010 LCFS as well as new provisions designed to foster investments in the production of the low-carbon intensity (low-CI) fuels, offer additional flexibility to regulated parties, update critical technical information, simplify and

streamline program operations, and enhance enforcement. The second public hearing was held on September 24 and September 25, 2015, where the LCFS Regulation was adopted. The Final Rulemaking Package adopting the regulation was filed with Office of Administrative Law (OAL) on October 2, 2015. OAL had until November 16, 2015 to make a determination (ARB 2015d).

**Executive Order S-13-08.** Executive Order S-13-08 states that “climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California’s economy, to the health and welfare of its population and to its natural resources.” As provided for under the Order, the 2009 California Climate Adaptation Strategy (California Natural Resources Agency 2009) was adopted. The Strategy is “. . . first statewide, multi-sector, region-specific, and information-based climate change adaptation strategy in the United States.” Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

**Executive Order B-30-15.** On April 29, 2015, Governor Edmund G. Brown Jr. issued an executive order to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. The Governor’s executive order aligns California’s GHG reduction targets with those of leading international governments. The Order sets a new interim statewide GHG emission reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050 and directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO<sub>2</sub> equivalent (MMCO<sub>2</sub>e). The Order also requires the state’s climate adaptation plan to be updated every three years, and for the State to continue its climate change research program, among other provisions. As with Executive Order S-3-05, this Order is not legally enforceable for local governments and the private sector. Legislation that would update AB 32 to make post 2020 targets and requirements a mandate is in process in the State Legislature.

**Title 20 Appliance Efficiency Standards.** California Code of Regulations, Title 20: Division 2, Chapter 4, Article 4, Sections 1601-1608: Appliance Efficiency Regulations regulates the sale of appliances in California. The Appliance Efficiency Regulations include standards for both federally regulated appliances and non-federally regulated appliances. Twenty-three categories of appliances are included in the scope of these regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the state and those designed and sold exclusively for use in recreational vehicles or other mobile equipment.

**Title 24 Energy Efficiency Standards and California Green Building Standards.** California Code of Regulations Title 24 Part 6: *California's Energy Efficiency Standards for Residential and Nonresidential Buildings*, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. For nonresidential buildings, the 2016 Title 24 standards reduce energy consumption by 5 percent when compared to the 2013 Title 24 standards.

**California Code of Regulations, Title 24, Part 11: California Green Building Standards Code (CALGreen).** CALGreen is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards, to be effective on January 1, 2023.

The State Building Code (including provisions of CALGreen) establishes minimum standards that buildings must meet in order to be certified for occupancy. These standards are typically enforced by the local building official. Local jurisdictions are permitted to adopt more stringent requirements, as state law provides methods for local enhancements. The Project would be required to comply with State Building Code

standards (including provisions of CALGreen) in effect at the time of building permit application(s).

Anticipated CALGreen requirements applicable to the Project include, but are not limited to, those listed below. CALGreen Section citations are presented parenthetically.

- EV Charging (new one- and two-family dwellings and townhouses with attached private garages). For each dwelling unit, install a listed raceway to accommodate a dedicated 208/240-volt branch circuit. The raceway shall not be less than trade size 1 (nominal 1-inch inside diameter). The raceway shall originate at the main service or subpanel and shall terminate into a listed cabinet, box or other enclosure in close proximity to the proposed location of an EV charger. Raceways are required to be continuous at enclosed, inaccessible or concealed areas and spaces. The service panel and/or subpanel shall provide capacity to install a 40-ampere minimum dedicated branch circuit and space(s) reserved to permit installation of a branch circuit overcurrent protective device (4.106.4.1).
- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future

load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3).

- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
  - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
  - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
  - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combined flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
  - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen

- faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water use in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELo), whichever is more stringent (5.304.1).
  - Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 sf or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
  - Outdoor water use in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit (5.304.3).
  - Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

Additionally, under California's 2022 Title 24, Part 6 Building Energy Efficiency Standards, solar photovoltaic systems are required for newly constructed low-rise residential buildings and shall be sized sufficient to offset the electricity use of the proposed building as if it was a mixed-fuel building.

**Model Water Efficient Landscape Ordinance.** The Model Water Efficient Landscape Ordinance (Model Ordinance) established under the Water Conservation Act, requires local agencies to adopt a local landscape ordinance at least as effective in conserving water as the Model Ordinance. New development projects that include landscape areas of 500 square feet or more are subject to the Model Ordinance.

Reductions in water use of 20 percent consistent with (SBX-7-7) 2020 mandate are expected upon compliance with the ordinance. Governor Brown’s Drought Executive Order of April 1, 2015 (EO B-29-15) directed Department of Water Resources (DWR) to update the Ordinance through expedited regulation. The California Water Commission approved the revised Ordinance on July 15, 2015 to be effective December 15, 2015. New development projects that include landscape areas of 500 square feet or more are subject to the Ordinance requirements, including:

- More efficient irrigation systems;
- Incentives for graywater usage;
- Improvements in on-site stormwater capture;
- Limiting landscaping that can be planted with high water use plants; and
- Reporting requirements for local agencies.

**ARB Refrigerant Management Program.** ARB adopted a regulation in 2009 to reduce refrigerant GHG emissions from stationary sources through refrigerant leak detection and monitoring, leak repair, system retirement and retrofitting, reporting and recordkeeping, and proper refrigerant cylinder use, sale, and disposal. The regulation is set forth in sections 95380 to 95398 of Title 17, California Code of Regulations.

The rules implementing the regulation establish a limit on statewide GHG emissions from stationary facilities with refrigeration systems with more than 50 pounds of a high GWP refrigerant. The refrigerant management program is designed to (1) reduce emissions of high-GWP GHG refrigerants from leaky stationary, non-residential refrigeration equipment; (2) reduce emissions from the installation and servicing of refrigeration and air-conditioning appliances using high-GWP refrigerants; and (3) verify GHG emission reductions.

**Tractor-Trailer GHG Regulation.** 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. There are also requirements for trailers to have low rolling resistance tires and aerodynamic devices.

**Phase I and 2 Heavy-Duty Vehicle GHG Standards.** ARB has adopted a new regulation for greenhouse gas (GHG) emissions from heavy-duty trucks and engines sold in California. It establishes GHG emission limits on truck and engine manufacturers and harmonizes with the U.S. EPA rule for new trucks and engines nationally. Existing heavy-duty vehicle regulations in California include engine criteria emission standards, tractor-trailer GHG requirements to implement SmartWay strategies (i.e., the Heavy Duty Tractor-Trailer Greenhouse Gas Regulation), and in-use fleet retrofit requirements such as the Truck and Bus Regulation.

ARB staff has worked jointly with the U.S. Environmental Protection Agency (U.S. EPA) and the National Highway Traffic Safety Administration (NHTSA) on the next phase of federal greenhouse gas (GHG) emission standards for medium- and heavy-duty vehicles, called federal Phase 2. The federal Phase 2 standards were built on the improvements in engine and vehicle efficiency required by the Phase 1 emission standards and represent a significant opportunity to achieve further GHG reductions for 2018 and later model year heavy-duty vehicles, including trailers.

**SB 97 and the CEQA Guidelines Update.** Passed in August 2007, SB 97 added Section 21083.05 to the Public Resources Code. The code states “(a) On or before July 1, 2009, the Office of Planning and Research shall prepare, develop, and transmit to the Resources Agency guidelines for the mitigation of GHG emissions or the effects of GHG emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption. (b) On or before January 1, 2010, the Resources Agency shall certify and adopt guidelines prepared and developed by the Office of Planning and Research pursuant to subdivision (a).” Section 21097 was also added to the

Public Resources Code. It provided CEQA protection until January 1, 2010 for transportation projects funded by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 or projects funded by the Disaster Preparedness and Flood Prevention Bond Act of 2006, in stating that the failure to analyze adequately the effects of GHGs would not violate CEQA.

On April 13, 2009, the Office of Planning and Research submitted to the Secretary for Natural Resources its recommended amendments to the *CEQA Guidelines* addressing GHG emissions. On July 3, 2009, the Natural Resources Agency commenced the Administrative Procedure Act rulemaking process for certifying and adopting these amendments pursuant to Public Resources Code section 21083.05. Following a 55-day public comment period and two public hearings, the Natural Resources Agency proposed revisions to the text of the proposed amendments. The Natural Resources Agency transmitted the adopted amendments and the entire rulemaking file to the Office of Administrative Law on December 31, 2009. On February 16, 2010, the Office of Administrative Law approved the Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The Amendments became effective on March 18, 2010.

The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. The CEQA Amendments fit within the existing CEQA framework by amending existing *CEQA Guidelines* to reference climate change.

A new section, *CEQA Guidelines* Section 15064.4, was added to assist agencies in determining the significance of GHG emissions. The new section allows agencies the discretion to determine whether a quantitative or qualitative analysis is best for a particular project. However, little guidance is offered on the crucial next step in this assessment process—how to determine whether the project’s estimated GHG emissions are significant or cumulatively considerable.

Also amended were Sections 15126.4 and 15130, which address mitigation measures and cumulative impacts, respectively. GHG mitigation measures are referenced in general terms, but no specific measures are championed. The revision to the cumulative impact discussion requirement (Section 15130) simply directs agencies to analyze GHG emissions in an EIR when a project's incremental contribution of emissions may be cumulatively considerable, however it does not answer the question of when emissions are cumulatively considerable.

Section 15183.5 permits programmatic GHG analysis and later project-specific tiering, as well as the preparation of GHG Reduction Plans. Compliance with such plans can support a determination that a project's cumulative effect is not cumulatively considerable, according to Section 15183.5(b).

In addition, the amendments revised Appendix F of the *CEQA Guidelines*, which focuses on Energy Conservation. The sample environmental checklist in Appendix G was amended to include GHG questions.

#### **4.4.3.2 Regional**

The Project is within the South Coast Air Basin (Basin), which is under the jurisdiction of the SCAQMD. SCAQMD is the agency responsible for air quality planning and regulation in the Basin. Within the context of this EIR, SCAQMD acts as an expert commenting agency for impacts to air quality.

In 2008, SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by lead agencies within the Basin. The Working Group identified several different options that are contained in the SCAQMD Draft Guidance Document – *Interim CEQA GHG Significance Threshold*. However, no thresholds for CEQA land use development projects were adopted. The Working Group has not convened since November 2009, nor has the Working Group provided subsequent additional guidance regarding appropriate GHG emissions thresholds for Basin development projects (other than projects for which SCAQMD is the Lead Agency).

#### 4.4.3.3 City of Ontario

The City of Ontario initially adopted its Climate Action Plan on December 16, 2014 (2014 CAP). The 2014 CAP provided guidance on the City of Ontario's GHG Inventory reduction goals, policies, guidelines, and implementation programs. The CAP also established guidance and protocols addressing analysis of GHG emissions impacts and determination of GHG emissions impact significance.

As part of the 2014 CAP, the City of Ontario published a guidance document titled "Greenhouse Gas Emissions, CEQA Thresholds and Screening Tables" (December 2014). Under this guidance, "Mixed-Use Projects [such as the proposed RHSP - 2022 SPA considered herein] that garner at least 100 points will be consistent with the reduction quantities in the City's CAP and are considered less than significant for GHG emissions (*Greenhouse Gas Reduction Measures Screening Threshold Tables Directions*, p. 1).

The Ontario Plan (TOP) 2050 includes an update to the 2014 CAP, referred to herein as the 2022 Community Climate Action Plan Update (2022 CCAP Update). The 2022 CCAP Update furthers the City efforts to reduce GHG emissions and improve community resilience to hazardous conditions associated with climate change. The 2022 CCAP Update 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. As noted in the TOP 2050 SEIR, the measures included in the 2022 CCAP Update are not substantially different than that of the 2014 CCAP and therefore there is no change in the environmental impacts associated with the CCAP.

#### 4.4.4 SOURCES OF PROJECT GHG EMISSIONS

##### 4.4.4.1 Construction-Source GHG Emissions

Project construction activities would generate emissions of CO<sub>2</sub> and CH<sub>4</sub>. Project construction would result in emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O from the following primary sources:

- Demolition
- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

Project construction-source emissions are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the SCAQMD recommends calculating the total greenhouse gas emissions for the construction activities, dividing it by a 30-year project life, then adding that number to the annual operational GHG emissions. Accordingly, Project construction-source GHG emissions were amortized over a 30-year period and added to the annual operational-source GHG emissions of the Project. Please refer also to the Project GHGA Section 5.3, *Construction Emissions* for detailed information regarding Project construction GHG emissions sources.

##### 4.4.4.2 Operational-Source GHG Emissions

Project operations would result in emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions
- On-Site Cargo Handling Equipment Emissions
- Transportation Refrigeration Units (TRU) Emissions

- Water Supply, Treatment, and Distribution
- Solid Waste Management

### **Area Source Emissions**

Landscape and site maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project.

### **Energy Source Emissions**

GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO<sub>2</sub> and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions.

### **Mobile Source Emissions**

GHG emissions will also result from mobile sources associated with the Project. Trip characteristics available from the Project VMT Analysis were utilized in this analysis.

### **On-Site Cargo Handling Equipment Emissions**

It is common for warehouse buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. For the Project, on-site modeled cargo handling equipment operational equipment includes up to one (1) 200 horsepower (hp), compressed natural gas or gasoline-powered tractors/loaders/backhoes operating at 4 hours per day, 365 days per year.

### **TRU Emissions**

To account for the possibility of refrigerated uses, a portion of the trucks accessing the Project are assumed to comprise Transportation Refrigeration Units. The TRU emissions calculations are based on the 2017 Off-road Emissions model, version 1.0.1 (Orion), developed by the CARB.

### **Water Supply, Treatment and Distribution Emissions**

Indirect GHG emissions result from the production of electricity used to convey, treat and distribute water and wastewater. The amount of electricity required depends on the volume of water as well as the sources of the water.

### **Solid Waste Management Emissions**

The Project land uses would result in the generation and disposal of solid waste. A large percentage of solid waste generated by the Project would be diverted and recycled consistent with requirements of AB 39. The remainder of the waste not diverted would be disposed of at area landfills. GHG emissions would be generated by collection and transport of GHG emissions. GHG emissions would also result from anaerobic breakdown of landfilled materials.

Please refer also to the Project GHGA Section 5.3, *Construction Emissions* for detailed information regarding Project operations GHG emissions sources.

## **4.4.5 PROJECT GHG EMISSIONS IMPACTS**

### **4.4.5.1 California Emissions Estimator Model (CalEEMod) Employed to Estimate GHG Emissions**

In May 2022, the SCAQMD, in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the CalEEMod Version 2022.1. The purpose of this Model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. The latest version of CalEEMod has been employed in this analysis. Detailed Model Outputs are appended to the Project GHGA.

### **4.4.5.2 Standards of Significance**

The criteria used to determine the significance of potential Project-related GHG impacts are taken from the Initial Study Checklist in Appendix G of the State CEQA Guidelines (14 CCR of Regulations §§15000, et seq.). Based on these thresholds, a project would result in a significant impact related to GHG if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

The City has determined that each of the CEQA threshold considerations presented herein establish a separate and independent basis upon which to substantiate the significance of the Project's potential GHG emissions impact.

**Potential Impact GHG-1:** *Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.*

**Impact Analysis:** An individual project cannot generate enough GHG emissions to influence global climate change. A project participates in this potential impact by its incremental contribution combined with the cumulative increase of all other sources of GHGs, which when taken together may have a significant impact on global climate change.

Project construction and operations would result in direct and indirect emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O. Other GHGs that may be generated are not of sufficient quantity to affect the analysis presented here. Direct Project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Project-related GHG emissions were quantified employing CalEEMod. With regard to the first threshold condition, for the purposes of evaluating environmental



impacts of development-related GHG emissions, the SCAQMD GHG emissions screening threshold of 3,000 MTCO<sub>2</sub>e per year has been employed.<sup>2</sup>

**Table 4.4-5**  
**Annual Project GHG Emissions**

Emission Source	Emissions (metric tons per year)				
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Refrigerants	Total CO <sub>2</sub> E
Annual construction-related emissions amortized over 30 years	851.17	0.04	0.04	0.96	865.37
Mobile Source	90,393.00	5.73	6.30	121.40	92,535.00
Area Source	1,553.00	0.03	0.05	0	1,567.00
Energy Source	25,030.00	2.30	0.17	0	25,138.00
Water Supply, Treatment, and Distribution	1,514.00	33.47	0.81	0	2,591.00
Solid Waste Management	1,015.00	101.30	0	0	3,548.00
Refrigerants	0	0	0	117.00	117.00
TRU Source					2479.91
On-Site Equipment Source					473.67
	<b>129,314.95</b>				

**Source:** Rich-Haven Specific Plan, 2022 Amendment, Greenhouse Gas Analysis, City of Ontario (Urban Crossroads, Inc.) November 8, 2022.

**Note:** Totals obtained from CalEEMod™ and may not total 100% due to rounding.

As shown, construction and operation of the Project would generate a total of approximately 129,314.95 MTCO<sub>2</sub>e/year, which would exceed the SCAQMD significance threshold of 3,000 MTCO<sub>2</sub>e/year; therefore, Project-related GHG emissions are considered potentially significant.

**Level of Significance:** Potentially Significant.

**Mitigation Measures:** No feasible mitigation. The majority of the GHG emissions (approximately 72 percent unmitigated) are associated with non-construction related mobile sources. Responsibility and authority for regulation of vehicular-source emissions

<sup>2</sup> The City understands that the 3,000 MTCO<sub>2</sub>e per year threshold for residential/commercial uses was proposed by SCAQMD a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has since been adopted. The 3,000 MTCO<sub>2</sub>e per year threshold was developed and recommended by SCAQMD, an expert agency, based on substantial evidence as provided in the Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold (2008) document and subsequent Working Group meetings (latest of which occurred in 2010).

resides with the State of California (CARB, et al.). Neither the Applicant nor the Lead Agency can effect or mandate substantial reductions in vehicular-source GHG emissions, much less reductions that would achieve no net increase condition or achieve the SCAQMD 3,000 MTCO<sub>2e</sub>/year threshold. In effect, all Project traffic would need to be eliminated or be “zero GHG emissions sources” in order to achieve the SCAQMD threshold.

Development proposals within the Specific Plan Area would be required to attain a minimum of 100 Screening Table Points, thereby complying with GHG emissions control and reduction strategies implemented through the City 2022 CCAP Update. Additionally, certain of the Mitigation Measures identified at EIR Section 4.3, *Air Quality* would incrementally reduce Project-source air pollutant emissions and in so-doing would also act to generally reduce GHG emissions. These measures are repeated below.

*4.3.2 Construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits shall be utilized.*

*4.3.3 Construction equipment shall be properly serviced and maintained to the manufacturer’s standards.*

*4.3.4 Non-essential idling of construction equipment shall be limited to no more than five consecutive minutes.*

*4.3.5 Super-Compliant VOC paints for coating of architectural surfaces shall be used whenever possible.*

*4.3.6 Construction contractors shall use off-road diesel construction equipment that complies with EPA/CARB Tier 4 Interim or better emissions standards during all construction phases.*

*4.3.7 Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable CARB anti-idling*

- regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to “neutral” or “park,” and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the City shall conduct a site inspection to ensure that the signs are in place.
- 4.3.8 *Industrial building occupants/tenants shall be provided documentation on funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment.*
- 4.3.9 *Non-residential building plans and site designs shall include natural light, passive heating, and passive cooling measures. Typical measures would include efficient window designs, use of overhangs, and skylights.*
- 4.3.10 *Building and site plans for non-residential uses shall provide electrical service accessible to landscaped areas.*
- 4.3.11 *The following or similar language shall be included in lease/sale agreements for all non-residential buildings: “Building tenants shall utilize electric equipment for landscape maintenance to the extent feasible, through requirements in the lease agreements.”*
- 4.3.12 *The following or similar language shall be included in lease/sale agreements for all industrial buildings: “Tenants shall utilize only electric or natural gas service yard trucks (hostlers), pallet jacks and forklifts, and other onsite equipment, through requirements in the lease agreements. Electric-powered service yard trucks (hostlers), pallet jacks and forklifts, and other onsite equipment shall also be required instead of diesel-powered equipment, if technically feasible. Yard trucks may be diesel fueled in lieu of electrically or natural gas fueled provided such yard*

*trucks are at least compliant with California Air Resources Board (CARB) 2010 standards for on-road vehicles or CARB Tier 4 compliant for off-road vehicles.”*

4.3.13 *The following or similar language shall be included in lease/sale agreements for all industrial buildings: “Tenants that do not already operate 2010 and newer trucks shall apply in good faith for funding to replace/retrofit their trucks. Funding mechanisms include Carl Moyer, VIP, Prop 1B, SmartWay Finance, or other similar funds. If awarded, the tenant shall be required to accept and use the funding. Tenants shall be encouraged to consider the use of alternative fueled trucks as well as new or retrofitted diesel trucks. Tenants shall also be encouraged to become SmartWay Partners, if eligible.” Note: This measure shall not apply to trucks that are not owned or otherwise controlled by the facility owner or facility tenant.*

4.3.14 *The following or similar language shall be included in lease/sale agreements for all industrial buildings: Tenants who employ 250 or more employees on a full- or part-time basis shall comply with SCAQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. The purpose of this rule is to provide employees with a menu of options to reduce employee commute vehicle emissions. Tenants with less than 250 employees or tenants with 250 or more employees who are exempt from SCAQMD Rule 2202 (as stated in the Rule) shall either (a) join with a tenant who is implementing a program in accordance with Rule 2202 or (b) implement an emission reduction program similar to Rule 2202 with annual reporting of actions and results to the City. The tenant-implemented program would include, but not be limited to the following:*

- *Appoint a Transportation Demand Management (TDM) coordinator who would promote the TDM program, activities and features to all employees.*
- *Create and maintain a “commuter club” to manage subsidies or incentives for employees who carpool, vanpool, bicycle, walk, or take transit to work.*
- *Inform employees of public transit and commuting services available to them (e.g., social media, signage).*
- *Provide on-site transit pass sales and discounted transit passes.*
- *Guarantee a ride home.*

- *Offer shuttle service to and from public transit and commercial areas/food establishments, if warranted.*

4.3.15 *Loading docks shall be designed to be compatible with SmartWay trucks.*

4.3.16 *Non-residential use site plans shall include signs or other directional indicators delineating required site access and on-site circulation plan.*

4.3.17 *The following or similar language shall be included in lease/sale agreements for all non-residential buildings: Tenants shall install (a) sign(s) on their respective property(ies) with telephone, email, and regular mail contact information for a designated tenant representative who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City for perceived Code violations. The representative shall keep records of any complaints received and actions taken to communicate with the complainant and resolve the complaint. The representative shall endeavor to resolve complaints within 24 hours.*

4.3.18 *Industrial building designs and site plans shall incorporate electrical supply lines and panels sized to support anticipated future requirements for heavy truck charging facilities. Such designs and plans shall be based on reasonable predictions derived from the most recent available truck manufacturer's data.*

However, there are no feasible means to, or alternatives to eliminate all Project traffic, or to ensure that Project traffic would result in zero GHG emissions sources. In terms of its practical application, this would constitute a “no build” condition. Based on the preceding, even with the application of mitigation, the Project would generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment. This is a significant and unavoidable impact.

**Level of Significance after Mitigation:** Significant and Unavoidable.

**Potential Impact GHG-2:** *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

**Impact Analysis:** For the Project, the City of Ontario 2022 CCAP Update (and by extension, requirements of AB 32, SB 32/2017 Scoping Plan, and international efforts to reduce GHG emissions) comprise “applicable plans, policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases.”<sup>3</sup>

### **Background and Establishment of CAP Screening Table Thresholds/Mitigation**

As part of the City of Ontario 2014 CAP, the City published a guidance document titled “Greenhouse Gas Emissions, CEQA Thresholds and Screening Tables” (December 2014). Under this guidance, “Mixed-Use Projects [such as the proposed RHSP - 2022 SPA considered herein] that garner at least 100 points will be consistent with the reduction quantities in the City’s CAP and are considered less than significant for GHG emissions” (*Greenhouse Gas Reduction Measures Screening Threshold Tables Directions*, p. 1).

The 2022 CCAP Update builds on and updates the 2014 CAP and furthers the City efforts to reduce GHG emissions and improve community resilience to hazardous conditions associated with climate change. The 2022 CCAP Update 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. Under the 2022 CCAP Update, mixed use developments

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<sup>3</sup> Subsequent to preparation of the EIR Initial Study, CARB approved the final proposed 2022 Scoping Plan in December 2022. The proposed 2022 Scoping Plan includes the need for an accelerated target of a 48% reduction of greenhouse gas emissions below 1990 levels by the end of this decade. By 2045, this economy-wide shift away from fossil fuels seeks to:

- Reduce fossil fuel consumption (liquid petroleum) to less than one-tenth of what we use today – a 94% reduction in demand.
- Cut greenhouse gas emissions by 85% below 1990 levels.
- Reduce smog-forming air pollution by 71%.
- Create 4 million new jobs.
- Save Californians \$200 billion in health costs due to pollution in 2045.

that garner at least 100 Screening Table points would be consistent with the GHG emissions reduction targets in the City's 2022 CCAP Update.

Means to achieve the required 2022 CCAP Update 100 Screening Table points are dependent on Project final site plan and building plan designs, approved by the City. These designs have not yet been finalized at this concept stage of Project development. There is therefore the potential for the Project to *not* achieve the requisite 2022 CCAP Update 100 Screening Table points, and therefore conflict with City of Ontario 2022 CCAP Update plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases. This is a potentially significant impact.

**Level of Significance:** Potentially Significant.

**Mitigation Measure:** To assure compliance with the City of Ontario 2022 CCAP Update, and plans, policies, and regulations contained (or incorporated by extension) therein, the following Mitigation Measure is required:

*4.4.1 Development proposals within the Specific Plan Area shall implement Screening Table Measures to achieve a minimum of 100 points per the City's 2022 CCAP Update Screening Tables. The City shall verify minimum 100-point attainment prior to issuance of site plans and building permits.*

For informational purposes, a representative example of how the Project could achieve a minimum of 100 Screening Table Points through implementation of 2022 CCAP Update Screening Table Measures pursuant to Mitigation Measure 4.4.1 is provided at Table 4.4-6 for the residential portions of the Project, and at Table 4.4-7 for the commercial and light industrial portions of the Project.

**Table 4.4-6  
Representative CAP Screening Table Measures (Residential Uses)**

Feature	Description	2022 CCAP Update Assigned Point Values	Project Point Values
Reduction Measure PS E1: Residential Energy Efficiency			
Building Envelope			
Insulation	Enhanced Insulation (rigid wall insulation R-13; roof/attic: R-38)	15	15
Windows	Enhanced Window Insulation (0.32 U-Factor, 0.25 SHGC)	7	7
Cool Roof	Enhanced Cool Roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance)	12	12
Heating/Cooling Distribution System	Modest duct insulation (R-6)	7	7
	Distribution loss reduction with inspection (HERS Verified Duct Leakage or equivalent)	12	12
Space Heating/Cooling Equipment	Very High Efficiency HVAC (SEER 16/80% AFUE or 9 HSPF)	9	9
Water Heaters	Very High Efficiency Water Heater (0.92 energy factor)	18	18
Artificial Lighting	Very High Efficiency Lights (100% of in-unit fixtures are high efficacy)	12	12
Reduction Measure PS W1: Residential Water Conservation			
Potable Water			
Showers	Water Efficient Showerheads (2.0 gpm)	3	3
Toilets	Water Efficient Toilets (1.5 gpm)	3	3
Faucets	Water Efficient Faucets	3	3
<b>Total Points Earned by Residential Project:</b>			<b>101</b>

Source: Rich-Haven Specific Plan, 2022 Amendment, Greenhouse Gas Analysis, City of Ontario (Urban Crossroads, Inc.) November 8, 2022.

**Table 4.4-7  
Representative CAP Screening Table Measures (Commercial & Industrial Uses)**

Feature	Description	2022 CCAP Update Assigned Point Values	Project Point Values
Reduction Measure PS E3: Commercial/Industrial Energy Efficiency			
Building Envelope			
Insulation	Enhanced Insulation (rigid wall insulation R-13; roof/attic: R-38)	18	18
Windows	Enhanced Window Insulation (0.32 U-Factor, 0.25 SHGC)	8	8
Cool Roof	Enhanced Cool Roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance)	14	14



**Table 4.4-7  
Representative CAP Screening Table Measures (Commercial & Industrial Uses)**

<b>Feature</b>	<b>Description</b>	<b>2022 CCAP Update Assigned Point Values</b>	<b>Project Point Values</b>
Heating/Cooling Distribution System	Modest duct insulation (R-6)	8	8
	Distribution loss reduction with inspection (HERS Verified Duct Leakage or equivalent)	14	14
Space Heating/Cooling Equipment	Very High Efficiency HVAC (SEER 16/80% AFUE or 9 HSPF)	12	12
Water Heaters	Very High Efficiency Water Heater (0.92 energy factor)	19	19
Artificial Lighting	Very High Efficiency Lights (100% of in-unit fixtures are high efficacy)	14	14
<b>Total Points Earned by Commercial/Industrial Project:</b>			<b>107</b>

**Source:** Rich-Haven Specific Plan, 2022 Amendment, Greenhouse Gas Analysis, City of Ontario (Urban Crossroads, Inc.) November 8, 2022.

Implementation of the design features and operational measures outlined at Tables 4.4-6, 4.4-7 would ensure that the Project is consistent with and supports the 2022 CAP Update. Project development proposals shall implement Screening Table Measures identified at Tables 4.4-6, 4.4-7 or equivalent measures acceptable to the City. The City shall verify that Screening Table Measures achieving a minimum of 100 points are incorporated in development plans prior to the issuance of building permit(s) and/or site plans (as applicable). Multiple development proposals may, at the discretion of the City, be allowed to collectively demonstrate achievement of at least 100 points per the Screening Tables. The City shall verify implementation of the selected Screening Table Measures prior to the issuance of Certificate(s) of Occupancy. At the discretion of the City, measures that provide GHG reductions equivalent to GHG emissions reductions achieved via the Screening Table Measures may be implemented.

**Level of Significance After Mitigation:** Less-Than-Significant.

## **4.5 ENERGY**

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## 4.5 ENERGY

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### *Abstract*

*This Section identifies and addresses potential energy impacts that may result from construction and operation of the Project. More specifically, the energy impact analysis evaluates the potential for the Project to cause or result in the following:*

- A potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or*
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.*

*As supported by the analysis presented in this Section, potential energy impacts of the Project would be less-than-significant. The following discussions are based on information presented in Rich-Haven Specific Plan, 2022 Amendment, Energy Analysis, City of Ontario (Urban Crossroads, Inc.) November 8, 2022. The Energy Analysis is presented as Appendix F to this EIR.*

### **4.5.1 BACKGROUND AND INTRODUCTION**

In 1975, largely in response to the oil crisis of the 1970s, the State Legislature adopted AB 1575, which created the California Energy Commission (CEC). The statutory mission of the CEC is to forecast future energy needs; license thermal power plants of 50 megawatts or larger; develop energy technologies and renewable energy resources; plan for and direct responses to energy emergencies; and, perhaps most importantly, to promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards.

AB 1575 also amended Public Resources Code Section 21100(b)(3) to require EIRs to consider the potential for wasteful, inefficient, and/or unnecessary consumption of energy caused by or resulting from a project. Appendix F to the *CEQA Guidelines* (Guidelines) assists EIR preparers in this regard. *CEQA Guidelines* (Guidelines) Appendix F, *Energy Conservation* establishes parameters and context for determining whether a project would result in the inefficient, wasteful, and unnecessary consumption of energy.

Guidelines Section 15126.2 *Consideration and Discussion of Significant Environmental Impacts*, as amended December 28, 2018, recognizes the need to consider Guidelines Appendix F, *Energy Conservation* when analyzing project impacts (for EIRs). Guidelines Section 15126.2 (b), excerpted below, provides the following guidance:

**Energy Impacts.** If analysis of the project's energy use reveals that the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary consumption use of energy, or wasteful use of energy resources, the EIR shall mitigate that energy use. This analysis should include the project's energy use for all project phases and components, including transportation-related energy, during construction and operation. In addition to building code compliance, other relevant considerations may include, among others, the project's size, location, orientation, equipment use and any renewable energy features that could be incorporated into the project. (Guidance on information that may be included in such an analysis is presented in Appendix F.) This analysis is subject to the rule of reason and shall focus on energy use that is caused by the project. This analysis may be included in related analyses of air quality, greenhouse gas emissions, transportation or utilities in the discretion of the lead agency.

In summary, the Project would provide for, and promote, energy efficiencies consistent with applicable state or federal standards and regulations. The Project would also conform to City of Ontario energy efficiency and energy conservation measures.

Moreover, energy consumed by the Project would be comparable to, or less than, energy consumed by other development proposals of similar scale and intensity. On this basis, the Project would not result in the inefficient, wasteful or unnecessary consumption of energy. Further, the Project would not cause or result in the need for additional energy-producing facilities or energy delivery systems. The Project would therefore not result in significant environmental effects due to wasteful, inefficient, or unnecessary consumption use of energy, or wasteful use of energy resources. Nor would the Project result in significant environmental effects due to conflict with, or obstruction of, a state or local plan for renewable energy or energy efficiency.

#### 4.5.2 EXISTING CONDITIONS

Existing conditions providing general context for the Project energy demands are presented below. The following discussions are summarized from: *Final 2020 Integrated Energy Policy Report [IEPR] Update* (CEC) March 2021. See also: <https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2020-integrated-energy-policy-report-update>.

##### **Electricity**

Electricity would be provided to the Project by Southern California Edison (SCE). The Project site is vacant and undeveloped and does not contain uses or facilities that consume or produce electricity.

SCE is an investor-owned utility providing electric power to an estimated 15 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles.<sup>1</sup> SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers. The California Public

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<sup>1</sup> <https://www.sce.com/about-us/who-we-are>

Utilities Commission (CPUC) regulates investor-owned electric utilities operating in California, including SCE.

SCE is the electrical utility provider for the City. SCE also provides information on energy efficiency, rotating outages, emergency preparedness, electrical safety tips, and tree planting guidelines to ensure non-interference with electrical utility lines.

### **Natural Gas**

Natural gas would be provided to the Project by Southern California Gas (SoCal Gas). The Project site is vacant and undeveloped and does not contain uses or facilities that consume or produce natural gas.

SoCal Gas is the nation's largest natural gas distribution utility, serving approximately 21.8 million consumers through 5.9 million meters in more than 500 communities. The SoCal Gas service territory encompasses approximately 24,000 square miles throughout Central and Southern California, from Visalia to the Mexican border.<sup>2</sup> Natural gas is available from a variety of in-state and out-of-state sources and is provided throughout the state in response to market supply and demand. Complementing available natural gas resources, biogas may soon be available via existing delivery systems, thereby increasing the availability and reliability of resources in total. The California Public Utilities Commission (CPUC) regulates investor-owned natural gas utilities operating in California, including SoCal Gas.

### **Transportation Energy**

California is home to approximately 35.8 million registered vehicles, which consume an estimated 17.4 billion gallons of fuel each year (Project Energy Analysis, p. 16). The state's history has been, in part, a history of the automobile and the associated impacts on personal mobility, land-use planning, and air quality. In recognition of these challenges, California has enacted a suite of policies and goals to shift the transportation sector toward

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<sup>2</sup> <https://www.socalgas.com/about-us/company-profile>

cleaner, sustainable fuels and more efficient technology vehicles. IEPR data indicates very stable consumption rates for jet fuel and diesel through 2030. Gasoline consumption is forecasted to decline through 2030.

### **4.5.3 REGULATORY BACKGROUND**

Federal and state agencies regulate energy use and consumption through various means and programs. On the federal level, the United States Department of Transportation, the United States Department of Energy, and the United States Environmental Protection Agency (EPA) are three federal agencies with substantial influence over energy policies and programs. On the state level, the CPUC and the CEC are two agencies with authority over different aspects of energy. Relevant federal and state energy-related laws and plans are summarized below.

#### **4.5.3.1 Federal Regulations**

##### *Intermodal Surface Transportation Efficiency Act Of 1991 (ISTEA)*

ISTEA promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

##### *The Transportation Equity Act for the 21st Century (TEA-21)*

TEA-21 was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the

transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

#### **4.5.3.2 State Regulations**

##### *Integrated Energy Policy Report (IEPR)*

Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the CEC to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code § 25301[a]). The CEC prepares these assessments and associated policy recommendations every two years, with updates in alternate years, as part of the IEPR.

The 2021 IEPR was adopted February 22, 2022, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2021 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the state is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. Additionally, the 2021 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the state is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs.

##### *State of California Energy Plan*

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and



increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

*California Code Title 24, Part 6, Energy Efficiency Standards*

California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2019 version of Title 24 was adopted by the CEC and became effective on January 1, 2020. The 2019 Title 24 standards are applicable to building permit applications submitted on or after January 1, 2020. The 2019 Title 24 standards require solar PV systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, and update indoor and outdoor lighting standards for nonresidential buildings. The CEC anticipates that single-family homes built with the 2019 standards would use approximately 7% less energy compared to the residential homes built under the 2016 standards. Additionally, after implementation of solar PV systems, homes built under the 2019 standards would use about 53% less energy than homes built under the 2016 standards. Nonresidential buildings would use approximately 30% less energy due to lighting upgrades compared to the prior code.

*AB 1493 Pavley Regulations and Fuel Efficiency Standards*

California AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Under this legislation, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles (cars and light-duty trucks). Although aimed at reducing GHG

emissions specifically, a co-benefit of the Pavley standards is an improvement in fuel efficiency and consequently a reduction in fuel consumption.

#### *California's Renewables Portfolio Standard (RPS)*

First established in 2002 under Senate Bill (SB) 1078, California's Renewables Portfolio Standards (RPS) required retail sellers of electric services to increase procurement from eligible renewable resources to 20% of total retail sales by 2017. The program was accelerated in 2015 with SB 350 which mandated a 50% RPS by 2030. SB 350 includes interim annual RPS targets with three-year compliance periods and requires 65% of RPS procurement to be derived from long-term contracts of 10 or more years. In 2018, SB 100 was signed into law, which increases the RPS to 60% by 2030 and requires all the state's electricity to come from carbon-free resources by 2045.

#### *Clean Energy and Pollution Reduction Act of 2015 (SB 350)*

In October 2015, the legislature approved, and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the RPS discussed above, higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33% to 50% by 2030, with interim targets of 40% by 2024, and 25% by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the CPUC, the CEC, and local publicly owned utilities.
- Reorganize the California Independent System Operator (ISO) to develop more regional electricity transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States (California Leginfo 2015).

*City Of Ontario, 2022 Community Climate Action Plan (CCAP) Update*

Energy efficiency performance standards are provided in the City of Ontario, 2022 CCAP Update. As presented in Table 3-1 and 3-2 of the Energy Analysis, the Project is consistent with all applicable performance standards.

#### **4.5.4 STANDARDS OF SIGNIFICANCE**

Appendix G of the California Environmental Quality Act (CEQA) Guidelines indicate a Project will have a potentially significant effect related to energy if it would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

#### **4.5.5 POTENTIAL IMPACTS AND MITIGATION MEASURES**

##### **4.5.5.1 Impact Statements**

**Potential Impact EN-1:** *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.*

##### **Impact Analysis:**

##### **PROJECT ENERGY DEMANDS AND ENERGY EFFICIENCY/CONSERVATION MEASURES**

The Project in total would be required to comply with incumbent performance standards established under the Building Energy Efficiency Standards contained in the California Code of Regulations (CCR), Title 24, Part 6 (Title 24, Energy Efficiency Standards). Also, developers and owners/tenants have vested financial incentives to avoid imprudent energy

consumption practices. In this regard, there is growing recognition among developers and owners/tenants that efficient and sustainable construction and operational practices yield both environmental and economic benefits. On this basis, and as further supported by the following discussions, the Project would not result in or cause wasteful, inefficient, and unnecessary consumption of energy.

## CONSTRUCTION ENERGY CONSUMPTION ESTIMATES AND ENERGY EFFICIENCY/ CONSERVATION MEASURES

### **Construction Fuel/Power Consumption Estimates**

Energy consumption in support of, or related to, Project construction would include electricity consumption by various equipment and tools; diesel fuel consumed by construction equipment and construction vendor trips; and gasoline consumed by construction worker commutes. As presented in the Project Energy Analysis:

- Over the approximately 4-year construction period, Project construction activities would consume approximately 11,310,591 kWh of electricity (Project Energy Analysis, p. 28).
- Over the approximately 4-year construction period, Project construction equipment operations would consume approximately 792,643 gallons of diesel fuel (Project Energy Analysis, p. 29).
- Over the approximately 4-year construction period, Project construction worker commutes would consume and estimated 1,455,871 gallons of fuel (Project Energy Analysis, p. 32).
- Over the approximately 4-year construction period, Project construction vendor trips would consume approximately 325,768 gallons of fuel (Project Energy Analysis, p. 36).

Diesel fuel and fuel for construction activities would be provided by existing area vendors. Construction electricity demands would be provided via connection to existing SCE services.

Project construction activities would comprise temporary, single-event demands for diesel fuel and electricity and would not require on-going or permanent commitment of fuel for these purposes.

### **Construction Energy Efficiency/Conservation Measures**

Equipment and vehicles used during Project construction would conform to CARB regulations and California emissions standards, and would demonstrate related fuel efficiencies. There are no unusual Project characteristics or construction processes that would require the use of vehicles or equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to incumbent power/fuel efficiency standards. Project construction activities would therefore not result in inefficient, wasteful, or unnecessary consumption of power or fuel.

Additionally, certain incidental construction-source energy efficiencies would likely accrue through implementation of California regulations. More specifically, California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) *Idling*, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

Indirect construction energy efficiencies and energy conservation would be achieved through the use of recycled/recyclable materials and related procedures, and energy efficiencies realized from bulk purchase, transport and use of construction materials. Use of recycled and recyclable materials and use of materials in bulk also reduces energy demands associated with preparation and transport of construction materials as transport and disposal of construction waste and solid waste in general, with corollary reduced

demands on area landfill capacities and energy consumed by waste transport and landfill operations.

### **Construction Waste Management Plan**

A Project Construction Waste Management Plan would be required consistent with Section 5.408.1.1 of the CALGreen Code. Consistent with Section 5.408, *Construction Waste Reduction, Disposal, and Recycling* of the California Green Building Standards Code (CALGreen Code), as adopted by the City of Ontario. The Project would be required to recycle or salvage for reuse a minimum of 50 percent of the non-hazardous construction and demolition waste.

## **OPERATIONAL ENERGY CONSUMPTION AND ENERGY EFFICIENCY/CONSERVATION MEASURES**

### **Operational Energy Consumption**

Energy consumption in support of, or related to, Project operations would include transportation energy demands (energy consumed by vehicles accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities). As presented in the Project Energy Analysis:

- Vehicles accessing the Project site activities would consume approximately 9,921,947 gallons of fuel annually (Project Energy Analysis, p. 40).
- Project building and site operations would consume approximately 233,744,273 kBtu natural gas annually (Project Energy Analysis, p. 41).
- Project building and site operations would consume approximately 80,413,660 kWh electricity annually (Project Energy Analysis, p. 41).

## **Operational Energy Efficiency/Conservation Measures**

### **Facilities Energy Demand Efficiencies**

The Project would be required to meet or surpass standards established under incumbent California Code Title 24, Part 6 (the California Energy Code) and California Green Building Standards Code (CALGreen; CCR, Title 24, Part 11) as implemented by the City, to include building “solar zones” accommodating on-site photovoltaic energy sources.<sup>3</sup>

### **Enhanced Vehicle Fuel Efficiencies**

Under future conditions, average fuel economies of vehicles accessing the Project site can be expected to improve as older, less fuel-efficient vehicles are removed from circulation. Average fuel economies of vehicles accessing the Project site can also be expected to improve over time in response to fuel economy and emissions standards imposed on newer vehicles entering the transportation system.

### **Project Design and Access**

The Project proposes typical urban land uses within an urbanizing context proximate to, and readily accessible from, regional and local roadways. In these regards, the Project setting proximate to transportation corridors generally facilitates access to the Project.

## **SUMMARY**

### **Construction Summary**

Construction equipment use of fuel would not be atypical for the type of construction proposed, as there are no aspects of the Project’s proposed construction process that are

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<sup>3</sup> Per the 2019 California Energy Code, the Project building roof designs would be required to provide “solar zones” reserved for the future installation of a solar electric or solar thermal system. Energy Code Section 110.10 B states that: “The solar zone shall be located on the roof or overhang of the building or on the roof or overhang of another structure located within 250 feet of the building or on covered parking installed with the building project, and shall have a total area no less than 15 percent of the total roof area of the building excluding any skylight area. The solar zone requirement is applicable to the entire building, including mixed occupancy.”

unusual or energy-intensive, and Project construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies.

CCR Title 13, Title 13, Motor Vehicles, section 2449(d)(2) *Idling*, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by local building officials, and/or in response to citizen complaints.

Diesel fuel would be supplied by regional commercial vendors. Indirectly, construction energy efficiencies and energy conservation would be achieved using bulk purchases, transport and use of construction materials. The 2021 IEPR released by the CEC has shown that fuel efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements.

As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

### **Operational Summary**

The Project operations would not result in excessive and wasteful vehicle trips and VMT, nor excessive and wasteful vehicle energy consumption compared to other similar land uses.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT.

Location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. The Project would implement sidewalks, facilitating and encouraging pedestrian access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. In



compliance with the California Green Building Standards Code and County requirements, the Project would promote the use of bicycles as an alternative mean of transportation by providing short-term and/or long-term bicycle parking accommodations.

As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

### **Facility Demand Summary**

The Project proposes conventional land uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The Project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other land use projects of similar scale and configuration. The Project's compliance with applicable Title 24 standards would ensure that Project energy demands would not be inefficient, wasteful, or otherwise unnecessary.

### **Conclusion**

As supported by the preceding analyses, Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy, and potential Project impacts in these regards would be less-than-significant. Further, energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy-producing or energy transmission facilities and would not create or otherwise result in a potentially significant impact affecting energy resources or energy delivery systems. On this basis, the potential for the Project to result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources is considered less-than-significant.

**Level of Significance:** Less-Than-Significant.

**Potential Impact EN-2:** *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.*

**Impact Analysis:** The Project's consistency with the applicable federal, state, and local plans is discussed below.

### **Consistency with ISTEA**

Transportation and access to the Project site is provided by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct, intermodal transportation plans or projects that may be realized pursuant to the ISTEA, as SCAG has no plans for intermodal facilities on or through the Project site.

### **Consistency with TEA-21**

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The location of the Project site facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

### **Consistency with IEPR**

Electricity would be provided to the Project by SCE. SCE's Clean Power and Electrification Pathway (CPEP) white paper builds on existing state programs and policies. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation of the goals presented in the 2021 IEPR.

Additionally, the Project will comply with the applicable Title 24 standards which would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. As such, development of the proposed Project would support the goals presented in the 2021 IEPR.

### **Consistency with State of California Energy Plan**

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The location of the Project site facilitates access and takes

advantage of existing infrastructure systems. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan. As such, the Project is consistent with and would not otherwise interfere with, nor obstruct, implementation of the State of California Energy Plan.

### **Consistency with California Code Title 24, Part 6, Energy Efficiency Standards**

The 2022 version of Title 24 was adopted by the California Energy Commission (CEC) and will become effective on January 1, 2023. It should be noted that the analysis herein assumes compliance with the 2022 Title 24 Standards. The Project would not interfere with implementation of Title 24.

### **Consistency with AB 1493**

AB 1493 is not applicable to the Project as it is a statewide measure establishing vehicle emissions standards. No feature of the Project would interfere with implementation of the requirements under AB 1493.

### **Consistency with RPS**

California's Renewable Portfolio Standard is not applicable to the Project as it is a statewide measure that establishes a renewable energy mix. No feature of the Project would interfere with implementation of the requirements under RPS.

### **Consistency with SB 350**

The proposed Project would use energy from SCE. SCE has committed to diversify their portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with implementation of SB 350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new industrial developments and would include several measures designed to reduce energy consumption.

## **Summary**

As demonstrated above, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Additionally, regulatory measures, standards, and policies directed at reducing air pollutant emissions and GHG emissions would also act to promote energy conservation and reduce Project energy consumption. Please refer to related discussions presented at EIR Sections 4.3, *Air Quality* and 4.4, *Greenhouse Gas Emissions*. Based on the preceding, the potential for the Project to conflict with or obstruct a state or local plan for renewable energy or energy efficiency is considered less-than-significant.

**Level of Significance:** Less-Than-Significant.

## **4.6 NOISE**

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## 4.6 NOISE

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### *Abstract*

*This Section assesses whether the Project would substantially increase ambient noise levels, or expose land uses to noise, groundborne noise, or groundborne vibration levels exceeding established standards. Potential impacts considered within this Section include:*

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project exceeding standards established in the local general plan or noise ordinance, or applicable standards of other agencies; and*
- Generation of excessive groundborne vibration or groundborne noise.*
- 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, would the project expose people residing or working in the project area to excessive noise levels.*

*As substantiated herein, all potential noise impacts of the Project would be less-than-significant or can be mitigated to levels that are less-than-significant.*

#### **4.6.1 INTRODUCTION**

This Section presents the noise setting, methodology, standards of significance, and potential noise impacts associated with the Project. Where impacts are determined to be potentially significant, mitigation measures are proposed to avoid or reduce the severity of impacts. The information presented herein has been summarized from the *Rich-Haven Specific Plan 2022 Amendment, Noise and Vibration Analysis* (Urban Crossroads, Inc.) October 27, 2022 (Project Noise Impact Analysis). The Project Noise Impact Analysis in its entirety is presented at EIR Appendix G.

#### **4.6.2 SETTING**

Following are discussions of noise fundamentals applicable to the Project, together with assessments of existing ambient noise levels and noise sources in the Project vicinity.

##### **4.6.2.1 Fundamentals of Noise**

Noise levels are measured on a logarithmic scale in decibels which are then weighted and added over a 24-hour period to reflect not only the magnitude of the sound, but also its duration, frequency, and time of occurrence. In this manner, various acoustical scales and units of measurement have been developed, including equivalent sound levels (Leq), day-night average sound levels (Ldn) and community noise equivalent levels (CNEL).

“A-weighted” decibels (dBA) approximate the subjective response of the human ear to a broad frequency noise source by discriminating against the very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. The decibel scale has a value of 0.0 dBA at the threshold of hearing and 120 dBA at the threshold of pain. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. Thus, a 1.0 decibel increase is just audible, whereas a 10-decibel increase means the sound is perceived as being twice as loud as before. Examples of the decibel level of various noise sources are provided in the following Figure 4.6-1.

<b>COMMON OUTDOOR ACTIVITIES</b>	<b>COMMON INDOOR ACTIVITIES</b>	<b>A - WEIGHTED SOUND LEVEL dBA</b>	<b>SUBJECTIVE LOUDNESS</b>	<b>EFFECTS OF NOISE</b>
THRESHOLD OF PAIN		140	<b>INTOLERABLE OR DEAFENING</b>	<b>HEARING LOSS</b>
NEAR JET ENGINE		130		
		120		
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110		
LOUD AUTO HORN		100	<b>VERY NOISY</b>	<b>SPEECH INTERFERENCE</b>
GAS LAWN MOWER AT 1m (3 ft)		90		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80	<b>LOUD</b>	
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70		
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60	<b>MODERATE</b>	<b>SLEEP DISTURBANCE</b>
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50		
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		
QUIET SUBURBAN NIGHTTIME	LIBRARY	30	<b>FAINT</b>	<b>NO EFFECT</b>
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20		
	BROADCAST/RECORDING STUDIO	10		
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0	<b>VERY FAINT</b>	

Source: Urban Crossroads, Inc.

Figure 4.6-1  
Typical Noise Levels



## **Noise Rating Schemes**

Equivalent sound levels are not measured directly, but rather are calculated from sound pressure levels typically measured in dBA. The equivalent sound level (Leq) is the constant level that, over a given period, transmits the same amount of acoustic energy as the actual time-varying sound. Equivalent sound levels are the basis for both the Ldn and CNEL scales.

Day-night average sound levels (Ldn) are a measure of the cumulative noise exposure of the community. The Ldn value results from a summation of hourly Leqs over a 24-hour period with an increased weighting factor applied to the nighttime period between 10:00 p.m. and 7:00 a.m. This noise rating scheme account for subjectively more annoying noise events that may occur during normal sleep hours.

Community noise equivalent levels (CNEL) also carry a weighting penalty for noise that occurs during nighttime hours. In addition, CNEL levels include a penalty for noise events that occur during the evening hours between 10:00 p.m. and 7:00 a.m. Because of the weighting factors applied, CNEL values at a given location will always be larger than Ldn values, which in turn will exceed Leq values. However, CNEL values are typically within one decibel of the Ldn value.

## **Sound Propagation**

For a “line source” of noise, such as a heavily traveled roadway, the noise level drops off by a nominal value of 3.0 decibels for each doubling of distance between the noise source and the noise receptor. The nominal value of 3.0 dBA with doubling applies to sound propagation from a line source: (1) over the top of a barrier greater than 3 meters in height; or (2) where there is a clear unobstructed view of the highway, the ground is hard, no intervening structures exist and the line-of-sight between the noise source and receptor averages more than three meters above the ground.

Notwithstanding, environmental factors such as wind conditions, temperature gradients, characteristics of the ground (hard or soft) and the air (relative humidity), and the presence of vegetation combine to typically increase the attenuation achieved outside

laboratory conditions to approximately 4.5 decibels per doubling of distance. The increase in noise attenuation in exterior environments is particularly true: (1) for freeways with an elevated or depressed profile or exhibiting expanses of intervening buildings or topography; (2) where the view of a roadway is interrupted by isolated buildings, clumps of bushes, scattered trees; (3) when the intervening ground is soft or covered with vegetation; or (4) where the source or receptor is located more than three meters above the ground.

In an area which is relatively flat and free of barriers, the sound level resulting from a single “point source” of noise drops by six decibels for each doubling of distance or 20 decibels for each factor of ten in distance. This applies to fixed noise sources and mobile noise sources which are temporarily stationary, such as an idling truck or other heavy-duty equipment operating within a confined area (such as industrial processes or construction).

### **Noise Barrier Attenuation**

Effective noise barriers can reduce noise levels by 10 to 15 dBA. Noise barriers are most effective when placed close to the noise source or receptor. Noise barriers, however, do have limitations. For a noise barrier to work, it must be high enough and long enough to block the view of the noise source.

#### **4.6.2.2 Factors Affecting Motor Vehicle Noise**

According to the Highway Traffic Noise Analysis and Abatement Policy and Guidance, provided by the Federal Highway Administration (FHWA), the level of traffic noise depends on three primary factors: (1) the volume of the traffic, (2) the speed of the traffic, and (3) the vehicle mix within the flow of traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and a greater number of trucks. Assuming speed and vehicle mix do not change, a doubling of traffic volumes can be expected to result in a 3.0 dBA increase in noise levels. The vehicle mix on a given roadway may also influence community noise levels. As the number of medium and heavy trucks increases and becomes a larger percentage of the vehicle mix, adjacent noise

levels will increase. Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires on the roadway.

To account for the ground-effect attenuation (absorption), two types of site conditions are commonly used in traffic noise models, soft-site, and hard-site conditions. Soft site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. A drop-off rate of 4.5 dBA per doubling of distance is typically observed over soft ground with landscaping, as compared with a 3.0 dBA drop-off rate over hard ground such as asphalt, concrete, stone and very hard packed earth. The Project Noise Study indicates that, generally, soft site conditions better reflect predicted noise levels within the Study Area. Related, California Department of Transportation (Caltrans) research has shown that the use of soft site conditions is more appropriate for the application of the FHWA traffic noise prediction model used in this analysis.

#### **4.6.2.3 Community Responses to Noise**

Approximately ten percent of the population has a very low tolerance for noise and will object to any noise not of their making. Consequently, even in the quietest environment, some complaints will occur. Another 25 percent of the population will not complain even in very severe noise environments. Thus, a variety of reactions can be expected from people exposed to any given noise environment.

Despite this variability in behavior on an individual level, populations generally can be expected to exhibit the following responses to changes in noise levels. An increase or decrease of 1.0 dBA cannot be perceived except in carefully controlled laboratory experiments. A 3.0 dBA increase may be perceptible outside of the laboratory. An increase of 5.0 dBA is often necessary before any noticeable change in community response (i.e., complaints) would be expected.

Community responses to noise may range from registering a complaint by telephone or letter, to initiating court action, depending upon individual susceptibility to noise and

personal attitudes about noise. Several factors are related to the level of community annoyance including:

- Fear associated with noise-producing activities;
- Noise receptor's perception that they are being unfairly treated;
- Attitudes regarding the usefulness of the noise-producing activity; and
- Receptor's belief that the noise source can be controlled.

Recent studies have shown that changes in long-term noise levels are noticeable and are responded to by people. For example, about ten percent of the people exposed to traffic noise of 60 Ldn will report being highly annoyed with the noise, and each increase of one Ldn is associated with approximately two percent more people being highly annoyed. When traffic noise exceeds 60 Ldn or aircraft noise exceeds 55 Ldn, people begin complaining. Group or legal actions to stop the noise should be expected to begin at traffic noise levels near 70 Ldn and aircraft noise levels near 65 Ldn.

#### **4.6.2.4 Land Use Compatibility with Noise**

Some land uses are less tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion than are commercial or industrial activities. As ambient noise levels affect the perceived amenity or liveability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process.

#### **4.6.2.5 Sensitive Receptors**

Land uses classified as noise-sensitive by the State of California include: schools, hospitals, rest homes, long-term care centers, and mental care facilities. Some jurisdictions also consider day care centers, single-family dwellings, mobile home parks, churches, libraries, and recreation areas to be noise-sensitive. Moderately noise-sensitive land uses typically include: multi-family dwellings, hotels, motels, dormitories, out-

patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs.

Land uses which are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

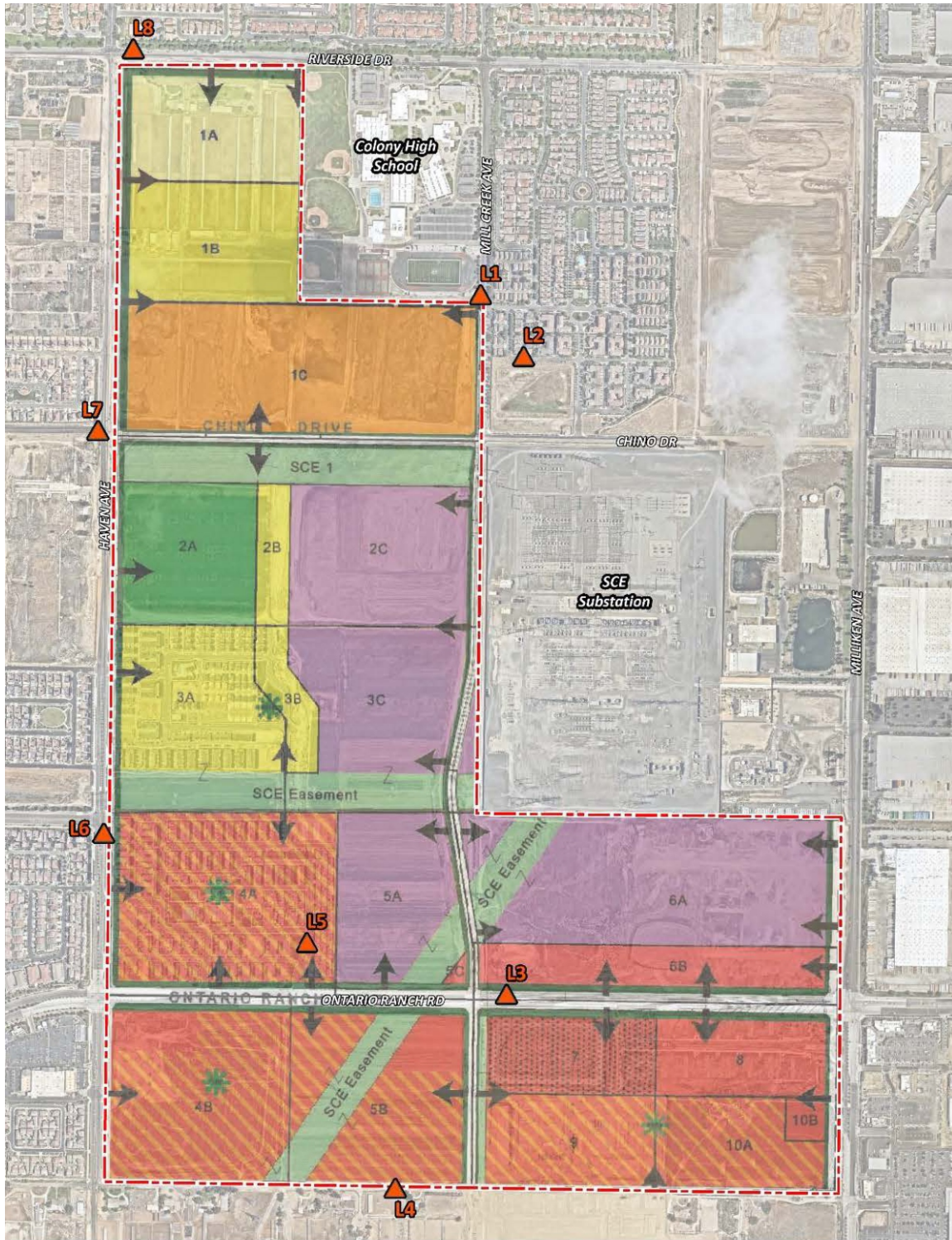
#### 4.6.2.6 Ambient Noise Conditions

To assess existing noise levels in the Project vicinity, eight long-term 24-hour measurements were taken at locations throughout the Study Area. These locations are illustrated at Figure 4.6-2 and are representative of sites that may be affected by Project-generated noise. Ambient noise measurements in the Project Study Area are summarized at Table 4.6-1.

**Table 4.6-1  
24-Hour Ambient Noise Level Measurements**

Location	Description	Energy Average Noise Level (dBA Leq)	
		Daytime	Nighttime
L1	Located near the northwest corner of the Project Site near the Colony High School Football Field.	56.0	55.6
L2	Located east of the Project Site just south of the existing residence at 3271 S. Quincy Way.	48.9	48.4
L3	Located within the Rich Haven Specific Plan north of Ontario Ranch Road.	69.1	64.0
L4	Located south of the Project Site near the existing residence at 10823 Edison Avenue.	56.3	52.1
L5	Located within the Rich Haven Specific Plan near the existing residence at 3965 S. Sunrise Avenue.	63.1	55.1
L6	Located west of the Project Site near the existing residence at 3860 S. Oasis Paseo.	68.8	62.4
L7	Located west of the Project Site near the existing residence at 3393 Clover Place.	65.4	60.2
L8	Located north of the Project Site near the existing residence at 2943 S. Alder Creek Drive.	68.5	64.3

Source: Rich-Haven Specific Plan 2022 Amendment, Noise and Vibration Analysis (Urban Crossroads, Inc.) October 27, 2022.



**LEGEND:**

- Site Boundary
- ▲ Measurement Locations

NOT TO SCALE  
Source: Urban Crossroads, Inc.

Figure 4.6-2  
Noise Monitoring Locations

### **4.6.3 EXISTING POLICIES AND REGULATIONS**

To limit population exposure to physically and/or psychologically damaging, as well as intrusive, noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains fairly constant with time. Air and rail traffic, and commercial and industrial activities are also major sources of noise in some areas. Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

#### **4.6.3.1 State of California**

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards and provides noise/land use compatibility guidance. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared according to guidelines adopted by the Governor’s Office of Planning and Research. The purpose of the Noise Element is to “limit the exposure of the community to excessive noise levels.” In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

#### **4.6.3.2 City of Ontario**

##### **Noise Element**

The City of Ontario General Plan (Policy Plan) identifies several policies to minimize the impacts of excessive noise levels throughout the community. Policy Plan Section S4, *Noise Hazards*, establishes a goal of maintaining an environment where noise does not adversely affect the public’s health, safety, and welfare. To satisfy this goal, the Policy Plan identifies seven policies related to: noise mitigation; coordination with transportation authorities; noise mitigation; truck traffic; roadway design; airport noise compatibility and rail noise mitigation. The noise criteria identified at Table 5-13-3 of The

Ontario Plan 2050 Final Supplemental Environmental Impact Report provides guidelines to evaluate land use compatibility within various noise environments. Table 5-13-3 is provided at Exhibit 3-A of the Project Noise Impact Analysis.

### Noise Standards

The potential noise impacts originating from stationary-source (operational) noise are evaluated against standards established under a City's Municipal Code. The City of Ontario requires that noise from new stationary sources in the City comply with the City's Noise Ordinance, which limits the acceptable noise at the property line of the impacted property, to reduce nuisances to sensitive land uses. Compliance with the City's Noise Ordinance would result in noise levels that are acceptable to the City and would result in less-than-significant noise impacts from stationary sources.

Municipal Code Section 5-29.04(a) identifies the allowable daytime and nighttime ambient exterior noise standards for each land use type. The maximum acceptable Project-related operational noise levels received at off-site land uses in the City of Ontario are identified at Table 4.6-2.

**Table 4.6-2**  
**Operational Noise Standards**

Noise Zone	Land Use	Exterior Noise Levels (dBA Leq)	
		Daytime (7 a.m.-10 p.m.)	Nighttime (10 p.m.-7 a.m.)
I	Single-Family Residential	65	45
II	Multi-Family Residential	65	50
III	Commercial	65	60
IV	Residential Mixed-Use	70	70
V	Manufacturing and Industrial	70	70

Source: Rich-Haven Specific Plan 2022 Amendment, Noise and Vibration Analysis (Urban Crossroads, Inc.) October 27, 2022.

### Construction Noise Standards

The City of Ontario Municipal Code has set restrictions to control noise impacts associated with construction. Section 5-29.09 of the Municipal Code states: *No person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment or machine in a manner that produces loud*



noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, on any weekday except between the hours of 7 a.m. and 6 p.m. or between the hours of 9 a.m. to 6 p.m. on Saturday or Sunday. While the City establishes limits to the hours during which construction activity may take place, it does not identify specific noise level limits for construction noise levels at potentially affected receiver locations.

Construction noise would be considered significant if construction activities occurring outside of the hours specified (7 a.m. and 6 p.m. weekdays and 9 a.m. to 6 p.m. weekends, excluding federal holidays) or if construction activities substantially elevate the ambient noise environment at noise-sensitive uses for a substantial period. It is assumed that Project construction activities would comply with the City's hour of activity restrictions, thereby precluding construction activities during noise-sensitive time periods. However, neither the City of Ontario General Plan Noise Element or Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a substantial temporary or permanent increase in ambient noise levels. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* is used for analysis of daytime construction impacts. The FTA considers a daytime exterior construction noise level of 80 dBA Leq as a reasonable threshold for noise sensitive land use.

### **Construction Vibration Standards**

To analyze vibration impacts originating from the construction and operations of a project, vibration-generating activities are appropriately evaluated against standards established under a City's Municipal Code, if such standards exist. However, the City of Ontario does not identify specific vibration level limits. Therefore, for analysis purposes, the Caltrans *Transportation and Construction Vibration Guidance Manual* standards are used to assess potential temporary construction-related impacts at adjacent building locations. For uses adjacent to the Project site, a maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec) is appropriate.

## **Airport Land Use Compatibility**

The Project site is located approximately 2.4 miles south of the Ontario International Airport (ONT). The Project site is located within the ONT Airport Influence Area, according to Policy Map 2-1 of the *Ontario International Airport Land Use Compatibility Plan* (ONT ALUCP). As such, the Project site is subject to the Noise Criteria established at Table 2-3 in the ONT ALUCP. The Project site is located within the ONT Airport Influence Area but outside the 60-65 dBA CNEL airport noise impact zone.

### **4.6.4 STANDARDS OF SIGNIFICANCE**

Based on the noise criteria presented above, and direction provided within the *CEQA Guidelines* as implemented by the City of Ontario, Project noise impacts would be considered potentially significant if the Project is determined to result in or cause the following conditions:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project exceeding standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- Generation of excessive groundborne vibration or groundborne noise levels.
- 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, would the project expose people residing or working in the project area to excessive noise levels.

### **Noise Impact Thresholds**

Noise impact thresholds applicable to the Project are summarized at Table 4.6-3. Please refer also to the discussion of thresholds presented at Project Noise Impact Analysis Section 4, *Significance Criteria*.

**Table 4.6-3  
Noise Impact Thresholds**

Analysis	Receiving Land Use	Baseline Condition(s)	Significance Threshold Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
		If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
	Non Noise-Sensitive	if ambient is > 75 dBA CNEL	≥ 3 dBA CNEL Project increase	
Operational	Residential	Exterior Noise Level Limit	55 dBA Leq	45 dBA Leq
	Noise-Sensitive	If ambient is < 60 dBA Leq	≥ 5 dBA Leq Project increase	
		If ambient is 60 - 65 dBA Leq	≥ 3 dBA Leq Project increase	
		If ambient is > 65 dBA Leq	≥ 1.5 dBA Leq Project increase	
Construction	Noise-Sensitive	Noise Level Threshold	80 dBA Leq	70 dBA Leq
		Vibration Level Threshold	0.3 PPV (in/sec)	n/a

Source: Rich-Haven Specific Plan 2022 Amendment, Noise and Vibration Analysis (Urban Crossroads, Inc.) October 27, 2022.

## 4.6.5 POTENTIAL IMPACTS AND MITIGATION MEASURES

### 4.6.5.1 Introduction

The following discussions focus on areas where it has been determined that the Project may result in potentially significant noise/vibration impacts, based on the analysis presented within this Section and included within the EIR Initial Study (EIR Appendix A, Initial Study Checklist Item XIII. *Noise*).

### 4.6.5.2 Impact Statements

Following is an analysis of potential noise impacts that are expected to occur as a result of the Project. Noise levels will change both on-site and off-site if the Project is approved and implemented. The discussion of potential noise impacts is organized to reflect categories or types of noise sources, including:

- Construction-Source Noise;
- Vehicular-Source Noise;

- Operational/Area-Source Noise; and
- Vibration.

For each topical discussion, potential impacts are evaluated under applicable criteria established above at Section 4.6.4, *Standards of Significance*.

To assess the potential for long-term operational noise and short-term construction noise and vibration impacts, eight receiver locations were identified for focused analysis, as shown at Figure 4.6-3 and described below.

R1: Location R1 represents the Colony High School Football Stadium, approximately 76 feet north of the Project site. Receiver R1 is placed in the bleachers just north of Planning Area (PA) 1. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.

R2: Location R2 represents the existing noise sensitive residence at 3271 S. Quincy Way, approximately 219 feet east of the Project site. Receiver R2 is placed in the private outdoor living areas facing the Project site. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

R3: Location R3 represents an on-site receiver location within the planned PA7 residential mixed use overlay area. Receiver R3 is placed approximately 460 feet south of the light industrial use within PA 6A. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.

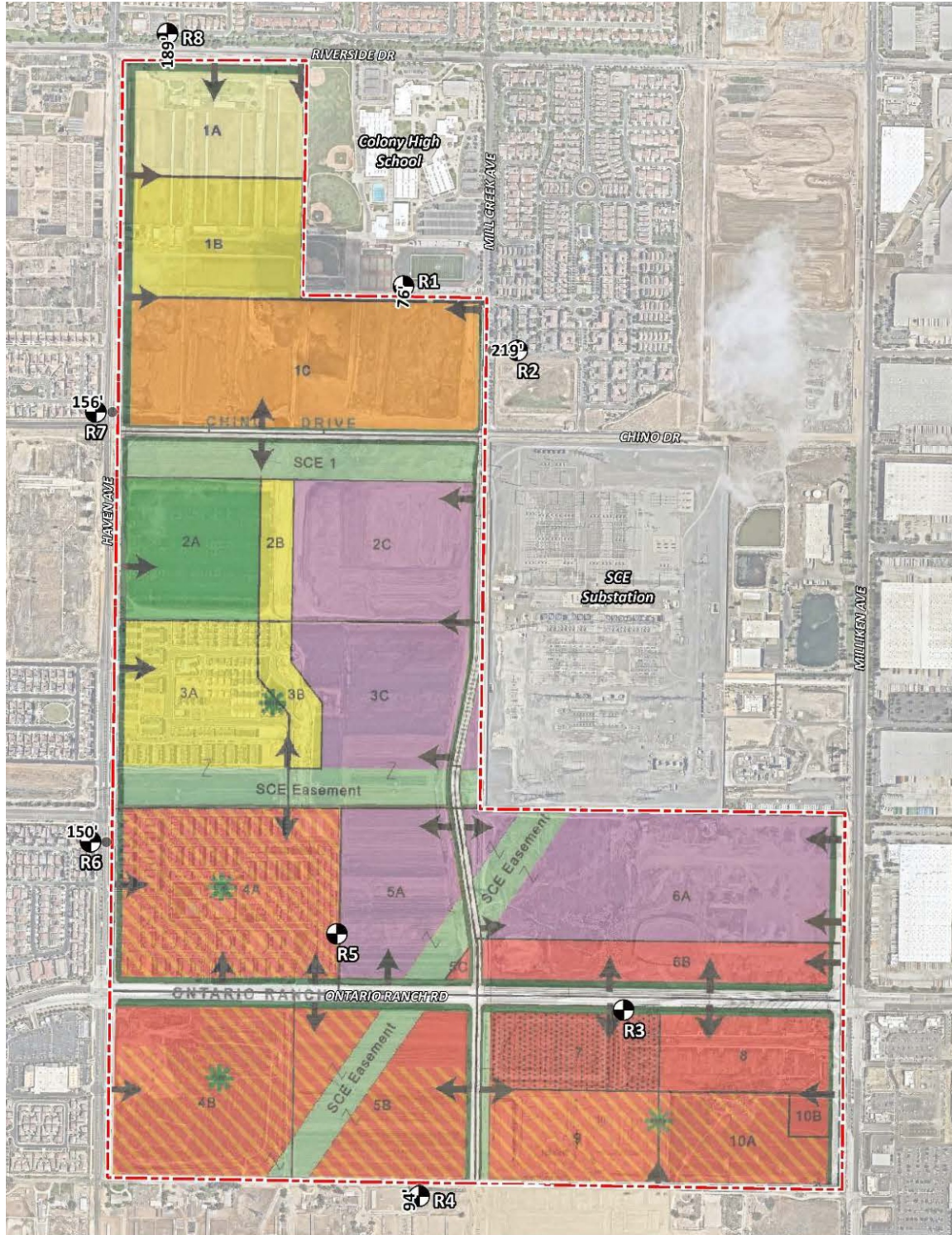
R4: Location R4 represents the existing noise sensitive residence at 10823 Edison Avenue, approximately 94 feet south of the Project site. Since there are no private outdoor living areas (backyard) facing the Project site, receiver R4 is placed at the building's façade. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

R5: Location R5 represents the existing on-site noise sensitive residence at 3959 S. Sunrise Avenue within the standalone residential overlay (PA4). Receiver R5 is placed in the private outdoor living areas facing the light industrial use within PA5A. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.

R6: Location R6 represents the existing noise sensitive residence at 3455 Pine Ridge Loop, approximately 150 feet west of the Project site. Receiver R6 is placed in the private outdoor living areas facing the Project site. A 24-hour noise measurement was taken near this location, L6, to describe the existing ambient noise environment.

R7: Location R7 represents the existing noise sensitive residence at 3379 S. Myrtle Drive, approximately 156 feet west of the Project site. Receiver R7 is placed in the private outdoor living areas facing the Project site. A 24-hour noise measurement was taken near this location, L7, to describe the existing ambient noise environment.

R8: Location R8 represents the existing noise sensitive residence at 2943 S. Alder Creek Drive, approximately 189 feet north of the Project site. Receiver R8 is placed in the private outdoor living areas facing the Project site. A 24-hour noise measurement was taken near this location, L8, to describe the existing ambient noise environment.



**LEGEND:**

- Site Boundary
- Receiver Locations
- Distance from receiver to Project site boundary (in feet)

NOT TO SCALE  
Source: Urban Crossroads, Inc.

Figure 4.6-3  
Receiver Locations

## CONSTRUCTION-SOURCE NOISE

**Potential Impact NOI-1:** *Construction activities and associated noise would result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.*

**Impact Analysis:** Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators that, when combined, can reach high levels. Construction is expected to occur in the following stages:

- Site Preparation;
- Grading;
- Building Construction;
- Architectural Coating; and
- Paving.

The construction-source noise analysis was prepared using reference noise level measurements to describe the typical construction activity noise levels for each stage of Project construction. Please refer to Noise Impact Analysis Table 11-1, *Construction Reference Noise Levels* for a listing of reference noise levels employed in the evaluation of construction-source noise.

Noise levels generated by heavy construction equipment can range from approximately 70 dBA to more than 80 dBA when measured at 50 feet. However, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 80 dBA measured at 50 feet from the noise source to the receiver would be reduced to 74 dBA at 100 feet from the source to the receiver, and would be further reduced to 68 dBA at 200 feet from the source to the receiver.

Based on the construction equipment reference noise levels and distance to the Project site, peak noise levels at the receiver locations have been developed, and are summarized at Table 4.6-4.

**Table 4.6-4**  
**Construction Equipment Noise Level Summary**

Receiver Location	Construction Noise Levels (dBA Leq)		
	Highest Construction Noise Levels	Threshold	Threshold Exceeded ?
R1	56.0	80	No
R2	53.3	80	No
R3	63.7	80	No
R4	55.8	80	No
R5	63.8	80	No
R6	55.1	80	No
R7	54.8	80	No
R8	52.5	80	No

**Source:** Rich-Haven Specific Plan 2022 Amendment, Noise and Vibration Analysis (Urban Crossroads, Inc.) October 27, 2022.

As indicated at Table 4.6-4, peak received construction-source noise levels would range from 52.5 to 63.8 dBA Leq. These levels would not exceed the applicable threshold of 80 dBA Leq. Construction-source noise levels that comply with applicable standards do not comprise a substantial permanent increase in ambient noise levels, or a substantial temporary or periodic increase in ambient noise levels.

**Level of Significance:** Less-Than-Significant. The following measures act to further reduce already less-than-significant construction noise levels.

4.6.1 *Prior to Grading Permit issuance, the Applicant shall demonstrate that the Project complies with the following:*

- *All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers, to the satisfaction of the Noise Control Officer;*



- *During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers to the satisfaction of the City Planner; and*
- *During construction and to the satisfaction of the City Planner, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors during construction activities.*

4.6.2 *Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between the hours of 10 p.m. and 7 a.m. is prohibited. The City Planner may approve additional hours when it can be found that such additional hours will not generate additional disturbance, or that mitigation measures will ensure compatibility with nearby residential areas.*

## **VEHICULAR-SOURCE NOISE**

**Potential Impact NOI-2:** *Vehicular source noise would result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.*

**Impact Analysis:** To assess the off-site transportation CNEL noise level impacts, noise contours were developed based on the Project traffic analyses. Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. Noise contours were developed for the following traffic scenarios:

- Existing 2022 Traffic Conditions
- Existing Plus Project 2022 Traffic Conditions
- Opening Year Cumulative (OYC) 2027 Without Project
- Opening Year Cumulative (OYC) 2027 With Project
- Horizon Year (HY) 2050 Without Project
- Horizon Year (HY) 2050 With Project

Project Noise Impact Analysis Tables 7-1 through 7-6 present the noise contours developed for the above scenarios for all Study Area roadways. Based on these noise contours, the following Tables 4.6-5 through 4.6-7 present a comparison of noise conditions along Study Area roadways without and with development realized pursuant to the Project under the above-described scenarios.

**Table 4.6-5  
Existing Conditions With Project  
Traffic Noise Level Increases**

Roadway	Roadway Segment	Receiving Land Use Noise Sensitivity	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase	
			No Project	With Project	Project Addition	Limit	Threshold Exceeded?
Archibald Avenue	n/o Ontario Ranch Road	Sensitive	79.3	79.5	0.2	1.5	No
Haven Avenue	n/o Riverside Drive	Sensitive	78.6	79.3	0.7	1.5	No
Haven Avenue	s/o Riverside Drive	Sensitive	76.2	77.5	1.3	1.5	No
Haven Avenue	n/o Ontario Ranch Road	Sensitive	77.4	78.7	1.3	1.5	No
Mill Creek Avenue	s/o Chino Avenue	Sensitive	69.7	71.1	1.4	1.5	No
Milliken Avenue	n/o Riverside Drive	Non-Sensitive	78.9	79.8	0.9	3.0	No
Milliken Avenue	s/o Riverside Drive	Non-Sensitive	78.6	79.4	0.8	3.0	No
Hamner Avenue	s/o Chino Avenue	Non-Sensitive	78.6	79.4	0.8	3.0	No
Hamner Avenue	s/o Ontario Ranch Road	Non-Sensitive	80.1	80.4	0.3	3.0	No
Riverside Drive	w/o Haven Avenue	Sensitive	77.2	77.3	0.1	1.5	No
Riverside Drive	w/o Milliken Avenue	Sensitive	74.9	75.5	0.6	1.5	No
Chino Avenue	e/o Archibald Avenue	Sensitive	71.1	71.4	0.3	1.5	No
Ontario Ranch Road	w/o Archibald Avenue	Sensitive	79.1	79.9	0.8	1.5	No
Ontario Ranch Road	e/o Archibald Avenue	Sensitive	79.9	81.0	1.1	1.5	No
Ontario Ranch Road	w/o Haven Avenue	Sensitive	80.4	81.5	1.1	1.5	No

**Table 4.6-5  
Existing Conditions With Project  
Traffic Noise Level Increases**

Roadway	Roadway Segment	Receiving Land Use Noise Sensitivity	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase	
			No Project	With Project	Project Addition	Limit	Threshold Exceeded?
Ontario Ranch Road	e/o Haven Avenue	Sensitive	81.5	82.6	1.1	1.5	No
Ontario Ranch Road	w/o Hamner Avenue	Non-Sensitive	81.3	83.1	1.8	3.0	No
Ontario Ranch Road	e/o Hamner Avenue	Non-Sensitive	82.2	83.5	1.3	3.0	No

Source: Rich-Haven Specific Plan 2022 Amendment, Noise and Vibration Analysis (Urban Crossroads, Inc.) October 27, 2022.

**Table 4.6-6  
OYC With Project  
Traffic Noise Level Increases**

Roadway	Roadway Segment	Receiving Land Use Noise Sensitivity	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase	
			No Project	With Project	Project Addition	Limit	Threshold Exceeded?
Archibald Avenue	n/o Ontario Ranch Road	Sensitive	80.1	80.3	0.2	1.5	No
Haven Avenue	n/o Riverside Drive	Sensitive	80.2	80.7	0.5	1.5	No
Haven Avenue	s/o Riverside Drive	Sensitive	79.3	79.9	0.6	1.5	No
Haven Avenue	n/o Ontario Ranch Road	Sensitive	78.7	79.8	1.1	1.5	No
Mill Creek Avenue	s/o Chino Avenue	Sensitive	70.1	71.4	1.3	1.5	No
Milliken Avenue	n/o Riverside Drive	Non-Sensitive	79.4	80.3	0.9	3.0	No
Milliken Avenue	s/o Riverside Drive	Non-Sensitive	79.2	80.0	0.8	3.0	No
Hamner Avenue	s/o Chino Avenue	Non-Sensitive	79.1	79.9	0.8	3.0	No
Hamner Avenue	s/o Ontario Ranch Road	Non-Sensitive	80.7	80.9	0.2	3.0	No
Riverside Drive	w/o Haven Avenue	Sensitive	78.0	78.1	0.1	1.5	No
Riverside Drive	w/o Milliken Avenue	Sensitive	76.5	76.9	0.4	1.5	No

**Table 4.6-6  
OYC With Project  
Traffic Noise Level Increases**

Roadway	Roadway Segment	Receiving Land Use Noise Sensitivity	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase	
			No Project	With Project	Project Addition	Limit	Threshold Exceeded?
Chino Avenue	e/o Archibald Avenue	Sensitive	73.5	73.7	0.2	1.5	No
Ontario Ranch Road	w/o Archibald Avenue	Sensitive	80.1	80.7	0.6	1.5	No
Ontario Ranch Road	e/o Archibald Avenue	Sensitive	80.8	81.7	0.9	1.5	No
Ontario Ranch Road	w/o Haven Avenue	Sensitive	81.2	82.2	1.0	1.5	No
Ontario Ranch Road	e/o Haven Avenue	Sensitive	82.1	83.1	1.0	1.5	No
Ontario Ranch Road	w/o Hamner Avenue	Non-Sensitive	83.0	84.3	1.3	3.0	No
Ontario Ranch Road	e/o Hamner Avenue	Non-Sensitive	83.7	84.6	0.9	3.0	No

Source: Rich-Haven Specific Plan 2022 Amendment, Noise and Vibration Analysis (Urban Crossroads, Inc.) October 27, 2022.

**Table 4.6-7  
HY (2050) With Project  
Traffic Noise Level Increases**

Roadway	Roadway Segment	Receiving Land Use Noise Sensitivity	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase	
			No Project	With Project	Project Addition	Limit	Threshold Exceeded?
Archibald Avenue	n/o Ontario Ranch Road	Sensitive	81.7	81.8	0.1	1.5	No
Haven Avenue	n/o Riverside Drive	Sensitive	81.2	81.6	0.4	1.5	No
Haven Avenue	s/o Riverside Drive	Sensitive	80.6	81.1	0.5	1.5	No
Haven Avenue	n/o Ontario Ranch Road	Sensitive	79.9	80.7	0.8	1.5	No
Mill Creek Avenue	s/o Chino Avenue	Sensitive	73.8	74.4	0.6	1.5	No
Milliken Avenue	n/o Riverside Drive	Non-Sensitive	83.2	83.6	0.4	3.0	No
Milliken Avenue	s/o Riverside Drive	Non-Sensitive	82.1	82.5	0.4	3.0	No

**Table 4.6-7  
HY (2050) With Project  
Traffic Noise Level Increases**

Roadway	Roadway Segment	Receiving Land Use Noise Sensitivity	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase	
			No Project	With Project	Project Addition	Limit	Threshold Exceeded?
Hamner Avenue	s/o Chino Avenue	Non-Sensitive	82.2	82.6	0.4	3.0	No
Hamner Avenue	s/o Ontario Ranch Road	Non-Sensitive	80.9	81.1	0.2	3.0	No
Riverside Drive	w/o Haven Avenue	Sensitive	80.4	80.4	0.0	1.5	No
Riverside Drive	w/o Milliken Avenue	Sensitive	80.8	80.9	0.1	1.5	No
Chino Avenue	e/o Archibald Avenue	Sensitive	74.1	74.3	0.2	1.5	No
Ontario Ranch Road	w/o Archibald Avenue	Sensitive	80.5	81.0	0.5	1.5	No
Ontario Ranch Road	e/o Archibald Avenue	Sensitive	80.7	81.7	1.0	1.5	No
Ontario Ranch Road	w/o Haven Avenue	Sensitive	84.9	85.4	0.5	1.5	No
Ontario Ranch Road	e/o Haven Avenue	Sensitive	84.0	84.6	0.6	1.5	No
Ontario Ranch Road	w/o Hamner Avenue	Non-Sensitive	84.3	85.3	1.0	3.0	No
Ontario Ranch Road	e/o Hamner Avenue	Non-Sensitive	84.8	85.5	0.7	3.0	No

Source: Rich-Haven Specific Plan 2022 Amendment, Noise and Vibration Analysis (Urban Crossroads, Inc.) October 27, 2022.

As shown above, Project traffic would not result in increased noise levels that would exceed the thresholds presented at Table 4.6-3. As such, off-site land uses adjacent to the study area roadway segments would experience less-than-significant noise level increases due to the Project-related traffic.

However, on-site residential uses proposed along Haven Avenue, Mill Creek Avenue, Hamner Avenue, Riverside Drive, Chino Avenue and Ontario Ranch Road may be subject to noise levels above 65 dBA. Therefore, on-site residential land uses located along these roadways would require additional noise attenuation to ensure that noise levels comply with the City's exterior and interior noise standards of 65 dBA CNEL and 45 dBA

CNEL. To this end, Mitigation Measure 4.6.3 requires the preparation of project-specific acoustical analysis for residential uses upon submittal of final site design plans.

**Level of Significance Before Mitigation:** Potentially Significant (on-site residential uses only).

**Mitigation Measure:**

4.6.3 *Prior to the construction of residential development along Riverside Drive, Haven Avenue, Mill Creek Avenue, Edison Avenue, and Milliken Avenue, an acoustical noise analysis shall be prepared prior to the submittal of final tentative tract maps to ensure that exterior and interior noise levels are met. The acoustical analysis shall demonstrate that the buildings have been designed to limit interior noise levels to 45 dBA CNEL and exterior noise (backyards and habitable balconies and patios) to less than 65 dBA CNEL. Individual developments shall, to the extent feasible, implement site-planning techniques.*

**Level of Significance With Mitigation:** Less-Than-Significant.

**OPERATIONAL/AREA-SOURCE NOISE**

**Potential Impact NOI-3:** *Project operational noise would result in exposure of persons to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.*

**Impact Analysis:** To estimate the Project operational/area-source noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed Project. Please refer to Noise Impact Analysis Table 10-5 for a listing of reference noise levels employed in the evaluation of operational/area-source noise.

It is important to note that the following projected noise levels assume the worst-case noise environment with the idling trucks, delivery truck activities, backup alarms, as well as loading and unloading of dry goods, roof-top air conditioning units, and parking lot

vehicle movements all operating simultaneously. These noise levels will likely vary throughout the day.

Using the reference noise levels, it is possible to estimate the operational source noise levels generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. Please refer also to Noise Impact Analysis Appendix 10.1 for detailed calculations of the Project operational/area-source noise levels.

Daytime and nighttime operational/area-source noise levels that can be expected to be generated by the various Project noise sources, and received at area receptors are presented at Tables 4.6-8, 4.6-9 below.

**Table 4.6-8**  
**Daytime Project Operational/Area-Source Noise Levels**

Noise Source	Operational Noise Levels by Receiver Location (dBA Leq)							
	R1	R2	R3	R4	R5	R6	R7	R8
Loading Dock Activity	44.6	44.4	40.6	41.7	39.3	38.6	34.1	32.3
Roof-Top Air Conditioning Units	29.2	30.0	42.0	32.6	36.1	30.3	28.7	21.9
Trash Enclosure Activity	24.1	24.5	37.5	27.2	20.4	21.3	17.8	16.0
Parking Lot Vehicle Movements	27.3	29.2	36.8	29.2	37.4	26.7	25.9	19.8
Truck Movements	27.2	28.6	27.8	30.1	30.4	23.3	20.9	17.6
Park Activities	24.6	22.6	26.1	23.5	28.5	28.8	31.5	20.5
<b>Total (All Noise Sources)</b>	<b>44.9</b>	<b>44.8</b>	<b>45.8</b>	<b>42.8</b>	<b>42.9</b>	<b>39.6</b>	<b>35.9</b>	<b>33.1</b>

Source: Rich-Haven Specific Plan 2022 Amendment, Noise and Vibration Analysis (Urban Crossroads, Inc.) October 27, 2022.

**Table 4.6-9**  
**Nighttime Project Operational/Area-Source Noise Levels**

Noise Source	Operational Noise Levels by Receiver Location (dBA Leq)							
	R1	R2	R3	R4	R5	R6	R7	R8
Loading Dock Activity	44.6	44.4	40.6	41.7	39.3	38.6	34.1	32.3
Roof-Top Air Conditioning Units	26.8	27.5	39.6	30.2	33.7	27.9	26.3	19.5
Trash Enclosure Activity	20.1	20.5	33.5	23.2	16.4	17.3	13.9	12.1
Parking Lot Vehicle Movements	27.3	29.2	36.8	29.2	37.4	26.7	25.9	19.8

**Table 4.6-9**  
**Nighttime Project Operational/Area-Source Noise Levels**

Noise Source	Operational Noise Levels by Receiver Location (dBA Leq)							
	R1	R2	R3	R4	R5	R6	R7	R8
Truck Movements	27.2	28.6	27.8	30.1	30.4	23.3	20.9	17.6
Park Activities	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total (All Noise Sources)</b>	<b>44.8</b>	<b>44.7</b>	<b>44.5</b>	<b>42.5</b>	<b>42.4</b>	<b>39.3</b>	<b>35.5</b>	<b>32.9</b>

**Source:** Rich-Haven Specific Plan 2022 Amendment, Noise and Vibration Analysis (Urban Crossroads, Inc.) October 27, 2022.

To demonstrate compliance with local noise regulations, the Project operational/area-source noise levels received at area receptors were evaluated against City of Ontario exterior noise level thresholds. Please refer to Table 4.6-10.

**Table 4.6-10**  
**Operational/Area-Source Noise Level Compliance**

Receiver Location	Project Operational Noise Levels (dBA Leq)		Noise Level Standards (dBA Leq)		Noise Level Standards Exceeded?	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	44.9	44.8	65.0	45.0	No	No
R2	44.8	44.7	65.0	45.0	No	No
R3	45.8	44.5	65.0	45.0	No	No
R4	42.8	42.5	65.0	45.0	No	No
R5	42.9	42.4	65.0	45.0	No	No
R6	39.6	39.3	65.0	45.0	No	No
R7	35.9	35.5	65.0	45.0	No	No
R8	33.1	32.9	65.0	45.0	No	No

**Source:** Rich-Haven Specific Plan 2022 Amendment, Noise and Vibration Analysis (Urban Crossroads, Inc.) October 27, 2022.

As shown at Table 4.6-10, Project operational/area-source noise levels would not exceed the City of Ontario 65 dBA Leq daytime or 45 dBA Leq nighttime exterior noise standards.

As such, the potential for Project operational noise to result in exposure of persons to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies is considered less-than-significant.



**Level of Significance:** Less-Than-Significant.

**Potential Impact NOI-4:** *Project operational noise would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.*

**Impact Analysis:** To describe the Project operational noise level contributions, the Project operational noise levels were combined with the existing ambient noise levels measurements for the off-site receiver locations potentially impacted by Project operational noise sources. Tables 4.6-11 and 4.6-12 present the daytime and nighttime operational noise level increases associated with the Project.

**Table 4.6-11  
Daytime Noise Level Contributions**

Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Threshold	Threshold Exceeded?
R1	44.9	L1	56.0	56.3	0.3	5.0	No
R2	44.8	L2	48.9	50.3	1.4	5.0	No
R3	45.8	L3	69.1	69.1	0.0	1.5	No
R4	42.8	L4	56.3	56.5	0.2	5.0	No
R5	42.9	L5	63.1	63.1	0.0	5.0	No
R6	39.6	L6	68.8	68.8	0.0	1.5	No
R7	35.9	L7	65.4	65.4	0.0	1.5	No
R8	33.1	L8	68.5	68.5	0.0	1.5	No

Source: Rich-Haven Specific Plan 2022 Amendment, Noise and Vibration Analysis (Urban Crossroads, Inc.) October 27, 2022.

**Table 4.6-12  
Nighttime Noise Level Contributions**

Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Threshold	Threshold Exceeded?
R1	44.9	L1	55.6	56.0	0.4	5.0	No
R2	44.8	L2	48.4	50.0	1.6	5.0	No
R3	45.8	L3	64.0	64.1	0.1	5.0	No
R4	42.8	L4	52.1	52.6	0.5	5.0	No
R5	42.9	L5	55.1	55.4	0.3	5.0	No
R6	39.6	L6	62.4	62.4	0.0	5.0	No
R7	35.9	L7	60.2	60.2	0.0	5.0	No
R8	33.1	L8	64.3	64.3	0.0	5.0	No

Source: Rich-Haven Specific Plan 2022 Amendment, Noise and Vibration Analysis (Urban Crossroads, Inc.) October 27, 2022.

As indicated at Tables 4.6-11 and 4.6-12, Project contributions to the ambient noise environment would not exceed the threshold conditions presented at previous Table 4.6-3. On this basis, the potential for Project operational noise to result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project is considered less-than-significant.

**Level of Significance:** Less-Than-Significant. The following measures act to further reduce already less-than-significant operational noise levels.

4.6.4 *Prior to final development plan approval, on a project-by-project basis and to the discretion of the Ontario Planning Department, subsequent noise studies shall be prepared, which demonstrates the site placement of stationary noise sources would not exceed criteria established in the City of Ontario Municipal Code. The analysis shall verify that loading dock facilities, rooftop equipment, trash compactors and other stationary noise sources are adequately shielded and/or located at an adequate distance from residential areas in order to comply with the City's noise standards.*

4.6.5 *Prior to Building Permit issuance and to the satisfaction of the Ontario Planning Department, the Project Applicants, on a project-by-project basis, shall demonstrate compliance with the following with respect to mechanical equipment:*

- *Mechanical equipment shall include specifications of quiet equipment;*
- *Mechanical equipment shall be properly selected and installed, and shall include sound attenuation packages;*
- *To the extent possible, mechanical equipment shall be oriented away from the nearest noise sensitive receptors; and*
- *The need for sound attenuation measures, and design of, such measures shall be determined as part of the final engineering design on a project-by-project basis.*

4.6.6 *Where a commercial zone abuts a residential zone or residential use, the following or similar language shall be included in lease/sale agreements for all non-residential buildings: All deliveries of goods and supplies; trash pick-up, including the use of parking lot trash sweepers; and the operation of machinery or mechanical equipment which emits noise levels in excess of 65 dBA, as measured from the closest property line to the equipment, shall only be allowed between the hours of 7 a.m. and 10 p.m., unless otherwise specified in an approved conditional use permit or other discretionary approval.*

4.6.7 *Prior to final development plan approval, on a project-by-project basis, a subsequent noise analysis shall be prepared, to the satisfaction of the Ontario Planning Department, which demonstrates that all feasible sound attenuation has been incorporated into the parking areas (i.e., landscaping and brushed driving surfaces), such that noise from parking areas has been minimized to the greatest extent practicable.*

## **VIBRATION**

**Potential Impact NOI-5:** *The Project would result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise.*

### **Impact Analysis:**

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that groundborne vibration from Project construction activities would cause only intermittent, localized intrusion.

Groundborne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration. Table 4.6-13 presents the expected Project-related vibration levels at the nearby receiver locations.

**Table 4.6-13**  
**Construction Vibration Levels**

Receiver	Distance to Const. Activity	Received Peak Particle Velocity (PPV) Levels (in/sec)					Thresholds PPV (in/sec)	Threshold Exceeded?
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration		
R1	76'	0.001	0.007	0.014	0.017	0.017	0.3	No
R2	219'	0.000	0.001	0.003	0.003	0.003	0.3	No
R3	30'	0.002	0.027	0.058	0.068	0.068	0.3	No
R4	94'	0.000	0.005	0.010	0.012	0.012	0.3	No
R5	30'	0.002	0.027	0.058	0.068	0.068	0.3	No
R6	150'	0.000	0.002	0.005	0.006	0.006	0.3	No
R7	156'	0.000	0.002	0.005	0.006	0.006	0.3	No
R8	189'	0.000	0.002	0.004	0.004	0.004	0.3	No

Source: Rich-Haven Specific Plan 2022 Amendment, Noise and Vibration Analysis (Urban Crossroads, Inc.) October 27, 2022.

As shown above, the highest construction vibration levels are expected to range from 0.003 to 0.068 in/sec PPV, and will satisfy the maximum acceptable vibration threshold of 0.3 PPV (in/sec). Moreover, the impacts at the closest sensitive receivers are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter. On this basis, the potential for the Project to result in exposure persons to, or generation of, excessive groundborne vibration or groundborne noise is considered less-than-significant.

**Level of Significance:** Less-Than-Significant.

**Potential Impact NOI-6:** 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, would the project expose people residing or working in the project area to excessive noise levels.*

**Impact Analysis:** The Project site is located approximately 2.4 miles southerly of the Ontario International Airport (ONT) and is located within the ONT Airport Influence Area.

The Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) was amended July 2018 to promote compatibility between airport and surrounding land uses. Since the Project site is located within the ONT Airport Influence Area, the Project is subject to the Noise Criteria established at Table 2-3 of the ONT ALUCP.

The Project site is located outside the 60-65 dBA CNEL airport noise impact zone. According to Table 2-3 of the ONT ALUCP, residential, commercial, light industrial and community facilities land uses located outside the 60-65 dBA CNEL, are considered normally compatible land use. For normally compatible land use, either the activities associated with the land use are inherently noisy or standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL).

Based on the preceding, the Project would not expose people residing or working in the Project area to excessive noise levels.

**Level of Significance:** Less-Than-Significant.

## **4.7 HAZARDS/HAZARDOUS MATERIALS**

## 4.7 HAZARDS/HAZARDOUS MATERIALS

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### *Abstract*

*This Section identifies and addresses potential hazards and hazardous materials impacts that may result from the implementation and operations of the Project. More specifically, the hazards and hazardous materials analysis presented here examines whether the Project would:*

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;*
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment; or*
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.*

*As supported by the analysis presented in this Section, with the application of mitigation, and the Project's mandated compliance with existing rules and regulations, potential hazards and hazardous materials impacts of the Project are less-than-significant.*

### 4.7.1 INTRODUCTION

The analysis presented in this Section addresses the potential impacts of hazards and/or hazardous materials associated with the construction and operation of the proposed Project. The analysis considers potential hazards/hazardous conditions affecting the Project site; and also considers potential hazards resulting from the Project, including

potential effects at off-site land uses. As discussed at 2007 EIR Section 5.5, *Hazards*, comprehensive Phase I Environmental Site Assessments (ESA) and Methane Gas Investigations were conducted for properties within the Specific Plan boundaries. The 2007 EIR Phase I Environmental Assessments and Methane Gas Investigations include:

- Phase I Environmental Site Assessment, Approximate 77-Acre Property, Rich Haven Specific Plan Mixed Use District, RBF Consulting, October 3, 2005.
- Phase I Environmental Site Assessment, Approximate 106-Acre Property, Rich Haven Specific Plan Mixed Use District, RBF Consulting, October 3, 2005.
- Phase I Environmental Site Assessment, Visser Property, GeoKinetics, February 1, 2003.
- Phase I Environmental Site Assessment, Randall Property, GeoKinetics, January 17, 2005.
- Phase I Environmental Site Assessment, Di Tommaso Property, GeoKinetics, February 18, 2004.
- Preliminary Subsurface Methane Gas Investigation, Randall Property, GeoKinetics, January 31, 2005.
- Subsurface Methane Gas Investigation, Scritsmier Property, GeoKinetics, January 26, 2004.
- Subsurface Methane Gas Investigation, Visser Property, GeoKinetics, February 1, 2003.
- Subsurface Methane Gas Investigation, Di Tommaso Property, GeoKinetics, February 18, 2004.
- Subsurface Methane Gas Investigation, Van Der Eyk Property, GeoKinetics, November 25, 2002.
- Letter from the California Department of Toxic Substances Control, June 12, 2006.

The above studies are available for review through the City of Ontario Planning Department. Information from the above studies is summarized in this Section and the 2007 EIR Section 5.5, *Hazards* is presented at EIR Appendix H, *Hazards and Hazardous Materials*.



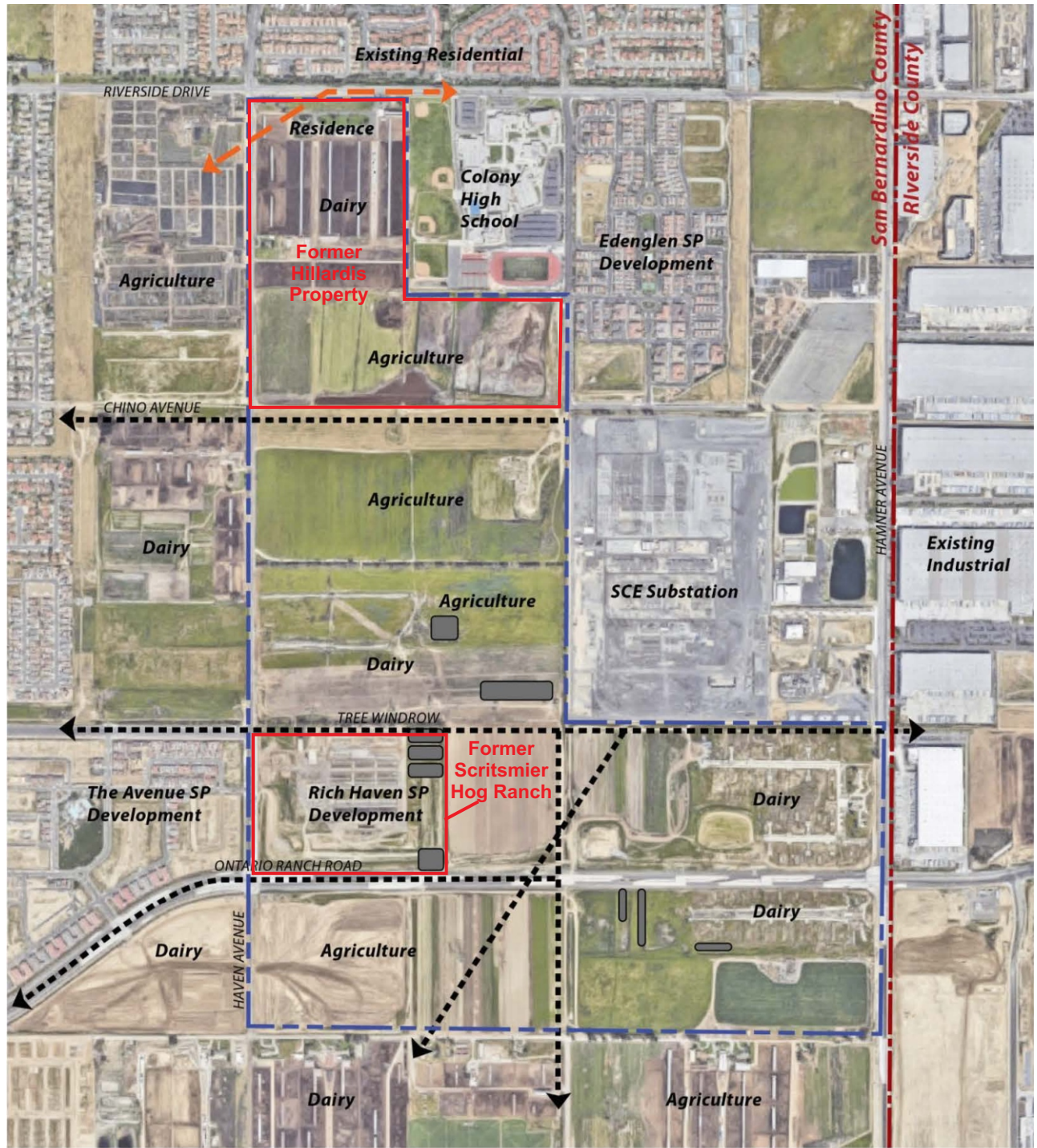
## 4.7.2 SETTING

The physical setting of the Project provided here serves as context for potential hazards associated with, or resulting from, the Project.

### 4.7.2.1 Project Site Land Use

Existing land uses within the Specific Plan Area include developed portions of the currently entitled 2021 Specific Plan, and entitled areas that are undeveloped. As of the date of this EIR, approximately 468 residential units of the total 7,194 dwelling units entitled under the 2021 Specific Plan have been constructed and are occupied. Existing residential development within the Specific Plan Area is located generally northeast of the intersection of Haven Avenue and Ontario Ranch Road. Within developed or developing portions of the Specific Plan Area, the City has verified that all hazards/hazardous materials mitigation required under the 2007 EIR has been completed including, but not limited to, Methane Gas remediation as required by the City of Ontario Building Department Methane Assessment for Projects in the New Model Colony (City Methane Assessment Protocol). Developed areas and areas under development are illustrated at Figure 4.7-1.

The remainder of the 2021 Specific Plan Area is yet to be developed. Existing land uses in these areas include a dairy farm in the northern portion of the Specific Plan area (the “Hillardis Property” identified at Figure 4.7-1) and various vacant/disturbed properties through the remaining portions of the site. Additionally, within the southern portion of the Specific Plan Area, Southern California Edison (SCE) transmission line easements exist along a generally east – west/northeast – southwest alignment within the Specific Plan Area.



- LEGEND
- SCE Power Line
  - 30 Foot Natural Gas Line
  - Project Boundary
  - County Boundary
  - Dairy Pond

Source: Rich-Haven Specific Plan Amendment; Applied Planning, Inc.

Figure 4.7-1  
Mapped Properties

#### **4.7.2.2 Project Site History**

Based on historical research conducted as part of the 2007 EIR Phase I ESAs and Methane Gas Investigations, the Project site has historically comprised vacant land, agricultural uses, dairy farms, residences, wells, unimproved roads, and power transmission lines. Contemporary site investigations conducted as part of this EIR,<sup>1</sup> historic and recent aerial photos, information provided by the Applicant, and review of TOP 2050 and TOP 2050 EIR confirm historical use of the site as described in the 2007 EIR Phase I ESAs and Methane Gas Investigations.

#### **4.7.2.3 Vicinity Land Uses**

Land uses adjacent to northern portions of the Specific Plan Area include residential development, agricultural uses, and Colony High School. Adjacent to the central Specific Plan Area are an SCE Substation occupying approximately 160 acres to the east, and agricultural/dairy and residential development to the west. The southern portion of the Specific Plan Area is bounded by residential and commercial development to the west across Haven Avenue, and vacant disturbed properties, residences, and dairy farm uses to the south across “Old” Edison Avenue [alignment]. To the east, across Hamner Avenue, are City of Eastvale properties that are developed or are being developed with commercial and light industrial uses.

### **4.7.3 EXISTING HAZARDS/HAZARDOUS CONDITIONS**

Other than on-going development of the Project site per the currently approved Specific Plan entitlements, site conditions have not changed substantially since preparation of the 2007 EIR. Contemporary site investigations conducted as part of this EIR, historic and recent aerial photos, information provided by the Applicant, and review of TOP 2050 and TOP 2050 EIR confirm that hazards and hazardous conditions affecting the Project site have not changed substantially since preparation of the 2007 EIR. Conclusions regarding potential hazards/hazardous conditions affecting the Specific

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<sup>1</sup> See: Project Biological Resources Assessment, July 2022 [EIR Appendix K] p. 1 et. al; Project Cultural Resources Assessment, August 2022 [EIR Appendix L] p. 11 et. al; Project Geotechnical Investigation, September 2022 [EIR Appendix J]. p. 3, et. al.

Plan Area site as summarized in the 2007 EIR Phase I ESAs are excerpted in pertinent part below.

- Due to past use of the project site as a dairy farm and hog farm, the potential exists for elevated soil organic levels and the associated generation of subsurface methane gas.
- The potential for asbestos-containing materials and lead-based paint on the project site exists because of some structures built before 1978.
- Based on the past and present agricultural usage of portions of the site, the potential exists for the presence of organic pesticides within the onsite soils. Soil samples should be collected and analyzed for organic pesticides in order to screen for their presence.
- Several homes present on the project site reportedly use onsite sewage disposal systems.
- The residences and other structures onsite may contain lead-based paint and asbestos-containing materials.
- Water supply wells were identified onsite, and it is necessary to verify that they have been properly abandoned.
- A 500-gallon diesel fuel aboveground storage tank (AST) is onsite, and should be deactivated and properly disposed of in conjunction with the site development activities.
- A debris pile with improperly disposed of waste oil was observed onsite.
- A concrete wastewater collection sump and associated underground water distribution piping, as well as an abandoned manufactured home are onsite.
- A Southern California Edison transmission line exists onsite with triple high-tension lines, which may impose some restrictions on development.

Based on the findings of the Phase I ESAs described previously, several methane studies were conducted for the properties that were used as dairies. Out of the 96 gas probes that were installed as a part of the methane studies, only 3 revealed elevated methane concentrations. These methane studies contained the following recommendations:

- Careful clearing, grubbing, segregation, and stockpiling or disposal of the near surface organic-rich soils at the site prior to the initiation of mass grading activities should occur.
- Identification and segregation/stockpiling or disposal of deeper soils which contain elevated levels of organic material should be conducted.
- Soils with organic contents in excess of 0.4 percent should not be placed as “deep” fill. Ideally, soils with significant levels of organic material should be placed in open areas within approximately two feet of the finished ground surface.
- Soils with organic contents in excess of 2 percent should typically not be placed as structural fill - even at shallow depths. The project geotechnical engineer should provide more specific recommendations in this regard.

No additional investigation of the project site was recommended.

[2007 EIR Section 5.5, *Hazards*, pp. 5.5-4 – 5.5-6].

#### **4.7.4 HAZARDS/HAZARDOUS MATERIALS POLICIES AND REGULATIONS**

A number of federal, state, and local laws have been enacted to regulate and manage hazardous materials. Implementation of these laws and the associated management of hazardous materials are regulated independently of the CEQA process, through programs administered by various agencies at the federal, state, and local levels. An overview of regulatory agencies and certain key hazardous materials laws and regulations applicable to the Project, and to which the Project must conform, is provided below.

#### 4.7.4.1 Federal

Hazardous materials are extensively regulated at the federal level. Regulatory agencies include: United States Environmental Protection Agency (USEPA), United States Occupational Safety and Health Administration (OSHA), United States Department of Transportation (USDOT). Applicable Federal Regulations are contained primarily in Titles 10, 29, 40, and 49 of the Code of Federal Regulations (CFR). In particular, Title 49 of the CFR governs the manufacture of packaging and transport containers; packing and repacking; labeling and the marking of hazardous material transport. Some of the major federal laws and issue areas include the following statutes and implementing regulations:

- Resources Conservation and Recovery Act (RCRA) - hazardous waste management;
- Hazardous and Solid Waste Amendments Act (HSWA) - hazardous waste management;
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) - cleanup of contamination;
- Superfund Amendments and Reauthorization Act (SARA) - cleanup of contamination; and
- Emergency Planning and Community Right-to-Know (SARA Title III) - business inventories and emergency response planning.

The USEPA is the primary federal agency responsible for the implementation and enforcement of hazardous materials regulations. In most cases, enforcement of environmental laws and regulations established at the federal level is delegated to state and local environmental regulatory agencies.

In addition, with respect to emergency planning, the Federal Emergency Management Agency (FEMA) is responsible for ensuring the establishment and development of policies and programs for emergency management at the federal, state, and local levels.

This includes the development of a national capability to mitigate against, prepare for, respond to, and recover from a full range of emergencies.

### **Hazardous Waste Handling**

The USEPA has authorized the California Department of Toxic Substance Control (DTSC) to enforce hazardous waste laws and regulations in California. Requirements place “cradle-to-grave” responsibility for hazardous waste disposal on the shoulders of hazardous waste generators. Waste generators must ensure that their wastes are disposed of properly, and legal requirements dictate the disposal requirements for many waste streams (e.g., a ban on many types of hazardous wastes from landfills).

### **Hazardous Materials Transport**

The USDOT Office of Hazardous Materials Safety has developed regulations pertaining to the transport of hazardous materials and hazardous wastes by all modes of transportation, as outlined in Title 49 of the CFR. The U.S. Postal Service has developed additional regulations for the transport of hazardous materials by mail. USDOT regulations specify packaging requirements for different types of materials. USEPA has also promulgated regulations for the transport of hazardous wastes. These more stringent requirements include tracking shipments with manifests to ensure that wastes are delivered to their intended destinations.

#### **4.7.4.2 State**

The primary state agencies with jurisdiction over hazardous chemical materials management are the DTSC and the State Water Quality Control Board (SWQCB). Other state agencies involved in hazardous materials management are the Department of Industrial Relations, California OSHA (Cal OSHA) implementation, Office of Emergency Services (OES - California Accidental Release Prevention Implementation), Air Resources Board (ARB), California Department of Transportation (Caltrans), State Office of Environmental Health Hazard Assessment (OEHHA - Proposition 65 implementation) and CalRecycle (formerly the California Integrated Waste Management Board, CIWMB). The enforcement agencies for hazardous materials

transportation regulations are the California Highway Patrol (CHP) and Caltrans. Hazardous materials and waste transporters are responsible for complying with all applicable packaging, labeling, and shipping regulations.

Relevant hazardous materials management laws in California include, but are not limited to, the following statutes and implementation regulations:

- Hazardous Materials Management Act - business plan reporting;
- Hazardous Waste Control Act - hazardous waste management;
- Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65) - release of and exposure to carcinogenic chemicals;
- Hazardous Substance Act - cleanup of contamination; and
- Hazardous Materials Storage and Emergency Response.

### **California Environmental Protection Agency**

The California Environmental Protection Agency (CalEPA) has broad jurisdiction over hazardous materials management in the state. Within CalEPA, the DTSC has primary regulatory responsibility for hazardous waste management and cleanup. Enforcement of regulations has been delegated to local jurisdictions that enter into agreements with DTSC for the generation, transport, and disposal of hazardous materials under the authority of the Hazardous Waste Control Law.

Along with the DTSC, the SWQCB is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup. SWQCB regulations are contained in Title 27 of the California Code of Regulations (CCR). Additional state regulations applicable to hazardous materials are contained in Title 22 of the CCR. Title 26 of the CCR is a compilation of those sections or titles of the CCR that are applicable to hazardous materials.



## **Department of Toxic Substances Control**

The Resource Conservation and Recovery Act (RCRA) of 1976 is the principal federal law that regulates the generation, management, and transportation of hazardous materials and other wastes. The DTSC regulates hazardous waste in California primarily under the authority of the federal RCRA, and the California Health and Safety Code. Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. In addition, DTSC reviews and monitors legislation to ensure that the position reflects the DTSC's goals. From these laws, DTSC's major program areas develop regulations and consistent program policies and procedures. The regulations spell out what hazardous waste handlers must do to comply with the laws.

California law provides the general framework for regulation of hazardous wastes by the Hazardous Waste Control Law (HWCL) passed in 1972. DTSC is the State's lead agency in implementing the HWCL. The HWCL provides for state regulation of existing hazardous waste facilities, which include "any structure, other appurtenances, and improvements on the land, used for treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous wastes," and requires permits for, and inspections of, facilities involved in generation and/or treatment, storage and disposal of hazardous wastes.

## **California Accidental Release Prevention Program (CalARP)**

The CalARP program (CCR Title 19, Division 2, Chapter 4.7) covers certain businesses that store or handle more than a certain volume of specific regulated substances at their facilities. The list of regulated substances is found in Article 8, Section 2770.5 of the CalARP program regulations. The businesses that use a regulated substance above the noted threshold quantity must implement an accidental release prevention program, and some may be required to complete a Risk Management Plan (RMP). An RMP is a detailed engineering analysis of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. The purpose of an RMP is to decrease the risk of an off-site release of a regulated substance that might harm the surrounding environment and community. An RMP includes the

following components: safety information, hazard review, operating procedures, training, maintenance, compliance audits, and incident investigation. The RMP must consider the proximity to sensitive populations located in schools, residential areas, general acute care hospitals, long-term health care facilities, and child day-care facilities, and must also consider external events such as seismic activity.

### **Hazardous Materials Transportation**

In California, the CHP has the primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies. Specifically, Section 31303 of the California Vehicle Code requires that when hazardous materials are transported on state or interstate highways, the highway(s) that offer the shortest overall transit time possible shall be used. Transportation of hazardous materials along any city or state roadways is subject to all hazardous materials transportation regulations established by the CHP and Caltrans. Transporters of hazardous materials and waste are responsible for complying with all applicable packaging, labeling, and shipping regulations.

### **Investigation and Cleanup of Contaminated Sites**

The oversight of hazardous materials release sites often involves several different agencies that may have overlapping authority and jurisdiction. The DTSC and SWQCB are the two (2) primary state agencies responsible for issues pertaining to hazardous materials release sites. Air quality issues related to remediation and construction at contaminated sites are also subject to federal and state laws and regulations that are administered at the local level.

Investigation and remediation activities that would involve potential disturbance or release of hazardous materials must comply with applicable federal, state, and local hazardous materials laws and regulations. The DTSC has developed standards for the investigation of sites where hazardous materials contamination has been identified or could exist based on current or past uses. The standards identify approaches to determine if a release of hazardous wastes/substances exists at a site and delineate the

general extent of contamination; estimate the potential threat to public health and/or the environment from the release and provide an indicator of relative risk; determine if an expedited response action is required to reduce an existing or potential threat; and complete preliminary project scoping activities to determine data gaps and identify possible remedial action strategies to form the basis for development of a site strategy.

#### **4.7.4.3 Regional**

##### **Southern California Association of Governments (SCAG)**

SCAG is the regional agency for coordination between various local agencies within the six-county region covering Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial counties. The region covers more than 38,000 square miles and is home to more than 18 million people. SCAG is the designated Regional Transportation Planning Agency, and is responsible for preparing plans and developing goals, policies, and programs to ensure regional cooperation. One such program is the Southern California Compass Blueprint Growth Vision. SCAG works with local governments and other entities in the region to implement the program's four (4) principles: Mobility, Livability, Prosperity, and Sustainability. SCAG is also responsible for preparing the Regional Comprehensive Plan and Guide (RCPG), an advisory plan to achieve a sustainable balance between environmental, economic, and social interests throughout the SCAG region.

##### **South Coast Air Quality Management District (SCAQMD)**

The SCAQMD establishes Rules that regulate or control various air pollutant emissions and emissions sources within the South Coast Air Basin (Basin). The SCAQMD coordinates its actions with local, state, and federal government agencies, the business community, and private citizens to achieve and maintain healthy air quality for San Bernardino County, including the City of Ontario.

#### 4.7.4.4 Local

##### **San Bernardino County Fire Department, Hazardous Materials Division**

Under the California Unified Hazardous Waste and Hazardous Material Management Regulatory Program, (Chapter 6.11, Division 20, Section 25404 of the Health and Safety Code), hazards/hazardous materials management is addressed locally through the Certified Unified Program Agency (CUPA). The primary CUPA for the City of Ontario is the San Bernardino County Fire Department.

As a CUPA, San Bernardino County Fire Department manages the following six hazardous material and hazardous waste programs:

- Hazardous Materials Release Response Plans and Inventory (Business Plan);
- California Accidental Release Program (CalARP);
- Underground Storage Tanks (UST);
- Aboveground Petroleum Storage Act (APSA)/Spill Prevention, Control, and Countermeasure Plan (SPCC Plan);
- Hazardous Waste Generation and On-site Treatment; and
- Hazardous Materials Management Plans and Inventory Statements under Uniform Fire Code Article 80.

##### **Chino Basin Watermaster**

Eleven existing wells have been identified within the Project site. In compliance with the Chino Basin Water Master'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 and require permitting from the County Health Department. A copy of such

permit shall be provided to the Engineering and Public Works Agency prior to issuance of grading and/or building permits.

### **City of Ontario**

The Ontario Plan includes Goals and Policies which act to reduce potential hazards within the City. Additionally, the City of Ontario has published Methane Design Guidelines for projects located within the New Model Colony. These guidelines are applicable to any building development on farm properties (including dairy farms) and is independent of the planned building use (i.e., residential or commercial/industrial).

In summary, a Methane Site Assessment is required for any parcels used as animal farms or composting/fertilizer farms, and the survey must be completed within “all lots in potential methane areas.” The Methane Site Assessment must be completed within 30 days after building footprints have been put in place.

The City further presents Design Guidelines to be implemented within affected properties. Building permits will be issued when the test report is approved by the City Building Department, and any required mitigation measures are shown on building plans.

#### **4.7.4.5 Waste Handling Procedures**

As presented above, the identification, characterization, handling, transportation and disposal of wastes are primarily regulated under 40 CFR, part 261.24 (Federal) and Title 22 of the California Code of Regulations (State) and other applicable DOT, CA DTSC, and OSHA laws and regulations. The following discussions detail how these regulations are applied to the specific hazardous materials most likely to be encountered as part of the demolition and site preparation phase of the Project.

## **Manifesting and Transportation**

Waste must be hauled under proper shipping manifests as follows:

- 1) Non-hazardous : A uniform non-hazardous manifest ;
- 2) Cal-haz/Non-RCRA (State system): A uniform hazardous manifest, identifying the waste as non-RCRA, using an appropriate EPA number;
- 3) RCRA-hazardous (Federal system): A uniform hazardous manifest, identifying the waste as RCRA, using an appropriate EPA number.

The transporter must have the required and appropriate hauling permits and licenses in order to be able to haul the waste.

## **Disposal**

Landfills are classified based on the type of waste accepted; hazardous waste must be disposed of at a Class I landfill, “designated waste”<sup>2</sup> at a Class II, non-hazardous solid waste at a Class III, and inert waste is disposed of at an unclassified disposal site. All designated landfills must have the proper local, State and Federal operating permits. Waste, as classified, is disposed of as follows:

- 1) Non-hazardous: At a non-hazardous Class III landfill or at a Treatment and Recycling facility.
- 2) Cal-haz/Non-RCRA: At a hazardous Class I landfill or at an out of State non-hazardous landfill.
- 3) RCRA-hazardous: At a hazardous Class I landfill.

While non-hazardous waste from the Project site could be transported to a number of Class III landfills, non-hazardous waste generated at the site and vicinity is currently

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<sup>2</sup> “Designated waste” is defined as hazardous waste that has been granted a variance from hazardous waste management requirements; or non-hazardous waste that could be released in concentrations exceeding applicable water quality objectives or that could reasonably be expected to affect beneficial uses of waters of the State.

sent to the West Valley Materials Recovery Facility (MRF) in Fontana for processing, recycling, or landfilling. Most refuse is transported from the MRF to the El Sobrante Landfill, located in the City of Corona. Any hazardous waste encountered as part of site preparation activities will be disposed of at a Class I landfill. There are currently three (3) Class I landfills located in California. These sites are located in Imperial, Kings, and Kern Counties. The precise location will be determined by the contractor in charge of demolition and site preparation.

### Pesticides

There are State and Federal thresholds dictating the characterization of pesticide contaminated soils. Specifically, the United States Environmental Protection Agency (U.S. EPA) and California EPA monitor a number of pesticides that were once widely used, but are currently banned or heavily regulated in the United States due to concerns regarding their environmental impact and/or human health risks. Risk-based soil screening levels have been calculated and published by the U.S. EPA, as well as the California EPA Office of Environmental Health Hazard Assessment (OEHHA) for guidance purposes. Both agencies have developed screening levels for both residential and industrial/commercial settings, as seen in Table 4.7-1.

**Table 4.7-1**  
**Pesticide Screening Level Thresholds ( $\mu\text{g}/\text{kg}$ )**

Agency	Pesticide			
	DDT	DDE	DDD	Dieldrin
U.S. EPA				
<i>Residential</i>	1700	1400	2000	30
<i>Commercial/Industrial</i>	7000	5100	7200	100
Cal EPA				
<i>Residential</i>	1600	1600	2300	35
<i>Commercial/Industrial</i>	6300	6300	9000	130

Source: GeoKinetics, August 1, 2013.

Based on testing results, contaminated soils may be treated on-site (by blending/diluting with clean soil) or disposed of off-site, as follows:

- 1) Non-hazardous: The soil must pass the State and Federal regulatory thresholds. In that case, the soil may be disposed of as non-hazardous at a Class III landfill or, as discussed above, a treatment or recycling facility.
- 2) Cal-haz/Non-RCRA: In this case, the soil fails the State regulatory thresholds but passes the Federal requirements. Therefore, the soil may be disposed of as non-RCRA at a Class I hazardous landfill or at an out-of-state non-hazardous landfill.
- 3) RCRA-hazardous: In this case, the soil fails both the State and Federal regulatory thresholds. Therefore, the soil will have to be disposed of as Federal, RCRA-hazardous at a Class I landfill.

#### **Asbestos Containing Materials (ACMs)**

Prior to demolition of structures, testing for ACMs is performed by a licensed contractor and any ACMs are disposed of based on the testing results. In California, if asbestos is friable and contains more than 1% asbestos, it is considered hazardous. ACMs are disposed of as follows:

- 1) Non-friable: This ACM waste may be disposed of at a Class III local landfill subject to their acceptance criteria.
- 2) Friable: This ACM waste may be disposed of at a Class I hazardous landfill or at an out-of-state landfill, depending on the level of contamination.

Depending on whether or not the ACMs are friable or non-friable, they will need to be handled, contained, and wrapped accordingly based on the applicable State regulations and the landfill requirements for transportation and disposal purposes.



### **Lead-Based Paint (LBP)**

Prior to demolition, testing for LBP is performed by a licensed contractor and any LBP is disposed of based on the testing results. LBP waste is disposed of as follows:

- 1) Non-hazardous: If the lead content is less than 50 ppm (presumes it passes the State Soluble Threshold Limit Concentrations (STLC) and the Federal Toxicity Characteristic Leaching Procedure (TCLP) levels of 5.0 mg/l), the waste can be disposed of at a Class III non-hazardous landfill.
- 2) Cal-haz/Non-RCRA: If the waste contains 1,000 ppm lead and it fails the State STLC of 5 mg/l, it is considered cal-hazardous and may be disposed of at an out-of-state landfill as non-RCRA waste.
- 3) RCRA-hazardous: If the waste fails the Federal TCLP of 5 mg/l, it will then have to be disposed of at a hazardous Class I landfill.

#### **4.7.5 STANDARDS OF SIGNIFICANCE**

Pursuant to the *CEQA Guidelines* as adopted and implemented by the City of Ontario, and for purposes of this EIR, implementation of the Project may result in or cause potentially significant hazards/hazardous materials impacts if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for the people residing or working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

#### **4.7.6 POTENTIAL IMPACTS AND MITIGATION MEASURES**

##### **4.7.6.1 Introduction**

The following discussions focus on areas where it has been determined that the Project may result in potentially significant hazards and hazardous materials impacts, pursuant to comments received through the NOP process, and based on the analysis presented within this Section and included within the Initial Study. As substantiated in the Initial Study (EIR Appendix A) under the following topics, the Project was determined to have less-than-significant impacts. On this basis, the following topics are not further discussed here:

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

- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for the people residing or working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

All other CEQA topics concerning the Project's potential hazards and hazardous materials impacts are discussed below. Please refer also to Initial Study Checklist Item IX. *Hazards and Hazardous Materials*.

#### **4.7.6.2 Impact Statements**

**Potential Impact HAZ-1:** *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.*

#### **Impact Analysis:**

##### **Existing On-site Hazards**

Hazardous or potentially hazardous conditions affecting the subject site have been previously and extensively analyzed as part of the 2007 Rich-Haven Specific Plan EIR (2007 EIR). In summary, the 2007 EIR concluded that development of the site could result in potentially significant hazards/hazardous materials impacts due to structure demolition, potential presence of methane gas, presence of organic materials, and general hazards or hazardous conditions associated with current and historic

agricultural and dairy farming uses. As noted previously in this Section, hazardous/hazardous conditions affecting the Project site are materially the same as those identified in the 2007 EIR.

**Level of Significance:** Potentially Significant.

**Mitigation Measures:**

Mitigation Measures that would reduce the above-noted hazards/hazardous materials impacts to levels that would be less-than-significant were identified in the 2007 EIR. For ease of reference, the 2007 EIR Mitigation Measures are excerpted below.

**HM-1** Prior to the issuance of permits by the City of Ontario for any structural demolition activities on the project site, the project developer will be required to submit documentation to the City of Ontario Building Department that asbestos and lead-based paint issues are not applicable to their property or that appropriate remediation actions will be undertaken to correct any lead-based paint or asbestos issues, in conformance with the regulations of the South Coast Air Quality Management District and the State of California, Division of Occupational Health and Safety.

**HM-2** Subsequent to grading activities, testing for the presence of methane in the soil shall be performed. This testing shall conform to applicable City of Ontario standards. If methane is detected, mitigation would include the installation of under-slab methane vents, methane barrier, and sealing utilities in locations where they enter a structure and penetrate the methane barrier.

**HM-3** Post-grading methane gas investigation should take place near the former Scritsmier Hog Ranch (13571 Haven Avenue) where subsurface methane levels exceed 5,000 ppm. A passive vent system and gas

membrane beneath the floor slab should be installed, along with utility trench dams and conduit seals.

**HM-4** Careful clearing, grubbing, segregation, and stockpiling or proper disposal of the near surface organic-rich soils at the site prior to the initiation of mass grading activities should occur.

**HM-5** Identification and segregation/stockpiling or proper disposal of deeper soils which contain elevated levels of organic material should be conducted.

**HM-6** Prior to approval of a discretionary permit or approval for development of proposed residential uses on the Hillardis Property, such as a parcel map or tentative tract map, a Phase I Environmental Site Assessment (ESA) shall be conducted and the results of that ESA implemented. The Phase I ESA shall be provided to the City of Ontario and shall be included in any CEQA analysis prepared in connection with the consideration of a discretionary approval for development of the eastern half of the project site.

[2007 EIR, pp. 5.5-12, 5.5-13]

Subsequent to Certification of the 2007 EIR, Methane Gas investigation and remediation of the former Scritsmier Hog Ranch (13571 Haven Avenue) per Mitigation Measure HM-3 has been successfully accomplished and accepted by the City. Development of this site is on-going (see Figure 4.7-1). Mitigation Measure HM-3 has been implemented and is no longer required.

Additionally, per Mitigation Measure HM-6, the required Phase I ESA for the “Hillardis Property” (APNs 218-161-04, 218-161-05, 218-161-10, 218-161-11) has been completed

and is provided at Appendix H of this EIR.<sup>3</sup> The Hillardis Property Phase I ESA recommends that a Phase II Environmental Assessment be conducted for that site to address the following items:

- Agricultural/orchard usage of the southern portion of the Property,
- Methane Gas Testing for the northern portion of the Property,
- Soils in the areas of unregulated dumping, and
- Soils in the area of the leaking air compressors in the garage [in the northern portion of the property].

[Hillardis property Phase I ESA, p. 7]

The requirement to conduct a Phase II Assessment and comply with its provisions is added as mitigation to this EIR (see Mitigation Measure 4.7.4).

Based on the previous analyses conducted for the Project site, as updated by the site's current condition, the City's incumbent Methane Gas Investigation Protocol, and recommendations of the Hillardis Property Phase I ESA, the following Mitigation Measures are incorporated in this EIR:

*4.7.1 Prior to the issuance of permits for any structural demolition activities on the Project site, the Project developer(s) shall submit documentation to the City of Ontario Building Department that asbestos and lead-based paint issues are not applicable to their property or that appropriate remediation actions have been undertaken to correct any lead-based paint or asbestos issues. Any required remediation shall conform with the regulations of the South Coast Air Quality Management District and the State of California, Division of Occupational Health and Safety.*

*4.7.2 Testing for methane gas shall be conducted subsequent to mass grading of any site within the Specific Plan Area. Methane gas testing shall conform to requirements of "City of*

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<sup>3</sup> See: *Phase I Environmental Site Assessment 1601 E. Riverside Drive, Ontario, California 91761* (Hillman Consulting) July 28, 2016.

*Ontario Building Department Methane Gas Assessment for Projects in the New Model Colony.”<sup>4</sup> Project designs shall conform to the Assessment’s Methane Design Guidelines or other requirements stipulated by the City of Ontario Building Department.*

*4.7.3 Site grubbing, clearing, and stockpiling and disposal of soils shall conform to City grading permit requirements. Such requirements may include, but would not be limited to, identification and segregation/stockpiling or proper disposal of soils that contain elevated levels of organic material.*

*4.7.4 Prior to approval of tract maps or approval for development of any uses on the Hillardis Property (APNs 218-161-04, 218-161-05, 218-161-10, 218-161-11), the Applicant or successor interest shall complete a Phase II Environmental Site Assessment (ESA) for that property. Prior to issuance of the first development permit for the site, the Applicant or successor interest shall comply with requirements of the Phase II ESA, and shall provide documentation to the City of Ontario to that effect.*

With implementation of the above measures, the potential for the Project to create or result in a significant hazard due to existing on-site conditions would be reduced to levels that would be less-than-significant.

**Level of Significance After Mitigation:** Less-Than-Significant.

### **Project Construction and Operations**

The Project would not result in or cause exposure(s) to hazards or potentially hazardous conditions. That is, uses proposed by the Project are not considered hazardous. Nor does the Project propose or require facilities or operations involving inherent substantial hazards.

During the normal course of construction and operation activities, there would be limited transport of potentially hazardous materials (e.g., gasoline, diesel fuel, paints,

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<sup>4</sup> See: [https://www.ontarioca.gov/sites/default/files/Ontario-Files/Building/general/methane\\_assessment.pdf](https://www.ontarioca.gov/sites/default/files/Ontario-Files/Building/general/methane_assessment.pdf).

solvents, fertilizer, etc.) to and from the Project site. However, the Project would be required to comply with all City and County Hazardous Materials Management Plans and regulations addressing transport, use, storage and disposal of these materials. The Project does not propose or require uses or activities that would result in atypical transportation, use, storage, or disposal of hazardous or potentially hazardous materials not addressed under current regulations and policies.

Further, any occupancies that would store or use hazardous materials would be required to comply with California Hazardous Materials Business Plan (HMBP) requirements (California Health & Safety Code, Division 20, Chapter 6.95) The HMBP contains detailed information on the storage of hazardous materials at regulated facilities. The purpose of the HMBP is to prevent or minimize damage to public health, safety, and the environment, from a release or threatened release of a hazardous material. The HMBP also provides emergency response personnel with adequate information to help them better prepare and respond to chemical-related incidents at regulated facilities.

The Project does not propose or require uses that would handle hazardous or acutely hazardous materials, substances, or waste. Heavy duty truck traffic accessing the Project would generate diesel particulate matter (DPM). DPM is a known carcinogen. The Project Health Risk Assessment (HRA, EIR Appendix D) substantiates that the DPM emissions generated by Project construction and operations would not result in potentially significant hazardous impacts.

**Level of Significance:** Less-Than-Significant.

**Potential Impact HAZ-2:** *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.*

**Impact Analysis:** Colony High School is located approximately 0.2 miles north of nearest light industrial uses proposed by the Project. The Project does not propose or require uses or facilities that would generate or use hazardous or acutely hazardous



materials. The Project HRA substantiates that DPM emissions generated by the Project would not result in potentially significant impacts at vicinity schools. As a matter of course, the Lead Agency consults with potentially affected school districts throughout the EIR process for development proposals.

On this basis, the potential for the Project to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

**Level of Significance:** Less-Than-Significant.

## **4.8 HYDROLOGY/WATER QUALITY**

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## 4.8 HYDROLOGY/WATER QUALITY

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### *Abstract*

*This Section addresses potential impacts of the Project related to hydrology and water quality. The analysis presented focuses on the potential for the Project to:*

- *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;*
- *Substantially alter the existing drainage pattern of the site or area in a manner that would:*
  - *substantially increase the rate or amount of runoff that would result in flooding on- or offsite;*
  - *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; or*
  - *impede or redirect flood flows.*
- *Under a flood, tsunami, or seiche event, release pollutants due to project inundation; or*
- *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.*

*As substantiated by the analysis in this Section, potential hydrology/water quality impacts would be less-than-significant.*

#### 4.8.1 INTRODUCTION

This Section evaluates potential impacts of the Project on hydrology and water quality. Information contained and referenced in this Section was obtained from: *Rich-Haven Specific Plan, Hydrology Report* (X Engineering & Consulting, Inc.) September 2022 (EIR Appendix I).

Additional background information and context are provided by *Rich-Haven Specific Plan, 2022 Amendment* (EIR Appendix B); *City of Ontario Policy Plan, A Component of the Ontario Plan 2050* (Placeworks) August 2022; *The Ontario Plan 2050 Final Supplemental EIR, SCH No. 2021070364* (Placeworks) August 2022; *City of Ontario Development Code; Hydrology and Water Quality*, and *Fact Sheet Region 8* (Santa Ana Regional Water Quality Control Board)<sup>1</sup> and Project Application Materials.

#### 4.8.2 EXISTING CONDITIONS

Please refer to EIR Section 3.0, *Project Description*, for a general discussion of the Project's regional and vicinity setting. The hydrologic setting described below establishes the baseline against which the Project's potential hydrology/water quality impacts were evaluated. The Ontario Plan 2050 Final SEIR (TOP 2050 SEIR) at Section 5.10, and *Hydrology and Water Quality*, and *Fact Sheet Region 8* (Santa Ana Regional Water Quality Control Board) describe area hydrologic and water quality characteristics, as summarized and paraphrased in the following discussions.

##### 4.8.2.1 Regional

###### Drainage

The Santa Ana River Watershed encompasses approximately 2,800 square miles, and includes portions of San Bernardino, Orange, and Riverside Counties. The Santa Ana River is the main surface drainage course in the region, and the largest river in the Chino

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<sup>1</sup> Santa Ana Regional Water Quality Control Board. (n.d.). Fact Sheet Region 8. [https://www.waterboards.ca.gov/water\\_issues/programs/swamp/docs/factsheets/rb8\\_cw101.pdf](https://www.waterboards.ca.gov/water_issues/programs/swamp/docs/factsheets/rb8_cw101.pdf)

Basin. The River originates in the San Bernardino Mountains, travels southwest, and discharges to the Pacific Ocean near the Huntington Beach/Newport Beach city boundary. Water flow in the river is regulated by the Prado Dam, the Seven Oaks Dam, and other flood-control facilities along the river and its tributaries. The City of Ontario is nearest to Reach 3 of the Santa Ana River.

### **Surface Water**

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

Within the City, streams in the Watershed include the West Cucamonga, Deer Creek, Day Creek, and Etiwanda Creek Channels, and the Cucamonga Creek Flood Control Channel. West Cucamonga Channel and Deer Creek Channel discharge into the Cucamonga Creek Flood Control Channel, which discharges into the Santa Ana River. Within the City, some stormwater runoff is diverted for recharge in flood retention and spreading basins, including the Eighth Street, Ely, Turner, Chris, Cucamonga, and Wineville Basins.

The USEPA denotes four surface water bodies within the Chino Watershed on its list of Water Quality Limited Segments under Section 303(d) of the Clean Water Act (USEPA 2007). One of these water bodies passes through the City of Ontario—Valley Reach of Cucamonga Creek is included on the Section 303(d) list for coliform bacteria from an unknown nonpoint source.

### **Groundwater**

The Chino Basin is one of the largest groundwater basins in southern California, covering approximately 235 square miles of the Upper Santa Ana River Valley. The basin is bounded by the Rialto-Colton Fault on the northeast, the Jurupa Mountains and La Sierra Hills to the southeast, the Central Avenue Fault to the southwest, and the San Jose Fault

and Red Hill Fault to the northwest. Groundwater is produced from the basin by cities, other water supply entities, and by agricultural users overlying the basin. Before 1978, the basin was in overdraft. Since 1978, the basin has been managed via ongoing court adjudication in the 1978 judgment Chino Basin Municipal Water District vs. City of Chino et al.

The City of Ontario draws all of its groundwater supply from the Chino Basin. Groundwater flows through the Chino Basin in a north/south alignment, and groundwater quality is better in the northern portion of the basin, where significant recharge occurs. Salinity, measured as total dissolved solids (TDS), and nitrate concentrations increase in the southern portion of Chino Basin. TDS and nitrate generally originate from nonpoint sources such as land application of wastes and fertilizer from previous and current agricultural activities. In addition, there are several point sources of contamination in the basin that affect groundwater quality in localized areas. The primary water quality concerns for the City's groundwater wells are nitrate and perchlorate levels. Other contaminants of concern are volatile organic compounds (VOC) and TDS.

### **Flood Hazards**

While significant hydrologic improvements have been made within the City, including channelization of many of the City's watercourses, flooding associated with peak 100-year and 500-year floods and dam inundation remains a potential hazard.

### ***Types of Floods***

Flash floods are short but have high peak volumes and velocities. The local mountains are very steep and consist of rock types fairly impervious to water. Little precipitation infiltrates the ground. Instead, rainwater flows across the surface as runoff, collecting in major drainages that pass through the City. When a major storm event moves in, water collects rapidly and runs off quickly. Because of the steep terrain and scarcity of vegetation in the mountains, flood flows often carry large amounts of mud, sand, and

rock. Sheet flow occurs when the capacity of the existing channels, either natural or man-made, are exceeded and water flows over and into the adjacent areas.

### ***Recent Historical Floods***

In the winter of 1969, flood flows were greater than the estimated 100-year flood, and exceeded the capacity of levees, storm drains, and flood-control channels. About 1,000 people were reportedly evacuated from the Cucamonga area. In Ontario, most of the floodwaters were contained in improved channels and basins; however, overbank flow from Deer and Etiwanda Creeks flooded portions of the City.

In 1998, the area received more than double its average annual rainfall, and this, combined with a lack of storm drains in south Ontario, resulted in significant flooding of the dairy preserve. The flooding caused significant property damage, the deaths of about 16,000 dairy cows, with losses to farmers in the millions of dollars. The winter storms of 2004/2005 dropped record rainfall on southern California. Ontario experienced localized flooding and sedimentation, mainly due to inadequacies in the local storm drain system, but the damage was considerably less than the 1998 losses.

### ***Designated Flood Zones***

The 100-year flood in Ontario is generally confined to the major watercourses, channels, and basins that traverse the City. Please refer to Figure 4.8-1. The majority of the City watercourses are channelized to prevent flood hazards. However, in the event of a peak 100-year or 500-year storm event, flood waters can flow over their banks and inundate adjacent areas. Large portions of the City would be affected by shallow and/or infrequent flooding, primarily by sheet flow as storm drains and channels become overwhelmed. This flooding is also exacerbated by graded embankments along the rail lines and east/west roadway embankments within the City that cause ponding. The Project site is located outside of the 100-year floodplain, but within the 500-year floodplain.

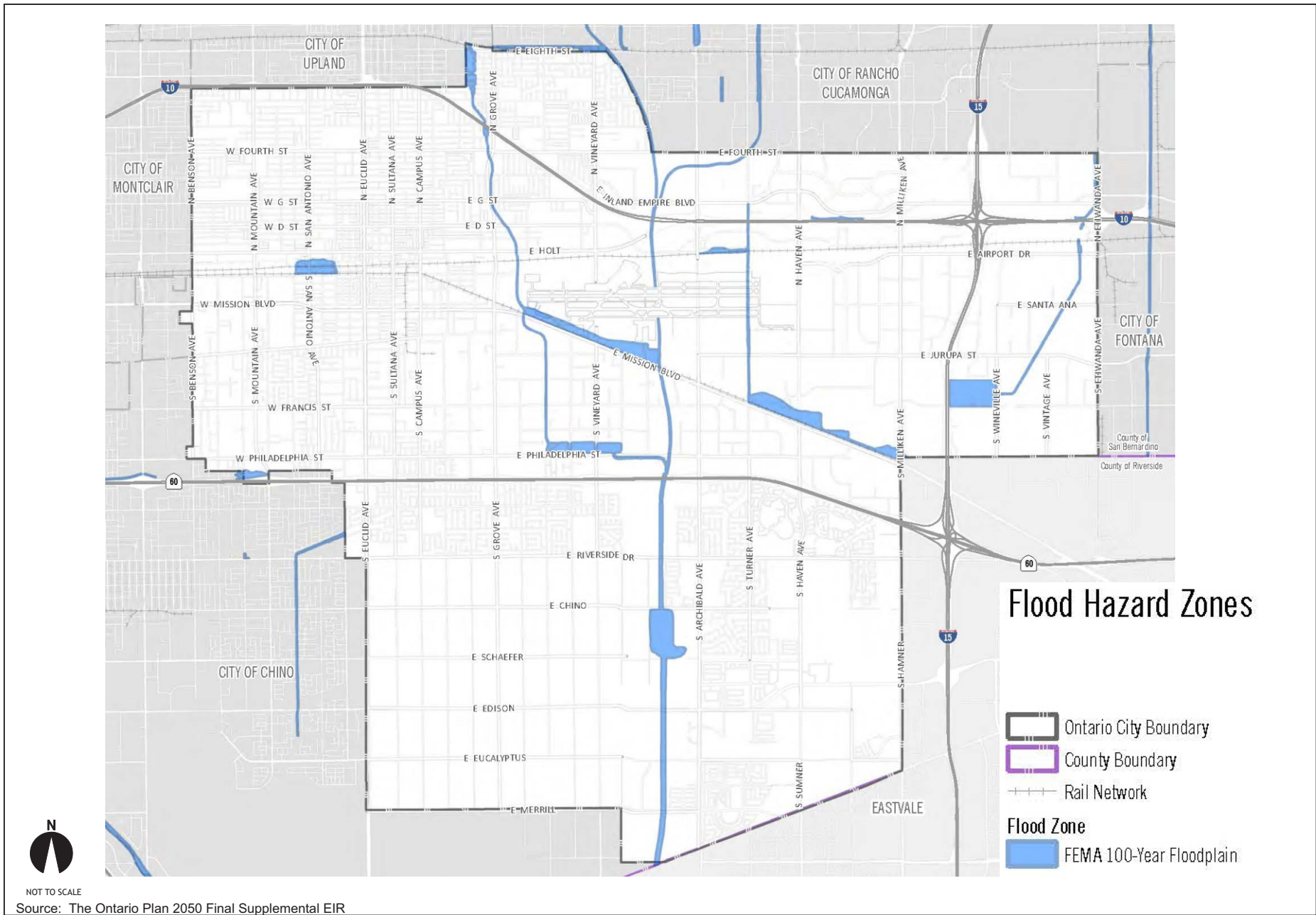


Figure 4.8-1  
Flood Hazard Zones



#### **4.8.2.2 City of Ontario**

##### **City of Ontario Master Plan of Drainage (MPD)**

Under the City of Ontario Master Plan of Drainage (MPD), the City is divided into 4 Study Areas, “Original Model Colony West” (OMC-West), OMC-East, “New Model Colony West” (NMC-West), and NMC-East. Each of the MPD Study Areas is subdivided into Drainage Areas (denoted by Roman Numerals I – XIV). For example, the OMC-East Study Area is subdivided into Drainage Areas III (part), Drainage Area X and Drainage Area XI (part). The MPD Study Area and Drainage Area boundaries generally coincide with physical attributes or political boundaries that define drainage areas within the City.

Location of the Project site within the MPD is presented at Figure 4.8-2. The Project site lies within the MPD NMC-East Study Area, Drainage Area X. Drainage Area X is tributary to the County Line Channel. The County Line Channel is owned and maintained by the San Bernardino County Flood Control District (SBCFCD) and runs along the southerly edge of the Ontario Ranch portion of the City.

##### **4.8.2.3 Project Hydrology Report Area (Rich-Haven Watershed)**

The Project Hydrology Report evaluates hydrologic changes that would result from the Project and related implications for the serving MPD stormwater management system. The Project Hydrology Report Area (the “Rich-Haven Watershed”) includes the Project site and comprises approximately 4.5 square miles (2,880 acres) within the northeast portion of Drainage Area X. The Watershed captures northeast-to-southwest trending stormwater inflows to the Project site, as well as stormwater discharges from the Project site to the south/southwest.

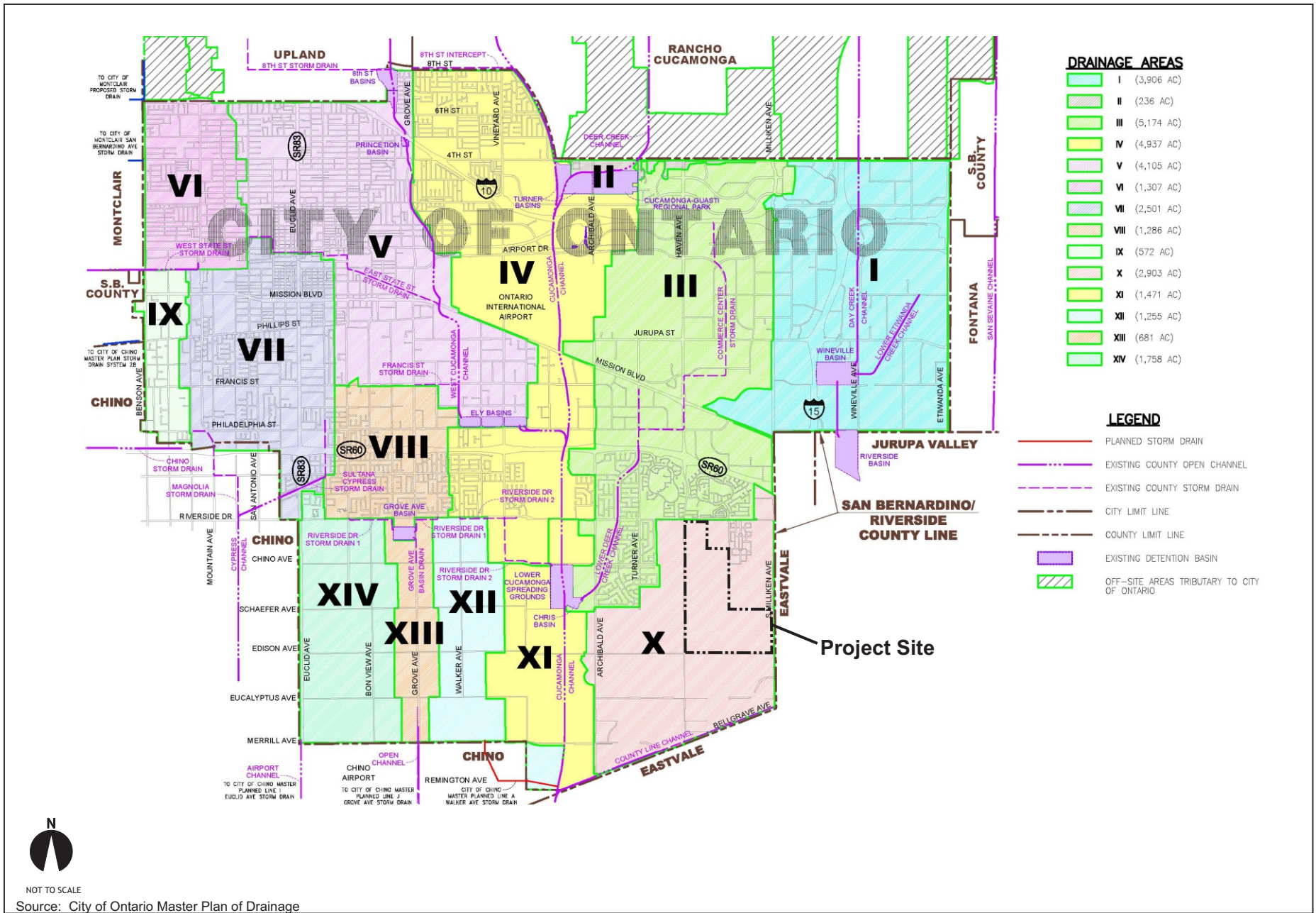


Figure 4.8-2  
Project Site Within the MPD

### 4.8.3 Serving MPD Stormwater Management System

Under the MPD, stormwater discharges from the Rich-Haven Watershed would be conveyed by three main planned backbone storm drain lines: 1) Haven Avenue Storm Drain, 2) Mill Creek Avenue Storm Drain, and 3) Milliken Avenue Storm Drain. These storm drains exist or are planned along north – south alignments, connect ultimately to the County Line Channel. Alignments of these planned backbone storm drain lines are illustrated at Figure 4.8-3. Description of each backbone storm drain line and its current status are summarized at Table 4.8-1. Consistent with City requirements, the Project would construct serving MDoP facilities, or would participate financially in their construction. Issuance of Certificates of Occupancy within the Project site would be contingent on City verification of the adequacy of serving infrastructure including, but not limited to, adequacy of the serving MPD facilities.

<b>Table 4.8-1</b>		
<b>Serving MPD Storm Drains</b>		
Storm Drain Line	Location	Status
<b><u>Haven Avenue Storm Drain</u></b>		
Haven Avenue Storm Drain (hereafter, Haven SD) is a network of storm drain lines 48” to 84” in size, with a mainline (HAVN-X-1) that runs north from Bellegrave Avenue to Riverside Drive along Haven Avenue and branches to storm drain line (HAVN-X-2, -X-3, and -X-4) and several unnamed laterals that extend from planned/future development within the Rich-Haven Watershed.		
<b>HAVN-X-1</b>	Runs north from Bellegrave Avenue to Riverside Drive along Haven Avenue	Partially Constructed
<b>HAVN-X-2</b>	Branches westerly off HAVN-X-1 in Ontario Ranch Road	Constructed
<b>HAVN-X-3 (Twinkle Storm Drain)</b>	Branches from HAVN-X-1	Partially Constructed
<b>HAVN-X-4</b>	Branches easterly off HAVN-X-1 in Chino Avenue	Not Constructed
<b><u>Mill Creek Avenue Storm Drain</u></b>		
Mill Creek Avenue Storm Drain (hereafter, Mill Creek SD) is a network of storm drain pipes ranging in size from 48” to a 10’ x 8’ box, with a mainline (MLCR-X-1) that runs north from Bellegrave Avenue to Chino Avenue along Mill Creek Avenue, and extends to the east in Chino Avenue. MLCR-X-1 branches to MLCR-X-4, -5, and -6 and minor laterals that extend from planned/future development within the Rich-Haven Watershed along Mill Creek Avenue.		
<b>MLCR-X-1</b>	Runs north from Bellegrave Avenue to Chino Avenue along Mill Creek Avenue and turns east along Chino Avenue	Partially Constructed
<b>MLCR-X-4</b>	Branches easterly off MLCR-X-1 in Ontario Ranch Road	Constructed
<b>MLCR-X-5</b>	Branches westerly off MLCR-X-1 in Ontario Ranch Road	Constructed
<b>MLCR-X-6</b>	Branches easterly off MLCR-X-1 in SCE access road	Not Constructed

<b>Table 4.8-1 Serving MPD Storm Drains</b>		
Storm Drain Line	Location	Status
<b><u>Milliken Avenue Storm Drain</u></b>		
Milliken Avenue Storm Drain (hereafter, Milliken Avenue SD) is a main line storm drain that varies in size from 36" to 54" that drains south from Ontario Ranch Road to Bellegrave Avenue along Hamner Avenue (also known as Milliken Avenue). Storm drain laterals extend from planned development within a minor portion of the southeastern area of the Rich-Haven Watershed.		
<b>MLKN-X-1</b>	Runs north from Bellegrave Avenue to Riverside Drive along Milliken/Hamner Avenue	Partially Constructed

**Source:** Rich-Haven Specific Plan, Hydrology Report (X Engineering & Consulting, Inc.) September 2022.

#### **4.8.2.5 Project Stormwater Management System Improvements**

The Project backbone storm drain system is illustrated at Figure 4.8-4. Ultimate sizing and alignment of storm drains within the Project site would be subject to review and approval by the City. See also: 2022 Specific Plan Amendment, Section 4, *Infrastructure and Services*. As concluded in the Project Hydrology Report, the Project would also be required to construct on-site stormwater detention facilities to ensure that capacities of receiving MPD storm drains are not exceeded. Please refer to Section 4.8.5, *Potential Impacts and Mitigation Measures*.

### **4.8.3 HYDROLOGY/WATER QUALITY POLICIES AND REGULATIONS**

Applicable federal, state, and local policies and regulations that act to reduce potential hydrologic impacts and/or act to protect and preserve water quality are summarized below.

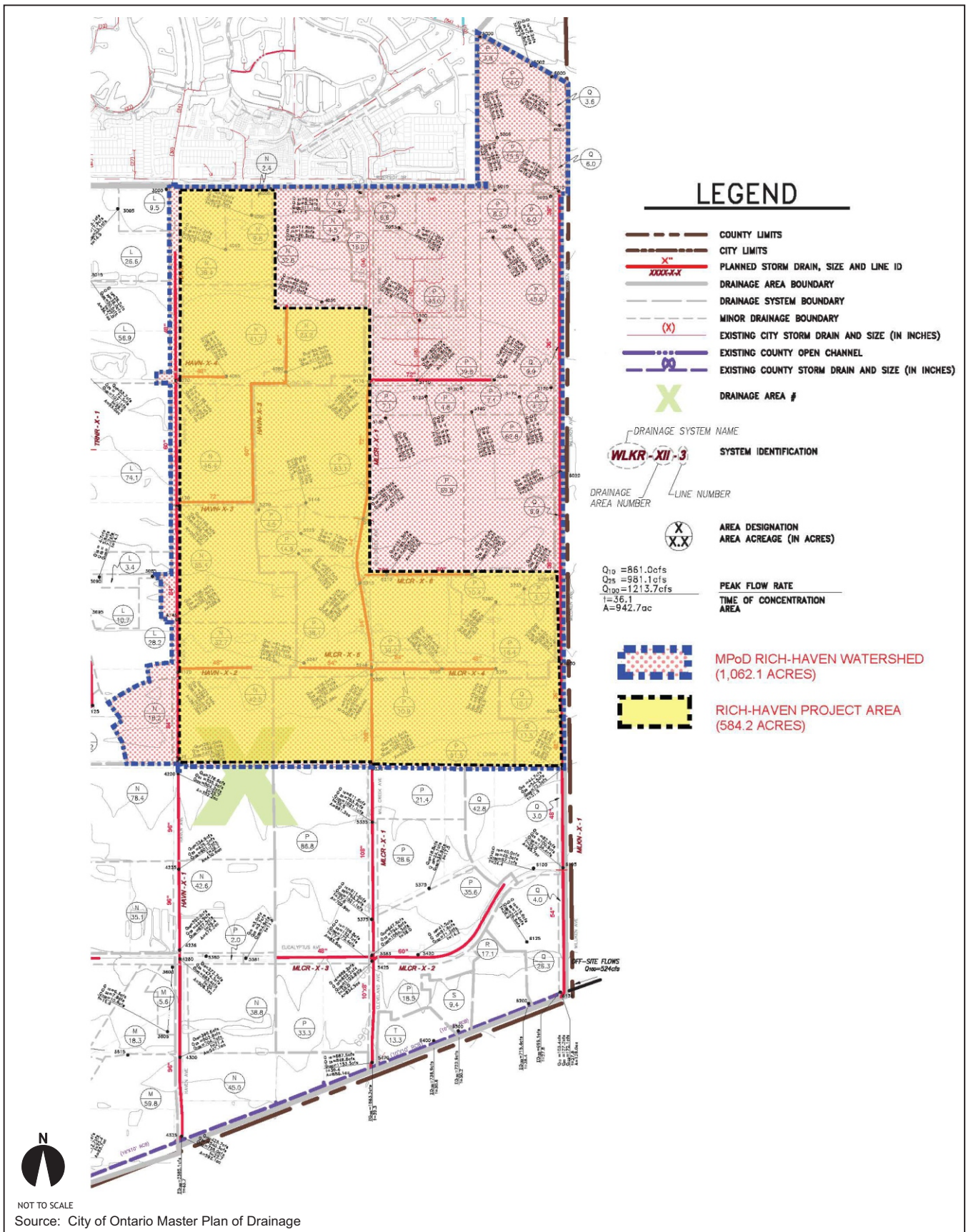


Figure 4.8-3  
Planned Backbone Storm Drains

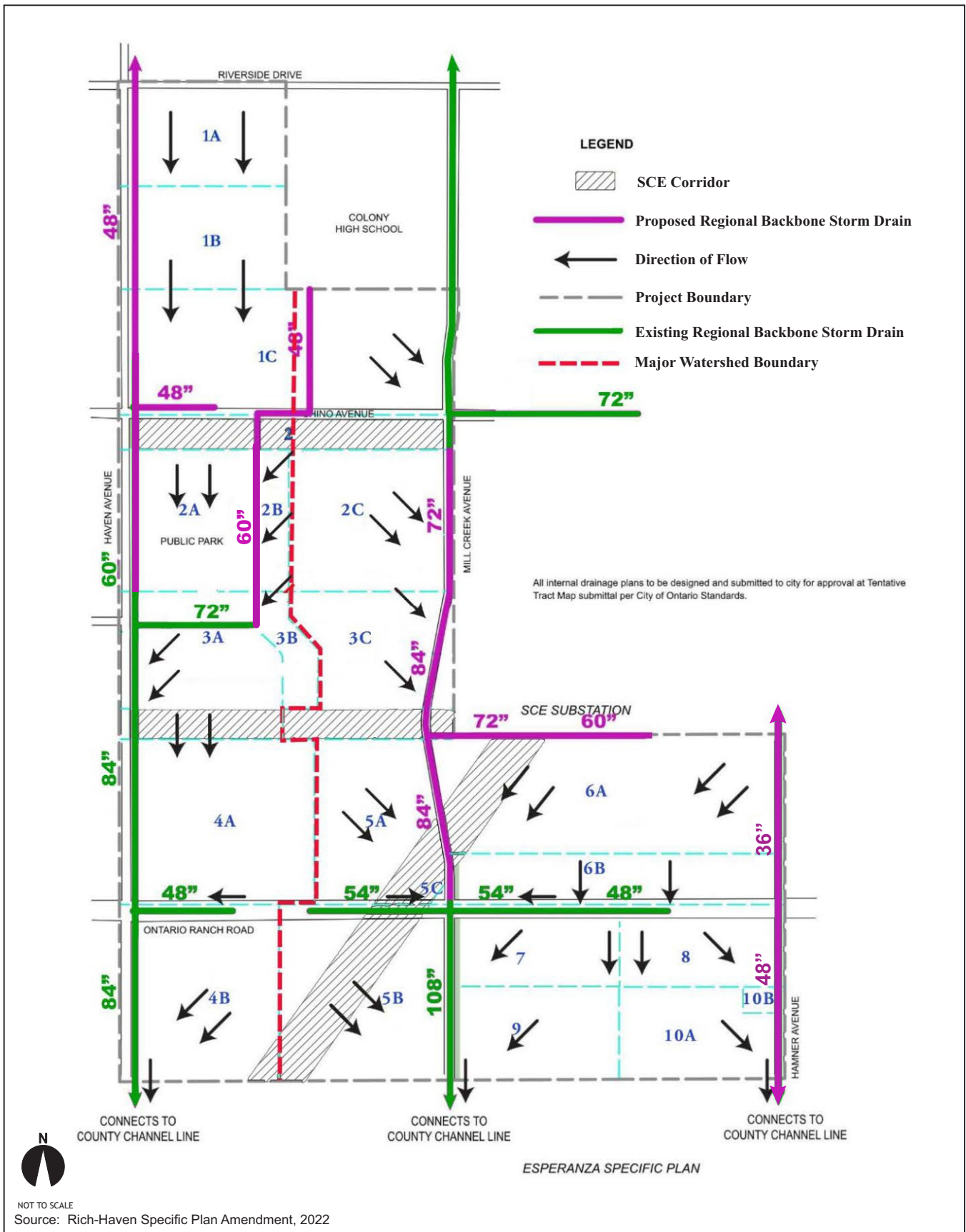


Figure 4.8-4  
Project Backbone Storm Drain System

#### **4.8.3.1 Federal Water Pollution Control Act, Federal Clean Water Act (CWA)**

The principal law governing pollution of the nation's surface waters is the Federal Water Pollution Control Act, or Clean Water Act (CWA), which was substantially revised by amendments in 1972 that created the bulk of the current statutory scheme. The CWA requires states to adopt water quality standards. To achieve its objectives, the CWA is based on the concept that all discharges into the nation's waters are unlawful, unless specifically authorized by a permit. The CWA states that discharge of pollutants into waters of the United States from any point source is unlawful unless the discharge complies with the National Pollution Discharge Elimination System (NPDES) permit.

The NPDES is a national program under Section 402 of the CWA. The CWA establishes the framework for regulating municipal and industrial (point sources) storm water discharges under the NPDES program. In California, the NPDES program is administered through the nine Regional Water Quality Control Boards, including the Santa Ana Regional Water Quality Control Board (SARWQCB).

Locally, the SARWQCB determines the City of Ontario's compliance with the water quality requirements of the CWA. The Board has adopted a Water Quality Control Plan for the Santa Ana Region (Basin Plan), which is discussed in greater detail subsequently within this Section.

Non-point pollution sources are also regulated by the SARWQCB through the General Construction Activity Storm Water NPDES permits, which are issued for storm water discharges. Construction activities subject to this general permit include clearing, grading, and disturbances to the ground such as stockpiling or excavation that result in soil disturbances. Storm water pollution prevention plans (SWPPPs) are required as part of the construction NPDES permitting process. SWPPPs typically include both structural and non-structural Best Management Practices (BMPs) to reduce water quality impacts.

#### **4.8.3.2 State of California and San Bernardino County**

At the federal level, the Clean Water Act allows the Environmental Protection Agency (EPA) to delegate its NPDES system permitting authority to states with an approved regulatory program. The Clean Water Act authorizes discharge of pollutants into waters of the State by issuance of NPDES permits. An NPDES permit has been issued by the California Regional Water Quality Control Board to San Bernardino County and local agencies. The City of Ontario is one of many cities included as a “co-permittee” in the NPDES permit issued to the County. The regulated entities must obtain coverage under an NPDES storm water permit and implement construction storm water pollution prevention plans (SWPPPs), and operational Water Quality Management Plans (WQMPs), both using best management practices (BMPs) that effectively reduce or prevent the discharge of pollutants into receiving waters.

The NPDES permit imposes various requirements of the discharger. Provided the discharger complies with such requirements, the discharger is considered compliant with the CWA and the Permit. Most requirements imposed by the Permit comprise BMPs, which are construction and operational discharge control practices and mechanisms deemed to comply with the CWA requirements.

#### **Storm Water Pollution Prevention Plan (SWPPP) Required**

In September 2009, the State Water Resources Control Board (SWRCB) issued an NPDES General Permit for the discharge of storm water associated with Construction Activities. Federal regulations promulgated by USEPA (40 CFR Parts, 9, 122, 123, and 124) expanded the NPDES storm water program to include storm water discharges from municipal separate storm sewer systems (MS4s) and construction sites that were smaller than those previously included in the program. The SWRCB issued a NPDES General Permit for the discharge of storm water associated with construction activities. The existing state NPDES Permit (Order No. 2009-0009-DWQ, General Permit No. CAS000002, Permit) addresses storm water discharges associated with construction activities. The Permit applies to all of California, which is inclusive of the City of Ontario and the Project site.



Requirements of this Permit include a mandate that all construction projects that disturb one acre or more of land area, shall obtain coverage under the statewide General Construction permit, obtain a Waste Discharger Identification Number and develop and implement a SWPPP. Under NPDES General Permit Section XIV, the SWPPP shall address these objectives: all pollutant sources shall be identified; BMPs shall be implemented to reduce or eliminate pollutants in storm water discharges and authorized non-storm water discharges from the construction site during construction; and a maintenance schedule for BMPs installed during construction shall be implemented. BMPs shall be described for control of discharges from waste handling and disposal areas and methods of on-site storage and disposal of construction materials and construction waste.

An effective combination of erosion and sediment control on all disturbed areas during the rainy season must be implemented. The SWPPP shall describe the erosion control practices. The SWPPP shall describe the BMPs to reduce pollutants in storm water discharges after Project construction. The beneficial uses of the receiving waters are protected through implementation of these BMPs.

### **Water Quality Management Plan (WQMP) Required**

Consistent with provisions of the County's Urban Runoff (NPDES) Permit, the Project is also required to develop and implement a post-construction Water Quality Management Plan (WQMP) addressing potential operational storm water pollutant discharges over the life of the Project.

The WQMP requirements are articulated in the County's Urban Runoff (NPDES) Permit, and include such Low Impact Development (LID) measures as retention/infiltration basins, infiltration trenches/swales, pervious pavement, vegetated swales, drywells, underground storage, biotreatment and biofiltration, roof runoff controls, recessed grading in all landscaped areas, education programs, and maintenance practices. The NPDES permitting program also includes measures to reduce the release of pollutants such as sediment, construction materials, or accidental spillage of polluting materials

during construction. Consistent with provisions of the County's NPDES Permit, the City of Ontario requires implementation of development-specific SWPPPs and incorporation of BMPs that reduce storm water and urban runoff pollutant discharges to the waters of Southern California.

### **SWPPP Components**

Typical SWPPP elements include:

- Introduction and Purpose
- Compliance Requirements and Certifications
- Facility Information/Pollution Prevention Team Members
- Site Map
- List of Significant Materials
- Potential Storm Water Pollutants and Sources
- Best Management Practices
- Summary of Pollutants, Sources, and BMPs
- Annual Comprehensive Site Evaluation
- Definitions
- State Notice of Intent Form and Instructions

SWPPP BMPs incorporated in the Project would likely include, but not be limited to:

### **Construction BMPs**

- Silt Fences
- Check Dams
- Gravel Bag Berms and Checkdams in concentrated flow lines
- Street Sweeping and Vacuuming
- Storm Drain Inlet Protection
- Wind Erosion Control
- Stabilized Construction Entrance/Exit
- Entrance/Outlet Tire Wash

- Scheduling construction work around inclement weather
- Preservation of Existing Vegetation (wherever possible)
- Application of Soil Binders and Hydromulches, before forecasted storms
- Construction of Earth Berms and Dikes

Contingent on final designs of proposed uses within the Project site, the range of WQMP incorporated BMPs would likely include, but not be limited to:

### **Non-Structural BMPs**

- Tenant Education
- Activity Restrictions
- Common Area Landscape Management
- Catch Basin Inspection
- Common Area Litter Control
- Private Street/Lot Sweeping
- Housekeeping of Loading Docks
- Employee Training
- BMP Maintenance

### **Structural BMPs**

- Infiltration and Biofiltration Basins, Trenches, Swales
- Pervious Pavement
- Underground retention/infiltration storage facilities
- Control of Impervious Runoff
- Common Area Efficient Irrigation
- Common Area Runoff-Minimizing Landscape
- Wash Water Controls for Food Preparation Areas
- Covered Trash Container Areas
- Self-contained Areas for Washing/Steam Cleaning/Repair/Material Processing
- Outdoor Storage
- Energy Dissipators

- Catch Basin Stenciling
- Inlet Trash Racks

The Project would implement and comply with State of California and San Bernardino County water quality protection policies and mandates.

#### **4.8.3.3 Porter-Cologne Water Quality Act**

Section 303 of the federal Clean Water Act and the State Porter-Cologne Water Quality Act establish water quality objectives for ground and surface waters in the State. Protection and maintenance of surface water quality is the combined responsibility of the Regional Water Quality Control Board (RWQCB), water supply and wastewater management agencies, and City and County governments.

The RWQCB has purview over point and non-point sources of pollution. Point source water pollutants consist of controlled wastewater releases commonly generated by activities that use water to collect pollutants and transport them from the processing facility. When such wastewater discharges are proposed, the applicant must obtain a set of Waste Discharge Requirements from the RWQCB that control water pollution to a non-significant level from such point sources.

Non-point sources of water pollution consist of surface runoff from a site or area during or following a storm where the source of pollution cannot be traced to a specific location. Typical non-point water pollution sources consist of agricultural fields with sediment and fertilizers, construction sites with sediment and debris, and roads with oil, tire particles, and debris common to roads.

#### **4.8.3.4 Santa Ana Regional Water Quality Control Board**

##### **Water Quality Control Plan (Basin Plan) for the Santa Ana Region**

The Basin Plan describes existing water quality of conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board's

regulatory programs. The Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term “water quality standards,” as used in the federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions by the Regional Board and others that are necessary to achieve and maintain target water quality standards.

The primary goal of the Santa Ana Basin Plan is to protect the public health and welfare, while maintaining or enhancing water quality potential beneficial uses of the water. The Basin Plan reflects amendments approved by the State Water Resources Control Board, the California Office of Administrative Law, and/or the U.S. Environmental Protection Agency through 2005. The Basin Plan in its entirety can be reviewed at: [http://www.waterboards.ca.gov/rwqcb8/water\\_issues/programs/basin\\_plan/index.shtml](http://www.waterboards.ca.gov/rwqcb8/water_issues/programs/basin_plan/index.shtml). The Project would be required to implement and comply with SARWQCB water quality protection policies and mandates.

#### **4.8.3.5 City of Ontario**

##### **General Plan Goals and Policies**

TOP Policy Plan, Environmental Resources Element and Safety Element establish Goals and Policies addressing hydrologic and water quality issues and concerns. Goals and policies implemented by the City support avoidance of flood hazards, protection against potential flooding impacts, establishment and maintenance of safe and efficient storm water management systems, and protection and maintenance of water quality.

##### **City Municipal Code**

The City of Ontario Flood Damage Prevention Program (FDPP) is codified at Ontario Municipal Code, Title 8, Chapter 13. The FDPP applies to all areas of special flood hazards, areas of flood-related erosion hazards and areas of mudflow hazards within the City. The FDPP includes standards for construction, for utilities, subdivisions,

manufactured homes, and floodways. Construction standards include requirements for anchoring, floodproofing, and minimum elevations of floors.

#### 4.8.4 STANDARDS OF SIGNIFICANCE

Consistent with the standards of significance outlined in the *CEQA Guidelines*, hydrology/water quality impacts would be considered potentially significant if the Project would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- 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:
  - result in substantial erosion or siltation on- or off-site;
  - substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
  - 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; or
  - impede or redirect flood flows.
- Result in release of pollutants due to project inundation.

- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

## 4.8.5 POTENTIAL IMPACTS AND MITIGATION MEASURES

### 4.8.5.1 Introduction

The following discussions focus on topical areas and issues where it has been determined, pursuant to the EIR Initial Study/NOP processes, that the Project may result in or cause potentially significant hydrology/water quality impacts. Of the CEQA threshold considerations identified above at Section 4.8.4, and as substantiated in the Initial Study (EIR Appendix A), the Project's potential impacts under the following topics are determined to be less-than-significant, and are not further substantively discussed here:

- Potential to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- Potential to 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 result in substantial erosion or siltation on- or off-site.<sup>2</sup>

All other CEQA topics concerning the Project's potential impacts to hydrology/water quality are discussed below. Please also refer to Initial Study Checklist Item X., *Hydrology and Water Quality*.

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<sup>2</sup> Please refer also to related discussions presented at EIR Section 4.9, *Geology and Soils*.

#### 4.8.5.2 Impact Statements

**Potential Impact HYD-1:** *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.*

#### **Impact Analysis:**

#### **Project SWPPPs and Compliance with Regulatory Requirements Address Construction-Source Water Quality Impacts**

During site preparation activities prior to construction, existing groundcover will be removed from the site, exposing the Project area to increased wind and water erosion potentials. Further, construction site runoff may carry increased loads of sediment, heavy metals and petroleum hydrocarbons (from machinery) which could degrade water quality. In accordance with NPDES requirements, the Project Development Contractors (Contractors) would be required to prepare a construction activities erosion control plan to alleviate potential sedimentation and storm water discharge contamination impacts of the Project.

Contractors shall also be responsible for compliance with the General Construction NPDES permit from the SARWQCB by filing a Notice of Intent to Commence Construction Activities. Under the General Construction Permit, discharge of materials other than storm water is prohibited. Contractors shall prepare, retain at the construction site, and implement Storm Water Pollution Prevention Plans (SWPPPs) that identify the sources of sediments and other pollutants that affect the quality of storm water discharge, and implement practices to reduce sediment and other pollutants to storm water discharge. The SWPPPs also identify both construction and post-construction BMPs to reduce sediments and other pollutants. BMPs mandated by the requisite NPDES permit typically include installation of filter fabric fences, sandbars and checkdams.



Construction BMPs for developments within the Project site would likely include, but not be limited to:

- Silt Fences;
- Check Dams;
- Gravel Bag Berms;
- Street Sweeping and Vacuuming;
- Sandbag Barriers;
- Storm Drain Inlet Protection;
- Wind Erosion Control;
- Stabilized Construction Entrance/Exit; and
- Entrance/Outlet Tire Wash.

Implementation of the SWPPPs and compliance with applicable NPDES and SARWQCB requirements will reduce potential construction-source water quality impacts to levels that would be less-than-significant.

### **Project WQMPs and Compliance with Regulatory Requirements Address Operational-Source Water Quality Impacts**

Over the life of the Project uses, contaminants such as oil, fuel and grease that are spilled or left behind by vehicular traffic, collect and concentrate on paved surfaces. During storm events, these contaminants are washed into the storm drain system and may potentially degrade receiving water quality. Storm water runoff from paved surfaces within the developed Project site could carry a variety of urban wastes, including greases and oils and small amounts of metals which are common by-products of vehicular travel. In addition, storm runoff will likely contain residual amounts of fertilizers and plant additives washed off from landscaped areas within the Project site.

Recognizing the potential hazards of such urban runoff, the EPA has issued regulations which required municipalities to participate in the NPDES. As part of this program, San Bernardino County has received an NPDES permit for urban runoff. Compliance with

the provisions specified in the NPDES permit ensures proper management and disposal of urban runoff from the Project.

Contractors shall be responsible for obtaining a General Permit for storm water discharge from the SARWQCB, in accordance with the Notice of Intent instructions. Under the General Permit, discharge of materials other than storm water is prohibited. In support of the above requirements, contractors shall also develop and implement a development-specific Water Quality Management Plans (WQMPs) addressing all post-construction pollutant discharges. To the extent feasible, individual development proposals implemented within the Project site would employ permeable materials and landscaped areas to enhance on-site capture and absorption of stormflows. The Project would also provide for elimination/reduction of pollutant discharges, including capture and treatment of dry weather and first flush runoff in a manner consistent with City and SARWQCB policies and requirements. BMPs to be implemented under the WQMPs would likely include, but not be limited to the following:

#### **Source Control/Non-Structural BMPs**

- Education of Property Owners;
- Spill Contingency Plan;
- Employee Training/Education Program;
- Street Sweeping of Private Streets and Parking Lots;
- Common Areas Catch Basin Inspection;
- Landscape Planning;
- Hillside Landscaping;
- Roof Runoff Controls;
- Efficient Irrigation;
- Protection of Slopes and Channels;
- Storm Drain Signage;
- Inlet Trash Racks;
- Energy Dissipaters;
- Trash Storage Areas and Litter Control;

- Maintenance Bays and Docks Drainage Controls; and
- Outdoor Material Storage Area Drainage Controls.

### **Site Design/Structural BMPs**

- Infiltration and Biofiltration Basins;
- Maximize Permeable Areas;
- Minimize Street, Sidewalk, and Parking Lot Aisle Widths;
- Minimize Impervious Hardscape Features;
- Maintain Natural Drainage Patterns;
- Incorporate Drought-Tolerant Landscaping;
- Perforated Pipes and Gravel Filtration Areas;
- On-site Vegetated Swales;
- Convey Runoff to Landscaping/Permeable Areas Prior to Discharge to Storm Drains;
- Drain Sidewalks and Walkways to Adjacent Landscape Areas; and
- Integration of Landscaping and Drainage Designs.

All individual development proposals within the Project site would be required to comply with all requirements of the City's MS4 Permit, as well as the Trash Mandate adopted by the SARWQCB. All storm water discharges from individual development proposals within the Project site would be required to comply with applicable provisions of the County's National Pollutant Discharge Elimination System (NPDES) permit. Consistent with SARWQCB and City requirements, waste materials will not be discharged to drainage areas, streambeds, or streams. Nor will spoil sites be located in areas that could result in spoil materials being washed into a water body.

Additionally, all development proposals within the Project site would be required to comply with Standard City Conditions of Approval including implementation of development-specific WQMPs, thereby avoiding/minimizing potential water quality impacts.

The City, as one element of its established development review processes would ensure NPDES Permit compliance concurrent with application(s) for development permits within the Project site.<sup>3</sup>

Implementation of the WQMPs and compliance with applicable NPDES and SARWQCB requirements will reduce potential operational-source water quality impacts to levels that would be less-than-significant.

As supported by the preceding discussions, the potential for the Project to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality is determined to be less-than-significant.

**Level of Significance:** Less-Than-Significant.

**Potential Impact HYD-2:** *Substantially alter the existing drainage pattern of the site or area in a manner that would substantially increase the rate or amount of runoff that would result in flooding on- or offsite; Substantially alter the existing drainage pattern of the site or area in a manner that would 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.*

**Impact Analysis:** The Project overall drainage concept maintains the site's predominant north – south/northeast – southwest trending drainage pattern. Within the Project site, new development types proposed under the 2022 SPA would redefine hydrologic patterns when compared to assumptions of the 2012 City of Ontario's Master Plan of Drainage (MPoD).

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<sup>3</sup> See: City of Ontario – Engineering Department, National Pollutant Discharge Elimination System (NPDES) Requirements for New Development, [https://www.ontarioca.gov/sites/default/files/npdes\\_requirements\\_for\\_new\\_development\\_-\\_redevelopment.pdf](https://www.ontarioca.gov/sites/default/files/npdes_requirements_for_new_development_-_redevelopment.pdf)

In this latter regard, the Project Hydrology Report concludes that under post-development conditions, peak stormwater flow rates from Specific Plan Planning Areas 1A, 1B, 1C, 2C, 3C, 5A, 6A, 6B could exceed capacities of the receiving MPD Haven and Mill Creek storm drains.<sup>4</sup> The Project could therefore create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. This is a potentially significant impact. Stormwater flow discharges from the affected Planning Areas need to be reduced to ensure adequate storm water conveyance and flood protection along the mainlines upstream of the County Line Channel (Hydrology Report, p. 17).

**Level of Significance:** Potentially Significant.

**Mitigation Measures:** The Project Hydrology Report identifies mitigation to reduce potentially increased runoff resulting from Project development – represented here as Mitigation Measures 4.8.1 through 4.8.3. The Project Hydrology Report also notes that Planning Area and development-specific studies may be performed to demonstrate that no adverse impact to the storm drain system would result from proposed development. In these cases, the City may determine that no or alternative mitigation would be required.

*4.8.1 General: In conjunction with all development proposals within the Specific Plan Area, peak flow mitigation measures for each development shall be implemented such that discharges to receiving MPD storm drain mainlines do not exceed the maximum allowable flow rates identified at Project Hydrology Report, Appendix A, Exhibit 3. Ultimate design, location, and configuration of peak flow mitigation measures are site-and use-specific. Design, location, and configuration of peak flow mitigation measures shall be approved by the City as part of site plan review and approval processes.*

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<sup>4</sup>Detailed analysis of developed stormflows and adequacy of serving MPD facilities is presented at Project Hydrology Report, pp. 14 – 19. Maximum allowable flow rates for serving MPD storm drain mainlines are identified at Project Hydrology Report, Appendix A, Exhibit 3.

4.8.2 *Haven Storm Drain Mitigation: Measures (e.g., detention basins or similar) to control peak flows to the Haven Storm Drain shall be implemented to address increased stormwater discharges resulting from development of Planning Areas 1A, 1B, 1C, 2C, and 3C. Please refer to Figure 4.8-5. Locations for these measures shall be reviewed and approved by the City prior to final site plan approval(s) for development within Planning Areas 1A, 1B, 1C, 2C, and 3C.*

4.8.3 *Mill Creek Storm Drain Mitigation: Peak flow mitigation measures shall be implemented for stormwater discharges resulting from development of Planning Areas 2C, 3C, 5A, 6A, and 6B. Please refer to Figure 4.8-5. Locations for these measures shall be reviewed and approved by the City prior to final site plan approval(s) for development within Planning Areas 2C, 3C, 5A, 6A, and 6B.*

### **Other Programs and Requirements Acting to Minimize Stormwater Impacts**

Within the Project site, individual development proposals would be required incorporate all necessary drainage and stormwater management systems, and comply with all stormwater system design, construction, and operational requirements mandated through the City's established development review processes. In these regards, the individual development proposals within the Specific Plan Area would be required to comply with City Standard Conditions of Approval addressing hydrology and water quality concerns. These Conditions of Approval include:

- Standard Condition (SC) 3.66: 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.

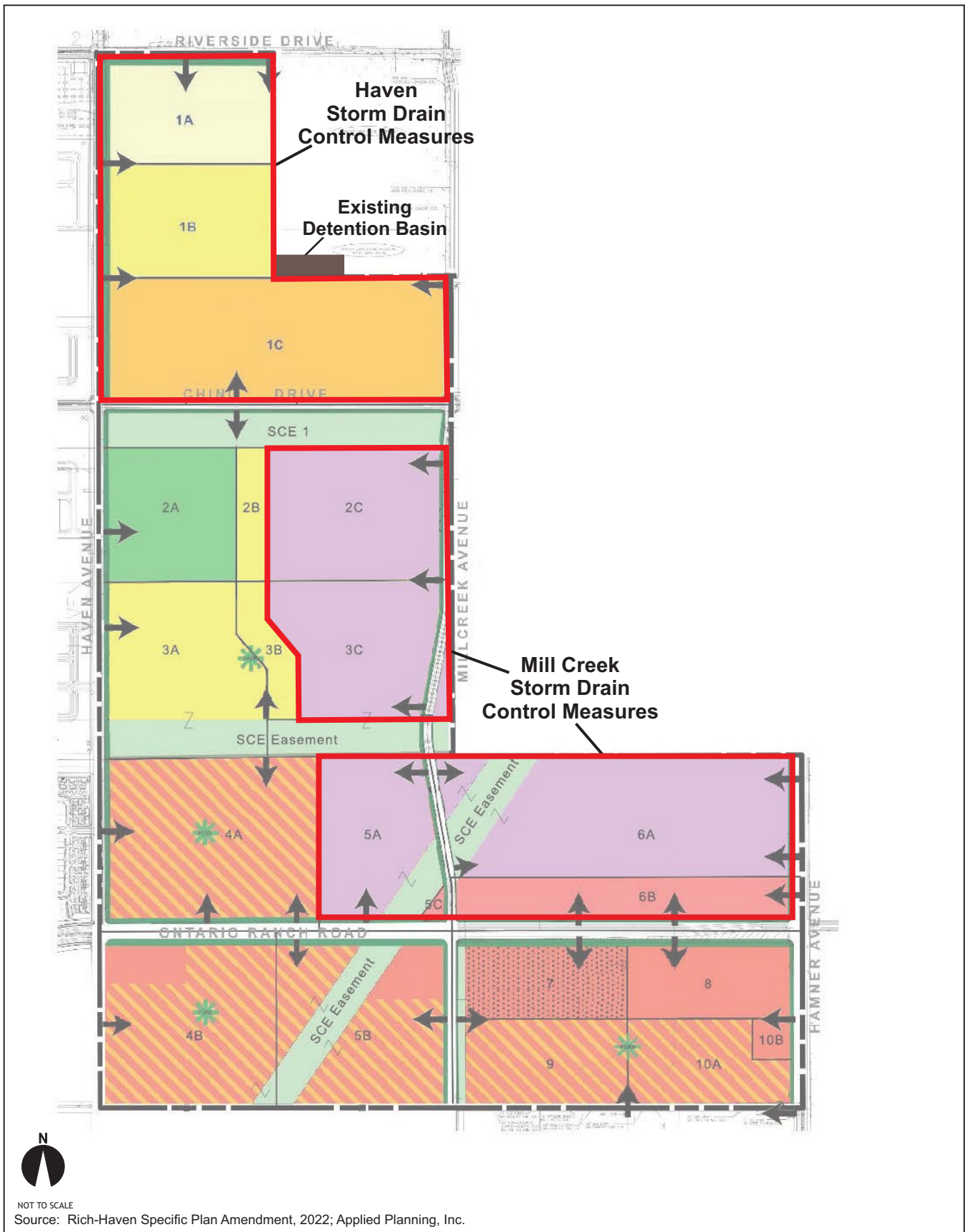


Figure 4.8-5  
Storm Drain Control Measures

- SC 3.68: 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 Best Management Practices (BMPs) that will be implemented by the Project during construction in order to reduce the discharge of sediment and other pollutants into the City's storm drain system.
- SC 3.69: Prior to Grading Plan approval and the issuance of a grading permit, a completed Water Quality Management Plan (WQMP) shall be submitted to, and approved by, the Engineering Department. The WQMP shall be submitted using the San Bernardino County Stormwater Program's model template and shall identify all Post Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMPs), that will be incorporated into the Project, in order to minimize any potential adverse impacts to receiving waters.<sup>5</sup>

As discussed previously in this Section, the Project would not result in substantial additional sources of polluted runoff or otherwise adversely affect water quality.

In combination, implementation of Mitigation Measures 4.8.1 through 4.8.3, and mandated compliance with City Conditions of Approval and regulatory requirements act to preclude potentially adverse drainage and stormwater runoff impacts.

Based on the preceding, with application of mitigation, the potential for the Project to: substantially alter the existing drainage pattern of the site or area in a manner that would substantially increase the rate or amount of runoff that would result in flooding on- or offsite; or substantially alter the existing drainage pattern of the site or area in a manner that would create or contribute runoff water which would exceed the capacity of existing

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<sup>5</sup>City of Ontario. "Standard Conditions of Approval for New Development, Applicable to 'Ontario Ranch'" pp. 13, 14. *City of Ontario, California*. [http://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Documents/20170418-standard\\_conditions\\_for\\_new\\_development.pdf](http://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Documents/20170418-standard_conditions_for_new_development.pdf)  
*Rich-Haven Specific Plan, 2022 Amendment* *Hydrology and Water Quality*  
*Draft EIR-SCH No. 2022100425* *Page 4.8-30*



or planned stormwater drainage systems or provide substantial additional sources of polluted runoff is determined to be less-than-significant.

**Level of Significance after Mitigation:** Less-Than-Significant.

**Potential Impact HYD-3:** *Impede or redirect flood flows.*

**Impact Analysis:** As shown at Policy Plan Figure S-2, *Flood Hazards*, the Project site is located within a 500-year flood plain and is within the San Antonio Creek Dam Failure Inundation Area. The Project site does not, however, lie within a designated 100-year floodplain or other areas known to be subject to moving or high-velocity floodwaters. The Project does not propose or require facilities or operations that would otherwise impede or redirect flood flows. On this basis, the potential for the Project to impede or redirect flood flows is determined to be less-than-significant.

**Level of Significance:** Less-Than-Significant.

**Potential Impact HYD-4:** *Under a flood, tsunami, or seiche event, release pollutants due to project inundation.*

**Impact Analysis:** The Project site is not located within an area subject to tsunami, or seiche events. There is no potential for the Project to be adversely affected in these regards.

The Project site does, however, lie within a 500-year floodplain and is within the San Antonio Creek Dam Failure Inundation Area. There is, therefore, the potential for the Project generally to be subject to inundation under 500-year flood conditions or in the event of the San Antonio Creek Dam failure. Either of these are relatively low probability events. Catastrophic failure of the San Antonio Dam when it is at or near capacity could spread water two to four feet deep over the western and central parts of the City. However, the City has never experienced such an event.

TOP 2050 SEIR concluded that the probability of catastrophic failure of the San Antonio Dam is very low. Furthermore, the City of Ontario Fire Department maintains a list of emergency procedures to be followed in the event of a dam failure (TOP 2050 SEIR, p. 5.10-26). Because the likelihood of catastrophic failure of the San Antonio Dam is very low and the City is prepared in the event of such failure, impacts related to potential release of pollutants under dam failure conditions are considered less-than-significant.

Potential for release of pollutants under 500-year flood conditions or in the event of dam failure is minimized through the location, orientation, and construction of Project facilities consistent with City Building Code requirements and implementation of the Project stormwater management system improvements described in this Section. Additionally, the Project commercial and light industrial uses would be required to develop and implement Hazardous Materials Release Response Plans and Inventory (Business Plans) that specifically address storage and use of hazardous materials so as to minimize their potential release, containment of hazardous materials and related pollutants that may be released under emergency conditions, and measures to reduce potential effects of hazardous materials and related pollutants if released.

Based on the preceding, the potential for release of pollutants due to project inundation under a flood, tsunami, or seiche event is determined to be less-than-significant.

**Level of Significance:** Less-Than-Significant.

**Potential Impact HYD-5:** *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.*

**Impact Analysis:** As discussed within this Section, the Project would implement water quality control measures consistent with City and SARWQCB requirements. The Project would there not result in potentially adverse water quality impacts and would not conflict with or obstruct implementation of a water quality control plan, in this instance, the Water Quality Control Plan for the Santa Ana Region.

The City of Ontario draws all of its groundwater supply from the Chino Basin. Since 1978, the basin has been managed via ongoing court adjudication in the 1978 judgment Chino Basin Municipal Water District vs. City of Chino et al. The Project does not propose or require direct withdrawal of groundwater. Neither would the Project adversely affect designated groundwater recharge areas or groundwater recharge facilities. To the extent practical, individual development proposals within the Project site would implement LID measures facilitating infiltration of treated stormwaters to the groundwater table.

It is also noted that eleven existing wells have been identified within the Project site. In compliance with the Chino Basin Water Master'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 and require permitting from the County Health Department. A copy of such permit shall be provided to the Engineering and Public Works Agency prior to issuance of grading and/or building permits.

Based on the preceding, the potential for the Project to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan is determined to be less-than-significant.

**Level of Significance:** Less-Than-Significant.

## **4.9 GEOLOGY AND SOILS**

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## 4.9 GEOLOGY AND SOILS

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### *Abstract*

*This Section addresses the potential for the Project to result in substantial geology or soils-related impacts. More specifically, this analysis presented here focuses on whether the Project would:*

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking;*
- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction;*
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;*
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;*
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater;*  
*or*
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.*

*As supported by the analysis presented in this Section, potential geology and soils impacts of the Project are determined to be less-than-significant with incorporation of proposed mitigation.*

#### **4.9.1 INTRODUCTION**

This Section examines geologic characteristics and surface and subsurface soil conditions and evaluates potential related geology/soils impacts that would directly or indirectly result from the Project.

Geologic, soils, and geotechnical conditions affecting the subject site and Project are described and evaluated in: *Consolidated Geotechnical Report to Support the Environmental Impact Report for the Rich-Haven Specific Plan, City of Ontario, California* (LGC Geotechnical, Inc.) September 20, 2022. In summary, the Preliminary Project Geotechnical Report concludes that the subject site is suitable for development of the Project, provided that recommendations of the Report are implemented during Project design and construction. The Project Geotechnical Report is provided at EIR Appendix J.

It is also noted that the Project is required to conform to future final site- and design-specific geotechnical investigations that will be prepared for each increment of construction.

#### **4.9.2 SETTING**

Following are summary discussions of the Project's geologic setting, prevalent site soils, geotechnical considerations, and seismic design considerations.

##### **4.9.2.1 Regional Geology**

The Project site is located south of the San Gabriel Mountains within the broad alluvial plain of the Santa Ana River Basin within the Peninsular Ranges Geomorphic Province. Specifically, the Specific Plan area is located within the northern portion of the Perris Block, a geologic zone consisting of granitics overlain by sedimentary deposits that are bounded by active faults including the northwest-trending Whittier-Elsinore Fault Zone at the southwest and the northwest-trending San Jacinto Fault Zone at the northeast. The roughly rectangular Perris Block is transected by the southwest-trending Santa Ana River that passes several miles south of the site.

Regional geologic mapping and local topographic expressions do not indicate the presence of large-scale landslides within or adjacent to the Specific Plan area.

#### **4.9.2.2 Existing Site Conditions**

##### **Site Geology**

The Project site is underlain by Holocene to Pleistocene-age eolian (wind-blown) sedimentary deposits. The materials below the eolian deposits are young alluvial fan deposits. Soils generally consist of medium dense to dense sands with varying amounts of silt interbedded with thinner layers of stiff to very stiff fine-grained soils (i.e., silts and clays) to the maximum explored depth of approximately 50 feet below existing grade. Due to previous and current land uses, localized areas are underlain by near surface fill materials, topsoil, manure, etc.

##### **Groundwater**

Groundwater was not encountered to the maximum explored depth of approximately 50 feet below existing grade. Groundwater levels recorded in the area by California Department of Water Resources are at depths greater than 120 feet below the ground surface.

Localized perched groundwater was found at a depth of approximately 40 feet below existing grade in the southeastern portion of the site. In general, groundwater levels fluctuate with the seasons and local zones of perched groundwater may be present within the near-surface deposits due to local seepage or during rainy seasons. Groundwater conditions below the site may be variable, depending on numerous factors including seasonal rainfall, local irrigation and groundwater pumping, among others.

##### **Field Infiltration Testing**

Estimation of infiltration rates was performed in general accordance with guidelines set forth by the County of San Bernardino. The observed infiltration rates are considered representative of the site soils in the area of the proposed infiltration basins/systems.

Observed infiltration rates have been normalized to correct the three-dimensional flow that occurs within the field test to one-dimensional flow out of the bottom of the boring.

Eleven infiltration tests were conducted within the limits of the site, at depth of approximately 15 to 20 feet below existing grade. Infiltration rates ranged from approximately 0.6 inch/hr. to 7.0 inch/hr. for an average of approximately 2.6 inch/hr. These rates do not include a factor of safety. Infiltration tests are performed using relatively clean water free of particulates, silt, etc.

### **Faulting and Seismic Hazards**

A fault is considered “active” if evidence of surface rupture in Holocene time (the last approximately 11,000 years) is present. Secondary effects of seismic shaking resulting from large earthquakes on the major faults in the Southern California region, which may affect the site, include ground lurching and shallow ground rupture, soil liquefaction, and dynamic settlement. These secondary effects of seismic shaking are a possibility throughout the Southern California region and are dependent on the distance between the site and causative fault and the onsite geology. The closest major active faults that could produce these secondary effects include the Chino-Central, San Jose, Elsinore, Sierra Madre and San Andreas Faults, among others.

The Specific Plan area is not located within a State of California Earthquake Fault Zone (i.e., Alquist-Priolo Earthquake Fault Act Zone) and no active faults are known to cross the site. The possibility of damage due to ground rupture is considered low since no active faults are known to cross the site.

### **Liquefaction and Dynamic Settlement**

Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subject to high-intensity ground shaking. Liquefaction occurs when three general conditions coexist: 1) shallow groundwater; 2) low density noncohesive (granular) soils; and 3) high-intensity ground motion. Loose, saturated, near-surface, cohesionless soils exhibit the highest liquefaction potential, while dry, dense, cohesionless soils, and cohesive soils exhibit low to negligible liquefaction



potential. In general, cohesive soils are not considered susceptible to liquefaction. Effects of liquefaction on level ground include settlement, sand boils, and bearing capacity failures below structures. Furthermore, dynamic settlement of dry sands can occur above the groundwater table as the sand particles tend to settle and densify as a result of a seismic event.

According to the City of Ontario General Plan, the Project site is located in an area of “low to moderate” liquefaction susceptibility based only on soil type (sediments being less than 10,000 years old and unconsolidated). Additionally, site soils are generally not susceptible to liquefaction due to a lack of groundwater in the upper 50 feet and liquefaction potential is considered low to very low.

### **Lateral Spreading**

Lateral spreading is a type of liquefaction induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures. Due to the depth to groundwater, low potential for liquefaction and lack of nearby “free face” conditions, the potential for lateral spreading at the site is considered very low.

### **Expansion Potential**

The CBC provides methodologies and guidelines for identification of expansive soils and establishes design standards which act to avoid potentially adverse effects of expansive soils on facilities. Section 1802.3 of the 2010 California Building Code directs expansive soil tendency be graded by its Expansion Index. A soil’s Expansion Index is defined by its potential to swell when wet or saturated. The CBC mandates that “special [foundation] design consideration” be employed if the Expansion Index is 20, or greater.

Based on testing performed as part of the Geotechnical Report, site soils are anticipated to have a very low expansion potential (EI of 20 or less). Final expansion potential of site soils should be determined at the completion of grading. Results of expansion testing at finish grades will be utilized to confirm final foundation design recommendations.

#### **4.9.3 SEISMIC DESIGN CONSIDERATIONS**

The Project site and Southern California generally are subject to strong ground motions due to earthquakes with resulting damage to structures. However, it is not generally considered reasonable or feasible to design a structure that is entirely resistant to earthquake damage. Therefore, significant damage to structures may be unavoidable during large earthquakes. Proposed structures should, however, be designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage and loss of life.

The California Building Code (CBC) provides earthquake design criteria and seismic design coefficients (CBC Seismic Design Parameters) that would be applicable to all development within the Project site.

The CBC Seismic Design Parameters are based on area soils profiles and proximity of known faults. Within the context of the CBC Seismic Design Parameters, seismic design(s) for the Project structures need to consider on-site soil conditions, occupancy, and the configuration of the structure including the structural system and height. Please refer to Project Geotechnical Report Section 2.6, *Seismic Design Criteria*.

#### **4.9.4 GEOLOGY/SOILS/SEISMIC POLICIES AND REGULATIONS**

Following are summary descriptions of geology/soils/seismic policies and regulations applicable to the Project. In many instances, compliance with existing policies and regulations eliminates, or substantially reduces, potential environmental effects.

#### **4.9.4.1 City of Ontario Policy Plan (Policy Plan)**

The Policy Plan, Safety Element Section S1, *Seismic and Geologic Hazards* establishes City-wide Goals and Policies that act to minimize potential structural damage and injury or loss of life due to earthquakes, other seismic, or adverse geologic/soils/slopes conditions.

#### **4.9.4.2 City of Ontario Geotechnical/Seismic Design Review Processes**

The City Planning, Building and Safety, and Engineering Departments implement General Plan Goals and Policies addressing geology, soils, and seismic conditions through established development permit review processes. To these ends, City staff ensures that site and development-specific geotechnical investigations are completed where appropriate, and that requirements and recommendations of these investigations are incorporated in construction plans, are followed through during construction processes, and are functionally complete before buildings are occupied and/or infrastructure systems or other improvements are accepted. In all instances, the City ensures that, at a minimum, applicable provisions of the CBC are incorporated throughout development design and implementation.

#### **4.9.5 STANDARDS OF SIGNIFICANCE**

Appendix G of the California Environmental Quality Act (CEQA) Guidelines indicates a Project will have a potentially significant geology and soils impact if it would:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: rupture of a known earthquake fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides;
- Result in substantial soil erosion or the loss of topsoil;
- 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;

- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;
- 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; or
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

#### **4.9.6 POTENTIAL IMPACTS AND MITIGATION MEASURES**

##### **4.9.6.1 Introduction**

The following discussions focus on topical areas and issues where it has been determined pursuant to the EIR Initial Study/NOP processes, that the Project may result in or cause potentially significant geology or soils impacts. As substantiated in the Initial Study (EIR Appendix A), under the following topics, the Project was determined to have no impact or impacts would be less-than-significant. On this basis, the following topics are not further discussed here:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault;
- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving landslides;
- Result in substantial soil erosion or the loss of topsoil; or
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

All other CEQA topics concerning the Project's potential geology and soils impacts are discussed below. Please refer also to Initial Study Checklist Item VII. *Geology and Soils*.

#### 4.9.6.2 Impact Statements

**Potential Impact GEO-1:** *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking.*

**Impact Analysis:** The Project Geotechnical Report substantiates there are no active faults known within the Project site. The Project site is outside any Fault Rapture Hazard Zone (formerly Alquist-Priolo Zone). The Geotechnical Report determined that the risk of surface fault rupture is considered low. The Project does not propose actions or facilities that would otherwise exacerbate known or probable adverse earthquake fault conditions. Based on the preceding, the potential for the Project to directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking is considered less-than-significant.

**Level of Significance:** Less-Than-Significant.

**Potential Impact GEO-2:** *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction; or 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.*

**Impact Analysis:** The Project Geotechnical Report substantiates that the potential at the site for landslides, lateral spreading, and/or liquefaction is low. However, existing near-surface soils include fill materials, topsoil, manure, etc. These loose and compressible soils are not suitable for development. As such, the Report presents recommendations for site improvements to preclude impacts in this regard. These recommendations include site preparation, earthwork, remedial grading depths, and foundation recommendations.

Compliance with the recommendations presented in the Project Geotechnical Report are required by Mitigation Measure 4.9.1, below.

**Level of Significance:** Potentially Significant.

**Mitigation Measure:**

4.9.1 *All proposed development within the Specific Plan Area shall, at a minimum, comply with recommendations and standards identified in the Preliminary Geotechnical Report at Section 4.0, Recommendations. If further recommendations are developed as part of future site- and design-specific geotechnical investigations they shall prevail.*

**Level of Significance After Mitigation:** Less-Than-Significant. The Project Geotechnical Report concluded that the Project site is acceptable for the proposed development, contingent on compliance with recommendations and performance standards identified in the Report.

**Potential Impact GEO-3:** *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), thereby creating substantial direct or indirect risks to life or property.*

**Impact Analysis:** The Project Geotechnical Report substantiates that onsite soils have a very low expansion potential. “Based on the results of previous laboratory testing by others and our recent laboratory testing, site soils are anticipated to have a ‘Very Low’ expansion potential [EI of 20 or less per ASTM D4829]” (Project Geotechnical Report, p. 10). As such, the potential for the Project to be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), thereby creating substantial direct or indirect risks to life or property is considered less-than-significant.

**Level of Significance:** Less-Than-Significant.

**Potential Impact GEO-4:** *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.*

## **Impact Analysis:**

### **Paleontological Resources**

The geologic unit underlying the Project site are mapped as young Eolian sand and dune deposits from the Holocene period. Eolian units are considered to be of some preservation value, but any material found is unlikely to be fossil material due to the relatively modern associated dates of the deposits. The Western Science Center does not have any localities within the Project site or within a one-mile radius. The Cultural Resources Assessment determined that significant impacts in this regard would be unlikely.<sup>1</sup>

**Level of Significance** [impacts to paleontological resources]: Less-Than-Significant.

### **Geological Features**

With regard to unique geological features, the City has not established criteria for determining what comprises a unique geological feature. Other relevant agency criteria however indicates that a geological feature could be generally considered unique if it:

- Is the best example of its kind locally or regionally;
- Embodies the distinctive characteristics of a geologic principle that is exclusive locally or regionally;
- Provides a key piece of geologic information important in geology or geologic history;
- Is a “type locality” of a geological feature;
- Is a geologic formation that is exclusive locally or regionally;
- Contains a mineral that is not known to occur elsewhere in the County; or

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<sup>1</sup> *Cultural Resources Assessment, Rich-Haven Specific Plan Areas of Change Project, City of Ontario, San Bernardino County, California* (BCR Consulting LLC) August 18, 2022; Appendix E, *Paleontological Resources Overview*.

- Is used repeatedly as a teaching tool.<sup>2</sup>

As presented in the Project Geotechnical Report: . . . “the subject site is underlain by Holocene- to Pleistocene- age eolian (wind-blown) sedimentary deposits. The materials below the eolian deposits are young alluvial fan deposits...soils generally consisted of medium dense to dense sands with varying amounts of silt interbedded with thinner layers of stiff to very stiff fine-grained soils (i.e., silts and clays) to the maximum explored depth of approximately 50 feet below existing grade...Due to previous/current land use as farming, localized areas are underlain by near surface fill materials, topsoil, manure, etc.” (Project Geotechnical Report, p. 6).

These soil types are common within the City and Southern California, and do not comprise unique geological features as described above. The Project does not propose uses or activities that would indirectly contribute to or result in potentially adverse impacts to a unique geological feature.

Based on the preceding, the potential for the Project to directly or indirectly destroy a unique geological feature is considered less-than-significant.

**Level of Significance** [impacts to geological features]: Less-Than-Significant.

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<sup>2</sup> *County of San Diego Guidelines for Determining Significance Unique Geology* (County of San Diego, Department of Planning and Land Use Department of Public Works) June 30, 2007, p. 1.



## **4.10 BIOLOGICAL RESOURCES**

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## 4.10 BIOLOGICAL RESOURCES

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### *Abstract*

*This Section identifies and addresses potential impacts to biological resources resulting from the Project. More specifically, the analysis presented here examines whether the Project would:*

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;*
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;*
- 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;*
- 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 wildlife nursery sites;*
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance;*

- *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.*

*As supported by the analysis presented in this Section, with application of proposed mitigation measures, the Project's potential impacts to biological resources are determined to be less-than-significant.*

#### **4.10.1 INTRODUCTION**

Following are discussions of existing biological resources characteristic of the Project area, with focused consideration on species of special interest known to occur, or that could potentially occur on the Project site. Potential impacts to biological resources are identified, and mitigation of potentially significant impacts is proposed. Information presented in this Section is summarized and excerpted from: *Biological Report for the Rich Haven 2022 Specific Plan Amendment Project Site* (Harmsworth Associates) July 2022. The Project Biological Report is included in its entirety at EIR Appendix K.

#### **4.10.2 SETTING**

##### **4.10.2.1 Overview**

The Project site has a history of agricultural use, and has been extensively altered, with the entire area having been cleared, leveled, or otherwise reshaped at some point, which is evident from conditions on the site, and from comparing satellite imagery of the Project site over the last several decades. No discernible natural hills, rock formations, or natural drainages or water courses remain at the site. Disking occurs regularly on portions not currently in active agricultural use. Earth movement and stockpiling of soils occur in portions of the site.

#### 4.10.2.2 Biologic Setting

The following discussions provide the existing biologic setting for the Project site.

##### Soils

Historically, the soils in the area are from the Delhi association and are nearly level to strongly sloping, somewhat excessively drained, very deep soils on alluvial fans in coarse-textured, wind-re-formed granitic material.

The Project site has a history of agricultural use, and site soils have been extensively altered and amended over time. Current soils are significantly altered compared with historic conditions. Soils mapping of the Project site is presented at Figure 4.10-1. The following soils are mapped as occurring within the Project area:

##### *Delhi fine sand (Db)*

This nearly level to strongly sloping soil is on alluvial fans that have been reworked by wind action. Typically, the upper 40 inches consist of pale-brown sand and fine sand - single grained, loose when dry. This soil is used for grapes, pasture plants, alfalfa and some citrus.

##### *Hanford coarse sandy loam, 2 to 8 percent slopes (HcC)*

This soil consists of well-drained and somewhat excessively drained soil on alluvial fans, and is derived from granitic materials. The upper 18 inches consist of grayish-brown and very dark grayish brown coarse sandy loam. This soil is used for irrigated citrus, truck crops, grapes, dryland grain, pasture and non-farm purposes.

##### *Hilmar loamy fine sand (Hr)*

Hilmar loamy fine sand consists of moderately well-drained, nearly level to gently sloping soils that formed in alluvium from granitic sources. They occur on alluvial fans. Surface soils are sandy loam; light grayish-brown when dry, dark grayish brown when moist. Vegetation is mostly annual forbs and grasses. Soils may be used for dryland crops and pasture.




  
 NOT TO SCALE  
 Source: Harmworth Associates

Figure 4.10-1  
Project Site Soils Map

*Tujunga loamy sand, 0 to 5 percent slopes (TuB)*

This gently to moderately sloping soil occurs on alluvial fans and on flood plains. This soil is developed in alluvium predominantly from granitic materials. The upper 36 inches consist of light-gray, gray when moist, loamy sand. This soil is used for dryland grain, pasture, range and, if protected from flooding, for irrigated truck crops.

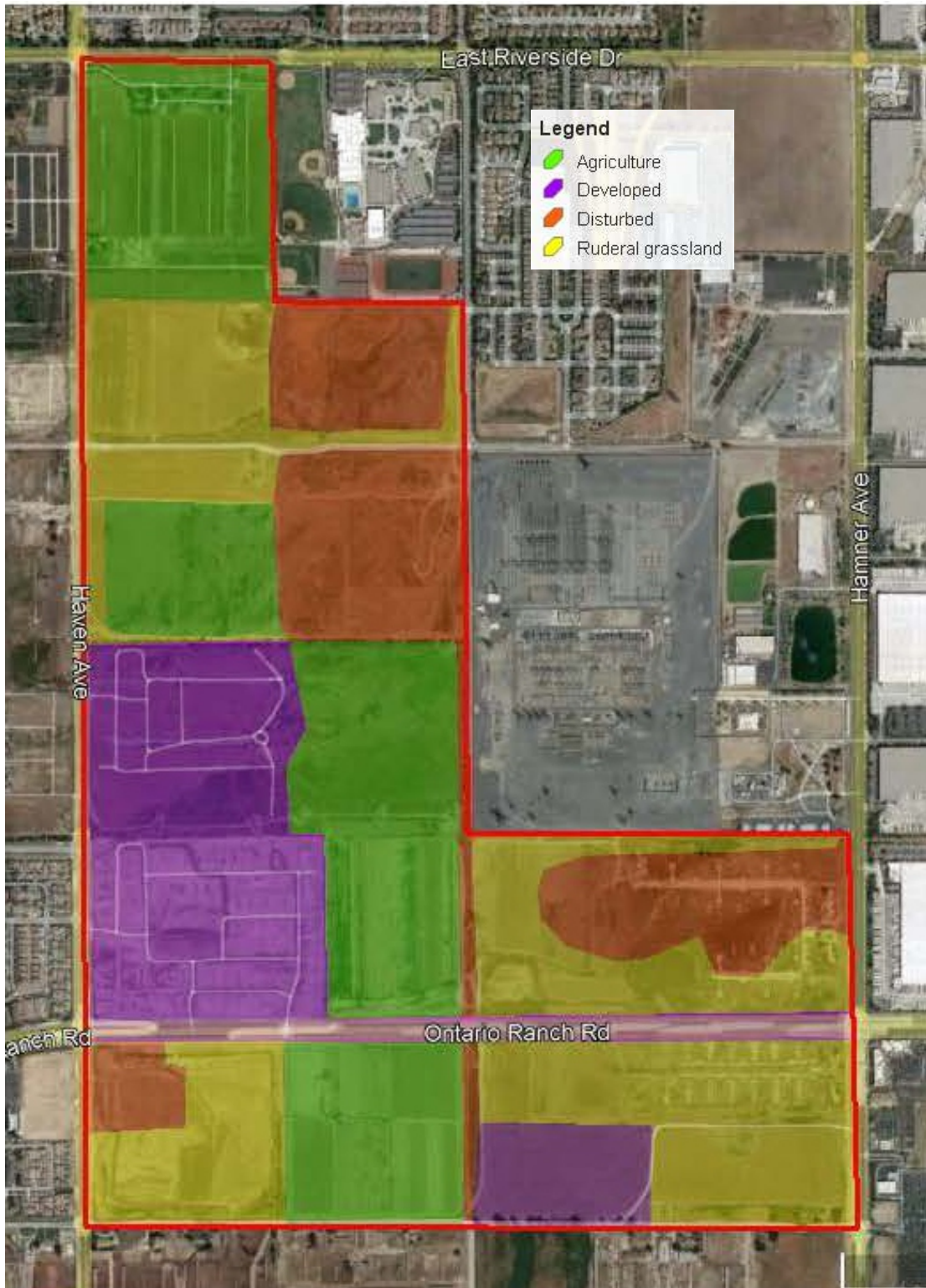
**Vegetation**

The Project site has been significantly impacted due to years of disking, dumping, disturbance and agriculture. Currently, the site contains one vegetation community and three additional land types: Ruderal grassland, agriculture, disturbed, and developed. Project site vegetation is mapped at Figure 4.10-2.

Vegetation types within the site were mapped according to A Manual of California Vegetation (Sawyer et al. 2009) to the extent possible. Since this system focuses on native vegetation communities, many disturbed and man-made land covers do not fit cleanly into the system. The best fit possible was made to map and classify the onsite vegetation. The equivalent vegetation community under the old Holland classification system is also noted. Dirt roads and disturbed areas were mapped as the vegetation community which they occur.

*Ruderal grassland*

Ruderal is a low to medium growing herbaceous vegetation type dominated by annual grasses and forbs of Mediterranean origin. It is a type of non-native grassland community, mapped under the semi-natural herbaceous stands by Sawyer et al. Ruderal communities occurred in areas that were recently and frequently disturbed. Holland classified this habitat type as non-native grasslands.



NOT TO SCALE  
Source: Harmsworth Associates

Figure 4.10-2  
Project Site Vegetation Map

Within the Project site, the ruderal grassland is associated with areas of recent disking, old agriculture and frequent disturbances. The dominant species varied across this area, but the most abundant species were Menzies' fiddleneck (*Amsinckia menziesii*), wall barley (*Hordeum murinum*), common red sage (*Kochia scoparia*) and London rocket (*Sisymbrium irio*). Other species present included redstem filaree (*Erodium cicutarium*), cheeseweed (*Malva parviflora*), stinknet (*Oncosiphon piluliferum*) and summer mustard (*Hirschfeldia incana*).

Native species Spencer primrose (*Camissoniopsis micrantha*), bush sunflower (*Encelia californica*), and California buckwheat (*Eriogonum fasciculatum*) occurred at a few locations.

Within the areas mapped as ruderal grassland were a few Goodding's black willow (*Salix gooddingii*), Spanish false fleabane (*Pulicaria paludosa*), southern cattail (*Typha domingensis*), and fragrant flatsedge (*Cyperus odoratus*) that occurred in the old ponds and wet areas associated with former agriculture practices. A total of 179.7 acres of Ruderal grassland occurred on the Project site.

### *Agriculture*

Agricultural areas can include irrigated row crops, exotic trees, fields not in current use, recently disked fields and glass-houses, in addition to sheds, temporary dwellings and other structures.

On the Project site, agriculture included dairy areas (with associated buildings and structures) and irrigated fields (that were very strongly dominated by wall barley). There were some old ponds and wet areas associated with agriculture practices. Within this area, there were also dirt piles, disturbed areas devoid of vegetation, and access roads. A total of 171.5 acres of Agriculture occurred onsite.

### *Disturbed*

Disturbed areas include recently and frequently disked or graded areas lacking vegetation. On the Project site, the disturbed areas consisted of former agriculture areas and open areas that are devoid of vegetation. Within this area, there were also dirt



moving operations, stock-piling of soil and recently graded areas. A total of 110.1 acres of disturbed areas occurred onsite.

### *Developed*

A significant portion of the site has been developed and was in active use by the residents. The developed areas are a mixture of residential structures, associated parks, and roads. Also included is an area in the southern portion of the site that is under active development for new homes. A total of 129.2 acres of developed areas occurred onsite.

### **Plant Species**

Plant species at the Project site consisted of species associated with open and disturbed habitats. A total of 68 vascular plant species, representing 31 families, were detected at the Project site during the current surveys. Twenty-five species were native and the remaining 43 species were exotic or planted. The best represented family was Asteraceae (12 species). Please refer to Appendix B of the Project Biological Report for a full list of all plant species.

### **Wildlife Species**

Wildlife at the Project site consisted of common species and species associated with open, disturbed habitats. The most abundant species detected during the site visits<sup>1</sup> were birds such as European starling (*Sturnus vulgaris*), white-crowned sparrow (*Zonotrichia leucophrys*), mourning dove (*Zenaida macroura*) and house finch (*Carpodacus mexicanus*). A total of 39 wildlife species were detected during the site visits, including three reptile, 32 bird, and four mammalian species. Please refer to Appendix D of the Project Biological Report for a full list of all wildlife species.

### **Migratory Corridors and Linkages**

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities

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<sup>1</sup> Vegetation mapping, habitat assessments and general botanical surveys were conducted on 21 February, 1 March, 28 and 30 May and 7 June 2022. Field surveys for wildlife and habitat assessment for special status wildlife species were conducted on 11 February, 10 and 24 March, 18 and 26 May, 2 and 26 June 2022. (Project Biological Resources Report, p. 7).

for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area.

No wildlife corridors or linkages are known at the Project site. The site is open but much of the vicinity is already developed and it is unlikely that the site is of any significance to wildlife movement.

### **Jurisdictional Areas**

The site does not contain any lakes, rivers, creeks, streambeds, wetlands, vernal pools, temporary rain pools or riparian areas. There are no areas onsite that are subject to the jurisdiction to the U.S. Army Corps of Engineers, the California Department of Fish and Wildlife or Regional Water Quality Control Board.

Some wet areas, shallow temporary ponds, and earthen detention basins did occur within the old and existing agricultural areas. These were all man-made and associated with agricultural activities. They were not associated with any natural drainages, creeks or wetlands and are not subject to the jurisdiction to the U.S. Army Corps of Engineers, the California Department of Fish and Wildlife or Regional Water Quality Control Board.

A formal jurisdictional delineation conducted in 2006 found no areas of the site subject to the jurisdiction to the U.S. Army Corps of Engineers, the California Department of Fish and Wildlife or Regional Water Quality Control Board (Project Biological Report, p. 17).

### **Special-Status Biological Resources**

#### *Special-Status Plants*

There are no historic site records for any special status plant species onsite. Based on a review of CNDDDB, the CNPS Inventory of Rare and Endangered Vascular Plants of California, and field surveys, a few special-status species were identified for additional analysis, although none are expected to occur onsite. Please refer also to Table 1 of the Biological Report.

No special-status plants were observed on the Project site during the 2022 site surveys. Due to the extensive historical and ongoing human use of the site, and the alteration of land features (rocky outcrops, hillsides, creeks, drainages etc.) that would typically provide refuge for rare plants and threatened plants amidst human activity, it is exceedingly unlikely that any special-status plants could occur on the Project site. Furthermore, the lack of any native-dominated plant cover, which would be the typical habitat for any potentially rare species in this area, suggests this is unlikely (Project Biological Report, p. 12).

### *Special-Status Wildlife*

Three special-status wildlife species; California horned lark (*Eremophila alpestris actia*), loggerhead shrike (*Lanius ludovicianus*) and San Diego black-tailed jackrabbit (*Lepus californicus bennettii*); were observed on the Project site during the 2022 site surveys. Based on a review of CNDDDB, published literature, and field surveys and assessments, a number of special-status wildlife species were identified as potentially occurring onsite, including some species with historic records from the Project vicinity. All special-status wildlife species with some potential to occur onsite are addressed in Table 3 of the Project Biological Report. The three special-status species detected and two additional special status species; Delhi Sands Flower-Loving Fly (*Rhaphiomidas terminatus abdominalis*) and burrowing owl (*Athene cunicularia*) are discussed further below.

### California horned lark (*Eremophila alpestris actia*)

California horned larks occur in open areas with little or no ground cover, such as grassland or ruderal vegetation and disturbed areas within scrub habitats. A few California horned larks were observed foraging along dirt roads onsite several times in Spring 2022. No horned larks were detected during subsequent site visits, indicating that the larks were non-breeding wintering or migrating individuals. No nesting onsite was detected (Project Biological Report, p. 18).

### Loggerhead shrike (*Lanius ludovicianus*)

Loggerhead shrikes occur in grassland, scrub and other open habitats with perching structures. Nests are placed in trees and shrubs. Two loggerhead shrikes were observed foraging onsite during the February site visit. No loggerhead shrikes were detected

during subsequent site visits, indicating that the shrikes were non-breeding wintering or migrating individuals. No nesting onsite is expected (Project Biological Report, p. 18).

San Diego black-tailed jackrabbit (*Lepus californicus bennettii*)

San Diego black-tailed jackrabbit occurs along the coastal side of the southern California mountain ranges. It primarily occurs in open grasslands, agricultural fields and sparse coastal scrub. Nests under bushes or shrubs that have shallow depressions. Two San Diego black-tailed jackrabbit were observed foraging onsite during the February site visit (Project Biological Report, p. 18).

Delhi Sands Flower-Loving Fly (*Rhaphiomidas terminatus abdominalis*)

The federally endangered Delhi Sands Flower-Loving Fly is restricted to the Delhi Sands formation, on ancient inland sand dunes. The Project site is located within the Ontario Recovery Unit of the Recovery Plan for Delhi Sands Flower-Loving Fly. Historically, much of the Project site supported Delhi fine sand, which is the soil type required for Delhi Sands Flower-Loving Fly occurrence.

However, the site has a history of agricultural use, and site soils have been extensively altered and amended over time. Current soils are significantly altered compared with historic conditions; and degraded from the perspective of supporting Delhi Sands Flower-Loving Fly.

Delhi Sands Flower-Loving Fly lay eggs in fine sand, where the larva develop over a 1 – 2 year period. Soil disturbances from agricultural and other activities likely kill the larva, which precludes the fly from these areas.

Delhi Sands Flower-Loving Fly require habitat with vegetation cover from absent (windblown sand) to sparse (less than 50% vegetation cover). Suitable vegetation includes telegraph weed (*Heterotheca grandiflora*), California buckwheat (*Eriogonum fasciculatum*), California croton (*Croton californicus*), annual bur-sage (*Ambrosia acanthicarpa*) and other native or non-native species. All of these plant species are either absent from the site or present in very low numbers and site vegetation is typically dense from non-native plant species (in most areas close to 100% vegetation cover).

Delhi Sands Flower-Loving Fly are unlikely to occur onsite for the following reasons:

- Soils are significantly altered and degraded;
- Soil disturbances from agricultural and other activities likely kill any fly larva;
- Suitable native vegetation species are absent from the site; and,
- Site vegetation is generally too dense to support flies.

[Project Biological Report, p. 19]

#### Burrowing owls (*Athene cunicularia*)

Burrowing owls occur in shortgrass prairies, grasslands, lowland scrub, agricultural lands (particularly rangelands), prairies, coastal dunes, desert floors, and some artificial, open areas as a yearlong resident. They require large open expanses of sparsely vegetated areas on gently rolling or level terrain with an abundance of active small mammal burrows. As a critical habitat feature, they require the use of rodent or other burrows for roosting and nesting cover. They can also use pipes, culverts, and nest boxes.

No burrowing owls or their sign were detected during the surveys and there was no evidence that any burrowing owls occur onsite. No onsite burrows showed any evidence of owl occupancy. Burrowing owls are presumed absent from the site.

Focused surveys for burrowing owl were conducted over the northern portions of the site in 2022 (VCS Environmental). No burrowing owls or their sign were detected during the surveys and there was no evidence that any burrowing owls occur onsite (Project Biological Report, p. 19).

### 4.10.3 EXISTING POLICIES AND REGULATIONS

#### **Federal Endangered Species Act/California Endangered Species Act**

The United States Congress passed the Federal Endangered Species Act (ESA) in 1973 to protect those species that are endangered or threatened with extinction. The State of California enacted a similar law, the California Endangered Species Act (CESA) in 1984. The State and Federal Endangered Species Acts are intended to operate in conjunction with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) to help protect the ecosystems upon which endangered and threatened species depend. The United States Fish and Wildlife Service (USFWS) is responsible for implementation of ESA, while the CDFW implements CESA. During Project review, each agency is given the opportunity to comment on the potential for the Project to affect listed plants and animals.

#### **State of California, Fish and Game Code Section 1600 *et seq.***

The CDFW has jurisdiction under Section 1600 *et seq.* of the California Fish and Game Code over fish and wildlife resources of the state. Under Section 1602, a private party must notify the CDFW if a project will “substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by the department, or use any material from the streambeds, except when the department has been notified pursuant to Section 1601.” If an existing fish or wildlife resource may be substantially adversely affected by the activity, the CDFW may propose reasonable measures that will allow protection of those resources. If these measures are agreeable to the initiating party, they may enter into an agreement with the CDFW identifying the approved activities and associated mitigation measures.

#### **4.10.3.1 Other Statutes, Codes, and Policies**

In addition to ESA and CESA listings, plant and wildlife species receive consideration during the CEQA review processes, as discussed below.

### **Species of Special Concern**

Species of Special Concern are generally defined as those California species whose numbers, reproductive success, or habitat may be threatened. Potential impacts to Species of Special Concern receive consideration under CEQA review.

### **CNPS-Listed Plants**

The California Native Plant Society (CNPS) maintains a list of plant species native to California with minimal populations, limited distribution, or are otherwise threatened with extinction. This information is published in the Inventory of Rare and Endangered Vascular Plants of California. Potential impacts to populations of CNPS-listed plants receive consideration under CEQA review.

### **Raptors and Migratory Birds**

Raptors (birds of prey), migratory birds, and other avian species are protected by state and federal laws. The federal Migratory Bird Treaty Act (MBTA) prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of Interior. Section 3503.5 of the California Fish and Game Code states that it is “unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Potential impacts to raptors and migratory birds receive consideration under CEQA review.

#### **4.10.4 STANDARDS OF SIGNIFICANCE**

CEQA has identified the following significance thresholds relative to biological resources. If the Project would result in any one of the following, its impacts to biological resources would be considered significant.

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

- 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 CDFW or USFWS;
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance; or
- Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

#### **4.10.5 POTENTIAL IMPACTS AND MITIGATION MEASURES**

##### **4.10.5.1 Introduction**

All CEQA topics concerning the Project's potential impacts to biological resources are discussed below. Please refer also to Draft EIR Appendix A, Initial Study Checklist Item IV., *Biological Resources*.

##### **4.10.5.2 Impact Statements**

**Potential Impact BIO-1:** *Substantially affect, either directly or through habitat modifications, any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS).*



**Impact Analysis:** Although no nesting birds were observed on-site, raptors (birds of prey), migratory birds, and other avian species are protected by the federal Migratory Bird Treaty Act (MBTA). Mitigation Measure 4.10.1 has been incorporated to ensure avoidance of any potential impacts, in accordance with MBTA requirements.

Additionally, although on-site activities have reduced the suitability of habitat to support special-status species known to occur in the general vicinity, the following special status-species may be affected by the Project:

- California horned lark;
- Loggerhead shrike;
- San Diego black-tailed jackrabbit; and
- Burrowing owl.

Although the California horned lark, Loggerhead shrike, and San Diego black-tailed jackrabbit are listed as state Species of Special Concern (SSC) in California, they are not federally or state listed as threatened or endangered. These species and their habitats are considered widespread and relatively common throughout coastal southern California. Due to the presence of suitable habitat throughout southern California and the widespread and common nature of these species, impacts of the Project on these species would not be considered significant. Potential nesting California horned larks and Loggerhead shrikes would be protected by Mitigation Measure 4.10.1.

**Level of Significance before Mitigation:** Potentially Significant.

**Mitigation Measures:**

*4.10.1 Avoidance of Nesting Migratory Birds: If possible, all vegetation removal activities shall be scheduled from August 1 to February 1, which is outside the general avian nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly. If vegetation is to be cleared during the nesting season, all suitable habitat will be thoroughly surveyed within 72 hours prior to clearing for the presence of nesting birds by a qualified biologist (Project Biologist). The Project Biologist shall be approved by*

*the City and retained by the Applicant. The survey results shall be submitted by the Project Applicant to the City Planning Department. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 300-foot buffer, with the final buffer distance to be determined by the Project Biologist. The buffer area shall be avoided until, as determined by the Project Biologist, the nesting cycle is complete or it is concluded that the nest has failed. In addition, the Project Biologist shall be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.*

*4.10.2 Avoidance of Nesting Burrowing Owls: No more than 72 hours prior to any site disturbances, focused surveys for the burrowing owl shall be conducted. If absence of this species is confirmed, Project work can proceed. If, however, burrowing owl is located on site, the appropriate resource agencies (CDFW and USFWS) shall be contacted. The Project Applicant shall consult with the wildlife agencies regarding the most appropriate methods and timing for removal of owls. As necessary, owls will be actively evicted following agency approved protocols (i.e., placing a one-way door at the burrow entrance to ensure that owls cannot access the burrow once they leave). Any such active eviction shall occur outside of the breeding/nesting season. That is, active eviction shall be accomplished between September 1 and February 15. If more than 30 days has elapsed between owl eviction and completion of clearing and grubbing activities, a subsequent survey for the burrowing owl shall be conducted to ensure that owls have not re-populated the site. Any reoccupation by owls will require subsequent protocol active eviction.*

**Level of Significance after Mitigation:** With the implementation of Mitigation Measures 4.10.1 and 4.10.2, the Project's potential impacts to species identified as a candidate, sensitive, or special-status species are considered less-than-significant.

**Potential Impact BIO-2:** *Have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or California plans, policies or regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS); Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.*

**Impact Analysis:** The site does not contain any lakes, rivers, creeks, streambeds, wetlands, vernal pools, or temporary rain pools. No other wetlands, riparian habitat or other sensitive communities exist within the Project site. Nor does the Project propose uses or activities that would substantially or adversely affect any other off-site wetlands or riparian areas.

**Level of Significance before Mitigation:** Less-Than-Significant.

**Potential Impact BIO-3:** *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 wildlife nursery sites.*

**Impact Analysis:** No regional wildlife movement corridors have been identified in the City, most of which is ill suited for the purposes of wildlife movement (TOP SEIR, p. 5.4-33). No wildlife habitat linkages or movement corridors have been identified at the Project site (Project Biological Report, p. 30). Nor does the Project propose facilities or activities that would substantively and adversely affect any off-site designated wildlife habitat linkage or movement corridor. Impacts to potential nesting birds are addressed by Mitigation Measure 4.10.1, presented previously.

Based on the preceding, impacts to wildlife corridors, habitat linkages, or wildlife nursery sites that would occur as a result of the Project are determined to be less-than-significant.

**Level of Significance:** Less-Than-Significant.

**Potential Impact BIO-4:** *Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance; Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.*

**Impact Analysis:** TOP 2050 supports protection of high value habitat areas (TOP 2050 Goal ER-5). The Project site has been significantly impacted due to years of disking, dumping, disturbance and agriculture. As a result of these historic disturbances and on-

going urbanization of the site per the 2021 Specific Plan, the Project site does not contain or support high value habitats or protected species. See also: Project Biological Report, pp. 12 – 19. The Project does not propose or require uses or operations that would adversely affect any off-site high value habitat areas.

City of Ontario Municipal Code Division 6.05—Landscaping establishes standards that would preserve existing protected trees where possible. City of Ontario Chapter 2: Parkway Trees (Parkway Tree Regulations) regulates the maintenance and removal of parkway trees, and establishes varieties, minimum size, methods, and locations for or relating to the preservation and planting of parkway trees.

There are no protected trees within the Project site. The Project does not propose or require uses or operations that would adversely affect any off-site protected trees. There are no parkway trees within the Project site. The Project does not propose or require uses or operations that would adversely affect any off-site parkway trees. As part of the City’s standard development review process, the City would ensure that the final Specific Plan Landscape Plan and all development proposals within the Project conform to the Parkway Tree Regulations. There are no Natural Community Conservation Plans, or Regional, or State Habitat Conservation Plans regulating the Project or that would be adversely affected by the Project.

Based on the preceding, the potential for the Project to conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance; Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan is considered less-than-significant.

**Level of Significance:** Less-Than-Significant.

**4.11 CULTURAL RESOURCES/  
TRIBAL CULTURAL RESOURCES**

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## 4.11 CULTURAL RESOURCES/ TRIBAL CULTURAL RESOURCES

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### *Abstract*

*This Section examines the potential for implementation of the Project to impact cultural resources in the Project area. Specifically, this analysis seeks to determine whether the Project would result in any of the following:*

- Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.*
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.*

*Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or*
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

*Information contained within this Section is based on Cultural Resources Assessment, Rich-Haven Specific Plan Areas of Change Project, City of Ontario, San Bernardino County, California (BCR Consulting, Inc.) August 18, 2022 (Project Cultural Resources Assessment).*

*The Project Cultural Resources Assessment is presented at EIR Appendix L. As supported by the analysis presented in this Section, as mitigated, the Project's potential to impact cultural resources is determined to be less-than-significant.*

#### **4.11.1 INTRODUCTION**

Cultural resources can be of scientific, aesthetic, educational, archaeological, architectural, or historical significance to the community. The following discussion identifies and classifies the significance of prehistoric and/or historic cultural resources which may exist on the subject site, and assesses the Project's potential to impact such resources.

#### **4.11.2 BACKGROUND**

##### **Prehistoric Context**

The Project site is located within the traditional boundaries of the Gabrielino. The Gabrielino probably first encountered Europeans when Spanish explorers reached California's southern coast during the 15th and 16th centuries. The first documented encounter, however, occurred in 1769 when Gaspar de Portola's expedition crossed Gabrielino territory. Other brief encounters took place over the years. The Gabrielino name has been attributed by association with the Spanish mission of San Gabriel, and refers to a subset of people sharing speech and customs with other Cupan speakers (such as the Juaneño/Luiseño/Ajachemem) from the greater Takic branch of the Uto-Aztecan language family. Gabrielino villages occupied the watersheds of various rivers (locally including the Santa Ana) and intermittent streams. Chiefs were usually descended through the male line and often administered several villages. Gabrielino society was somewhat stratified and is thought to have contained three hierarchically ordered social classes which dictated ownership rights and social status and obligations. Plants utilized for food were heavily relied upon and included acorn-producing oaks, as well as seed-producing grasses and sage. Animal protein was commonly derived from rabbits and deer in inland regions, while coastal populations supplemented their diets with fish, shellfish, and marine mammals. Dog, coyote, bear, tree squirrel, pigeon, dove,

mud hen, eagle, buzzard, raven, lizards, frogs, and turtles were specifically not utilized as a food source.

## **History**

Historic-era California is generally divided into three periods: the Spanish or Mission Period (1769 to 1821), the Mexican or Rancho Period (1821 to 1848), and the American Period (1848 to present).

*Spanish Period.* The first European to pass through the area is thought to be a Spaniard called Father Francisco Garces. Having become familiar with the area, Garces acted as a guide to Juan Bautista de Anza, who had been commissioned to lead a group across the desert from a Spanish outpost in Arizona to set up quarters at the Mission San Gabriel in 1771 near what today is Pasadena. Garces was followed by Alta California Governor Pedro Fages, who briefly explored the region in 1772. Searching for San Diego Presidio deserters, Fages had traveled through Riverside to San Bernardino, crossed over the mountains into the Mojave Desert, and then journeyed westward to the San Joaquin Valley.

*Mexican Period.* In 1821, Mexico overthrew Spanish rule and the missions began to decline. By 1833, the Mexican government passed the Secularization Act, and the missions, reorganized as parish churches, lost their vast land holdings, and released their neophytes.

*American Period.* The American Period, 1848–Present, began with the Treaty of Guadalupe Hidalgo. In 1850, California was accepted into the Union of the United States primarily due to the population increase created by the Gold Rush of 1849. The cattle industry reached its greatest prosperity during the first years of the American Period. Mexican Period land grants had created large pastoral estates in California, and demand for beef during the Gold Rush led to a cattle boom that lasted from 1849–1855. However, beginning about 1855, the demand for beef began to decline due to imports of sheep from New Mexico and cattle from the Mississippi and Missouri Valleys. When the beef market collapsed, many California ranchers lost their ranchos through



foreclosure. A series of disastrous floods in 1861–1862, followed by a significant drought, further diminished the economic impact of local ranching. This decline combined with ubiquitous agricultural and real estate developments of the late 19th century, set the stage for diversified economic pursuits that continue to this day.

*Ontario.* Ontario, California was founded as a township in September 1882 by George and William B. Chaffey, named after their home of Ontario, Canada. The brothers purchased 6,218 acres of land with water rights and set aside 640 acres for the community of Ontario. Half of the initial 640 acres was deeded to the Chaffey Agricultural College as an endowment. On December 10, 1891, Ontario was incorporated as a city under the California Constitution with a City Council-City Manager form of government. In 1903, Ontario was proclaimed a “Model Irrigation Colony” by an Act of Congress. Ontario had many modern innovations, many of which still show their value today. An impressive two-hundred feet wide and eight miles long, Euclid Avenue (on the National Register) was the stately back-bone of the colony. Provisions for an electric railway, water rights for each landowner, a local educational institution, electric lights, one of the first long distance telephone lines, and public access to water and transportation set a new standard for rural communities and irrigation practices and ensured the success of the Model Colony. Water originating from the nearby San Gabriel Mountains was readily available. In addition to accessible water, climate conditions in Ontario were similar to those in the Mediterranean with dry, hot summers and cool, moist winters as regular occurrences. Ontario first developed as an agricultural community, largely, but not exclusively, devoted to the citrus industry. In addition to oranges, the production of peaches, walnuts, lemons, olives and grapes were also important to the growth of Ontario and neighboring cities.

In 1923, airplane enthusiasts Waldo Waterman and Archie Mitchell established Latimer Field. From that point on, Ontario became an aviation town. Urban growth pushed the fliers east until they took up their permanent residence located at the Ontario World Airport. During WWII, this airport was a busy training facility for pilots. After WWII, construction boomed in Ontario as the City’s growth more than doubled by the end of the ’50s. In 1954, four new schools were built, with land for three more being purchased.

That same year, the Interstate 10 opened for public use, diminishing or altering commercial traffic through Ontario. The downtown area found competition in neighborhood shopping centers that featured large parking lots and national brand chain stores. As the citrus industry declined, large tracts of orange groves gave way to new housing for settlers to the region. Following the '60s and '70s, the City's population had grown from 46,617 to 87,300 residents as Ontario expanded its boundaries eastward to encompass Guasti and the large tracts of vineyards beyond it. Ontario has become a diversified community with approximately 173,000 residents in 2015. Although the City boundaries have been extended from 0.38 square miles in 1891 to almost 50 square miles today, Ontario's Historic Downtown still retains the original subdivision pattern established by the Chaffey brothers.

*Local Dairies.* Dairies within the Chino Valley followed three distinct phases: Free grazing of cattle (1900-1930), mechanization of milking (1931-1949), and scientific, large capacity dairies (Post-1950). The first phase from 1900 to 1930, was marked by the free grazing of cattle with dairies that were situated around the perimeter of population centers to service those areas. The second phase of dairies was spurred by the growing population and saw the transition from free grazing to dry-lot dairying that utilized mechanization in the milking process. Due to a combination of labor shortage caused by World War II and subsequent population increase throughout the '50s and '60s, dairies were forced to move onto smaller plots of land and utilize machinery. Technological advancements allowed for feeding and breeding techniques that produced larger herds which could be handled more efficiently by mechanization. The dairy industry in the Chino Valley had its peak in production during the '80s, but as residential needs collided with agricultural land uses developers began to buy up the dairy properties and convert the land to residential subdivisions and other commercial and industrial uses.

### **4.11.3 EXISTING POLICIES AND REGULATIONS**

#### **4.11.3.1 Federal**

##### **National Historic Preservation Act**

The National Historic Preservation Act (NHPA) requires federal agencies to consider the effects of their undertakings on historic properties. Historic properties are cultural resources (e.g., archeological sites, historic built environment features, or Native American sites) that are listed, or determined to be eligible for listing, on the National Register of Historic Places. The implementing regulations of this mandate, found in the Code of Federal Regulations (36 CFR 800), outline an involved consultation process known as the Section 106 process. The Section 106 process requires a project lead federal agency to consult with the State Historic Preservation Officer.

##### **American Indian Religious Freedom Act**

The American Indian Religious Freedom Act, passed in 1978, serves to protect and preserve the traditional religious rights of American Indians, Eskimos, Aleuts, and Native Hawaiians. Before the Act was passed, certain federal laws interfered with the traditional religious practices of many American Indians.

##### **Native American Graves Protection and Repatriation Act of 1990**

*The Native American Graves Protection and Repatriation Act* establishes a federal policy of respect for, and protection of, Native American religious practices. It also has provisions for allowing limited access to Native American religious sites. The Act provides for the repatriation of certain items from the federal government and certain museums to the native groups to which they once belonged. The Act defines “cultural items,” “sacred objects,” and “objects of cultural patrimony” and establishes a means for determining ownership of these items. However, the provisions for repatriation only apply to items found on federal lands.

### **Executive Order 13007 and Executive Order 13084**

Executive Order 13007 requires federal agencies with land management responsibilities to allow access to and use of Indian sacred sites on public lands, and to avoid adversely affecting these sites. Executive Order 13084 reaffirms the government-to-government relationship between the federal government and recognized Indian tribes, and requires federal agencies to establish procedures for consultation with tribes. These executive orders only apply to projects that include federal undertakings.

#### **4.11.3.2 State**

### **CEQA and the California Register of Historical Resources**

Historical resources are recognized as part of the environment under the California Environmental Quality Act (CEQA). The California Register of Historical Resources (California Register) is the authoritative guide for the State's historical resources, and properties included in the California Register are considered significant for the purposes of CEQA. The California Register includes resources listed, or formally determined eligible for listing, on the National Register of Historic Places, and some California State Landmarks and Points of Historical Interest. Properties of local significance designated under a local preservation ordinance (local landmarks or landmark districts), or that have been identified in a local historical resources inventory, may be eligible for listing in the California Register and are presumed to be significant resources for the purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC § 5024.1, 14 CCR § 4850).

An archaeological site may be considered a historical resource if it is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California (PRC § 5020.1(j)), or if it meets the criteria for listing on the California Register (14 CCR § 4850).

The *CEQA Guidelines* direct lead agencies to evaluate an archaeological site to determine if it meets the criteria for listing in the California Register. If it does, potential adverse impacts must be considered. If an archaeological site is not a historical resource, but

meets the definition of a “unique archaeological resource” as defined in PRC §21583.2, then it should be treated in accordance with the provisions of that section.

Substantial adverse change includes demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired (PRC § 5020.1(q)). While demolition and destruction would constitute significant impacts, it is sometimes more difficult to assess when change, alteration, or relocation results in a substantial adverse change. The *CEQA Guidelines* provide that a project that alters those physical characteristics of historical resources that convey its significance (i.e., its character-defining features) can be considered to materially impair the resource’s significance.

### **California Native American Graves Protection and Repatriation Act (2001)**

The California Health and Safety Code, Division 7, Part 2, Chapter 5 (Sections 8010-8030) contains broad provisions for the protection of Native American cultural resources. The California Native American Graves Protection and Repatriation Act establishes policy to ensure that California Native American human remains and cultural items are treated with respect and dignity. The Act also provides the mechanism for disclosure and return of these items held by publicly-funded agencies and museums in California. Additionally, the Act outlines the mechanism by which California Native American tribes not recognized by the federal government may file claims for human remains and cultural items held in agencies or museums.

### **California Public Resources Code**

The California Public Resources Code contains several sections applicable to the preservation of cultural resources and human remains. These sections detail procedures to be followed whenever Native American remains are found, and delineate the unauthorized disturbance or removal of archaeological, historical, paleontological resources, or human remains as an act punishable by law (Sections 5020, 5097.5, 5097.9-5097.996, 7050.5, 7051). As matter of law, the Project would comply with applicable provisions of the California Public Resources Code addressing preservation and protection of cultural resources and human remains.

## **California Code of Regulations**

Under Title 14, Division 3, Section 4308, no person shall remove, injure, disfigure, deface, or destroy any object of archeological or historical interest or value.

## **Assembly Bill 52 (AB 52) Tribal Cultural Resources**

Enacted as of July 1, 2015, AB 52 established a new category of resources under CEQA called “tribal cultural resources” that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation. The Bill was built on the concept that California Native American tribes have the expertise “with regard to tribal history and practices” to identify significant cultural resources. To this end, AB 52 requires early consultation in the CEQA process to ensure that local and Tribal governments, public agencies, and project proponents have information available, early in the CEQA environmental review process, for the purpose of identifying and addressing potential adverse impacts to tribal cultural resources.

AB 52 requires that the lead agency contact (in writing) all culturally affiliated tribes that could be affected by a project, within 14 days of deeming a development application complete. The notice commences a 30-day period for the tribe to request consultation. Upon receipt of a request consultation, the lead agency has an additional 30 days to begin the consultation process. AB 52 states that the consultation concludes when either “1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal resource, or 2) a party, acting on good faith and after a reasonable effort, concludes that mutual agreement cannot be reached.” AB 52 notes that the consultation can be ongoing throughout the CEQA process.

### **4.11.4 STANDARDS OF SIGNIFICANCE**

Consistent with the standards of significance outlined in the *CEQA Guidelines*, Project-related impacts to cultural resources would be considered potentially significant if they cause or result in any of the following:

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

- Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5;
- Disturb any human remains, including those interred outside of formal cemeteries; or
- Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074.

For the purposes of CEQA, an “important archaeological, historical, or paleontological resource” is defined as follows.

A) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources.

B) A resource included in a local register of historical resources, or identified as significant in an historical resource survey, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

C) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources, including the following:

- 1) A resource is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.

- 2) A resource is associated with the lives of persons important in our past.
- 3) A resource 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.

City of Ontario Designation Criteria is as follows:

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



## 4.11.5 POTENTIAL IMPACTS AND MITIGATION MEASURES

### 4.11.5.1 Introduction

The following analysis is focused on areas where it has been determined that the Project may result in potentially significant impacts, based on the analysis included within the Initial Study. In this regard, as substantiated in the Initial Study, the Project's potential to disturb any human remains, including those interred outside of formal cemeteries was previously determined to be less-than-significant. Please refer to EIR Appendix A, Initial Study Checklist Items V., *Cultural Resources* and XVIII., *Tribal Cultural Resources*. All other potential cultural resources impacts of the Project are discussed below.

### 4.11.5.2 Impact Statements

**Potential Impact CUL-1:** *Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.*

**Impact Analysis:** During the records search conducted for the Cultural Resources Assessment, five (5) potential historical resources were identified within the Project site. Potential resources included three (3) historical period residences and two (2) historical period transmission lines. These potential resources were evaluated for listing as "historically significant" as provided for at Section 5024.1 of the Cal. Public Res. Code. Generally, a resource is considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the California Register (Cal. Code Regs. tit. 14(3), § 15064.5(a)(3)). The eligibility criteria for the California Register are similar to those of the National Register of Historic Places (National Register), and a resource that meets one or more of the eligibility criteria of the National Register will be eligible for the California Register. 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 CEQA. Criteria for Designation:

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 or represents the work of a master or possesses high artistic values.
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource’s period of significance to “obtain a scholarly perspective on the events or individuals associated with the resources.” (CCR 4852 [d][2]). Fifty years is normally considered sufficient time for a potential historical resource, and in order that the evaluation remain valid for a minimum of five years after the date of this report, all resources older than 45 years (i.e., resources from the “historic-period”) will be evaluated for California Register listing eligibility, or CEQA significance. The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

In the context of the above criteria, Table 4.11-1 presents the findings of the research and field surveys conducted as part of the Cultural Resources Assessment for each potential resource.

**Table 4.11-1  
Potential On-Site Cultural Resources**

	<b>Description</b>	<b>Findings</b>
P-36-12621	Historical Period Residence	This residence was evaluated for inclusion on the California Register of Historical Resources, or as a City Historical Landmark. The residence fails to meet the eligibility criteria for any listing.

**Table 4.11-1  
Potential On-Site Cultural Resources**

P-36-12622	Historical Period Residence	Field survey confirmed that this residence was previously demolished, and the site now contains modern condominiums. No further assessment necessary.
P-36-12623	Historical Period Residence	This residence was evaluated for inclusion on the California Register of Historical Resources, or as a City Historical Landmark. The residence fails to meet the eligibility criteria for any listing.
P-36-25440	Historical Period Transmission Line	Field survey and additional research determined that the portion of this line that crosses the Project site is not historic in age. No further assessment necessary.
P-36-26051	Historical Period Transmission Line	This transmission line was evaluated for inclusion on the California Register of Historical Resources, or as a City Historical Landmark. The transmission line fails to meet the eligibility criteria for any listing.

**Source:** Cultural Resources Assessment, Rich-Haven Specific Plan Areas of Change Project, City of Ontario, San Bernardino County, California (BCR Consulting, Inc.) August 18, 2022.

As shown above, none of the potential resources identified within the records search qualify as significant historical resources when evaluated against the criteria presented at Section 4.11.4, presented previously. As such, the Cultural Resources Assessment determined that the Project would have a less-than-significant impact on historical resources.

**Level of Significance:** Less-Than-Significant.

**Potential Impact CUL-2:** Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5.

**Impact Analysis:** Although no archeological resources were identified as part of the Project Cultural Resources Assessment, ground-disturbing activities have the potential to reveal buried resources not observed during the field survey. Cultural materials that may be encountered during ground-disturbing activities could include:

- Historic-period artifacts such as glass bottles and fragments, cans, nails, ceramic and pottery fragments, and other metal objects;

- Historic-period structural or building foundations, walkways, cisterns, pipes, privies, and other structural elements;
- Prehistoric flaked-stone artifacts and debitage (waste material), consisting of obsidian, basalt, and or cryptocrystalline silicates;
- Groundstone artifacts, including mortars, pestles, and grinding slabs;
- Dark, greasy soil that may be associated with charcoal, ash, bone, shell, flaked stone, groundstone, and fire affected rocks;
- Human remains.

[Project Cultural Resources Assessment, p. iii]

Mitigation Measure 4.11.1 would ensure proper protocol is undertaken and a treatment plan is developed, should resources be discovered during ground-disturbing activities.

**Level of Significance:** Potentially Significant.

**Mitigation Measure:**

*4.11.1 Prior to the issuance of (a) grading permit(s) for development proposal(s) within the Specific Plan Area, the Applicant or successor(s) in interest shall provide a letter to the City of Ontario Building Department, or designee, from a qualified professional archeologist meeting the Secretary of Interior's Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A stating that the archeologist has been retained to provide on-call services in the event archeological resources are discovered. The archeologist shall be present at the pre-grading conference to establish procedures for archeological resource surveillance. In the event a previously unrecorded archaeological deposit is encountered during construction, all activity within 50 feet of the area of discovery shall cease and the City shall be immediately notified. The archeologist shall be contacted to flag the area in the field and determine if the archaeological deposits meet the CEQA definition of historical (State CEQA Guidelines 15064.5(a)), unique archaeological resource (Public Resources Code 21083.2(g)), or Tribal Cultural Resource (Public Resources Code 21074 (a)). If the find is considered a "resource" the archaeologist shall pursue either protection in place or recovery, salvage*

*and treatment of the deposits. A qualified archaeologist and a Native American Monitor of Gabrieleño Ancestry shall evaluate all archaeological resources unearthed by Project construction activities. If the resources are Native American in origin, they shall have the opportunity to consult with the City and/or Project developer on appropriate treatment and curation of these resources. If unique archaeological resources, or Tribal Cultural Resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the Applicant or successor(s) in interest's expense. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the archaeologist. Resources shall be identified and curated into an established accredited professional repository. The archaeologist shall have a repository agreement in hand prior to initiating recovery of the resource. Excavation as a treatment option shall be restricted to those parts of the unique archaeological resource, or Tribal Cultural Resource that would be damaged or destroyed by the Project.*

**Level of Significance After Mitigation:** Less-Than-Significant.

**Potential Impact CUL-3:** *Cause a substantial adverse change in the significance of a tribal cultural resource as defined at Public Resources Code section 21074.*

**Impact Analysis:** The City has contacted tribes on its most current AB 52 Consultation list. A request to initiate formal consultation regarding the Project site was subsequently received from the Gabrieleño Band of Mission Indians – Kizh Nation. Pending formal response from the Gabrieleño Band of Mission Indians – Kizh Nation potential impacts to Tribal Cultural Resources (TCRs) are presumed to be potentially significant. Based on previous similar environmental analyses conducted in the City, the following measures are recommended for incorporation. These measures establish monitoring protocols, and provisions for avoidance, protection, or curation of TCRs.

**Level of Significance:** Potentially Significant.

### **Mitigation Measures:**

The following measures shall apply to all individual development proposals within the Specific Plan Area:

4.11.2 *Project developer(s) shall retain a Native American Monitor of Gabrieleño Ancestry (Native American Monitor) that was consulted on this Project pursuant to Assembly Bill A52 - SB18 to conduct a Native American Indian Sensitivity Training for construction personnel prior to commencement of any excavation activities. The training session shall include a handout and focus on how to identify Native American resources encountered during earthmoving activities and the procedures followed if resources are discovered, the duties of the Native American Monitor of Gabrieleño Ancestry and the general steps the Monitor would follow in conducting a salvage investigation.*

4.11.3 *Project developer(s) shall retain a Native American Monitor of Gabrieleño Ancestry that was consulted on this Project pursuant to Assembly Bill A52 - SB18 to be on-site during all Project-related, ground-disturbing construction activities. Such activities include: pavement removal, auguring, boring, grading, excavation, potholing, trenching, and/or grubbing of previously undisturbed native soils to a maximum depth of 30 feet below ground surface. A copy of the executed consultant contract shall be submitted to the City of Ontario Planning Department prior to the issuance of any grading permit (any ground-disturbing activity). At their discretion, a Native American Monitor of Gabrieleño Ancestry can be present during the removal of dairy manure to native soil, but not at developer expense.*

4.11.4 *A qualified archaeologist and a Native American Monitor of Gabrieleño Ancestry that was consulted on this Project pursuant to Assembly Bill A52 - SB18 shall evaluate all archaeological resources unearthed by Project construction activities. If the resources are Native American in origin, the Tribe shall coordinate with the developer regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. If archeological features are discovered, the archeologist shall report such findings to the Ontario Planning Director. If the archeological resources are found to be significant, the archeologist shall determine the*

*appropriate actions, in cooperation with the City that shall be taken for exploration and/or salvage in compliance with CEQA Guidelines Section 15064.5(f).*

- 4.11.5 Prior to the start of ground disturbing activities, developer(s) shall arrange a designated site location within the footprint of the Project for the respectful reburial of Tribal human remains and/or ceremonial objects. All human skeletal material discoveries shall be reported immediately to the County Coroner. The Native American Monitor shall immediately divert work a minimum of 50 feet from the discovery site and place an exclusion zone around the burial.*
- 4.11.6 If encountering human skeletal materials, the Native American Monitor shall notify the construction manager who shall contact the San Bernardino County Coroner. All construction activity shall be diverted while the San Bernardino County Coroner determines if the remains are Native American. The discovery shall be confidential and secure to prevent further disturbance. If Native American, the San Bernardino County Coroner shall notify the Native American Heritage Commission (NAHC) as mandated by state law who will then appoint a Most Likely Descendant. In the case where discovered human remains cannot be documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside working hours. The Tribe shall make every effort to recommend diverting the Project and keep the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed. If data recovery is approved by the Tribe, documentation shall be taken which includes, at a minimum, detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or means necessary to ensure complete recovery of all material. If the discovery of human remains includes four (4) or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The Project developer shall consult with the Tribe regarding avoidance of all cemetery sites. Once complete, a final report of all activities shall be submitted to the NAHC.*

4.11.7 *There shall be no Scientific study or the utilization of any invasive diagnostics on any Native American human remains.*

4.11.8 *If the San Bernardino County Coroner determines the remains represent a historic non-Native American burial, the burial shall be treated in the same manner of respect with agreement of the San Bernardino County Coroner. Reburial will be in an appropriate setting. If the San Bernardino County Coroner determines the remains to be modern, the San Bernardino County Coroner shall take custody of the remains.*

4.11.9 *As directed by the Project Archaeologist in consultation with the Native American Monitor, each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container on site if possible. These items shall be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the Project site, but at a location agreed upon between the Tribe and developer(s) and protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.*

**Level of Significance After Mitigation:** Less-Than-Significant. Implementation of Mitigation Measures 4.11.2 through 4.11.9 ensures that TCRs would be avoided, or would be appropriately collected, documented, and curated. On this basis, with application of mitigation, the potential for the Project to cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074 would be less-than-significant.



## **4.12 UTILITIES & SERVICE SYSTEMS**

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## 4.12 UTILITIES & SERVICE SYSTEMS

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### *Abstract*

*This Section of the EIR addresses the Project's potential impacts to utilities and service systems. Specifically, the utilities and service systems analysis examines whether the Project would:*

- Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;*
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;*
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;*
- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or*
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.*

*This EIR evaluates likely maximum impacts associated with all Project actions and operations including, but not limited to, construction and operation of utilities and service systems distribution and conveyance lines. Construction and operation of the Project utilities and service*

*systems distribution and conveyance lines described in this Section would not result in conditions or environmental impacts not already considered and addressed elsewhere in this EIR. Mitigation proposed in this EIR under other environmental topics would also address potential impacts associated with construction and operation of utilities and service systems. Other impacts associated with, or resulting from, construction of Project infrastructure improvements would be less-than-significant.*

#### **4.12.1 INTRODUCTION**

For each of the utilities and service systems discussed, existing conditions are described, any improvements required to accommodate the Project are identified, and any resulting or associated impacts and required mitigation are discussed. The analysis is based on physical and operational attributes presented at EIR Section 3.0, *Project Description*; information presented in The Ontario Plan (TOP) 2050 Policy Plan and related environmental analyses; information provided by or available through the City of Ontario and County of San Bernardino; information presented in *Water Supply Assessment and Written Verification of Sufficient Water Supply, Rich-Haven Specific Plan Amendment No. 3* (Albert A. Webb Associates) March 18, 2021 (2021 WSA); and provisions of the *2022 Rich-Haven Specific Plan Amendment* (2022 Specific Plan Amendment).

TOP 2050 Policy Plan Policy LU-4.3 *Infrastructure Timing* requires that necessary infrastructure and services be in place prior to or concurrent with new development. The 2022 Specific Plan Amendment at Section 9.1 *General Plan Consistency* requires and substantiates consistency with TOP Policy Plan LU-4.3.

#### **4.12.2 EXISTING CONDITIONS**

##### **4.12.2.1 Water Supply and Water Service**

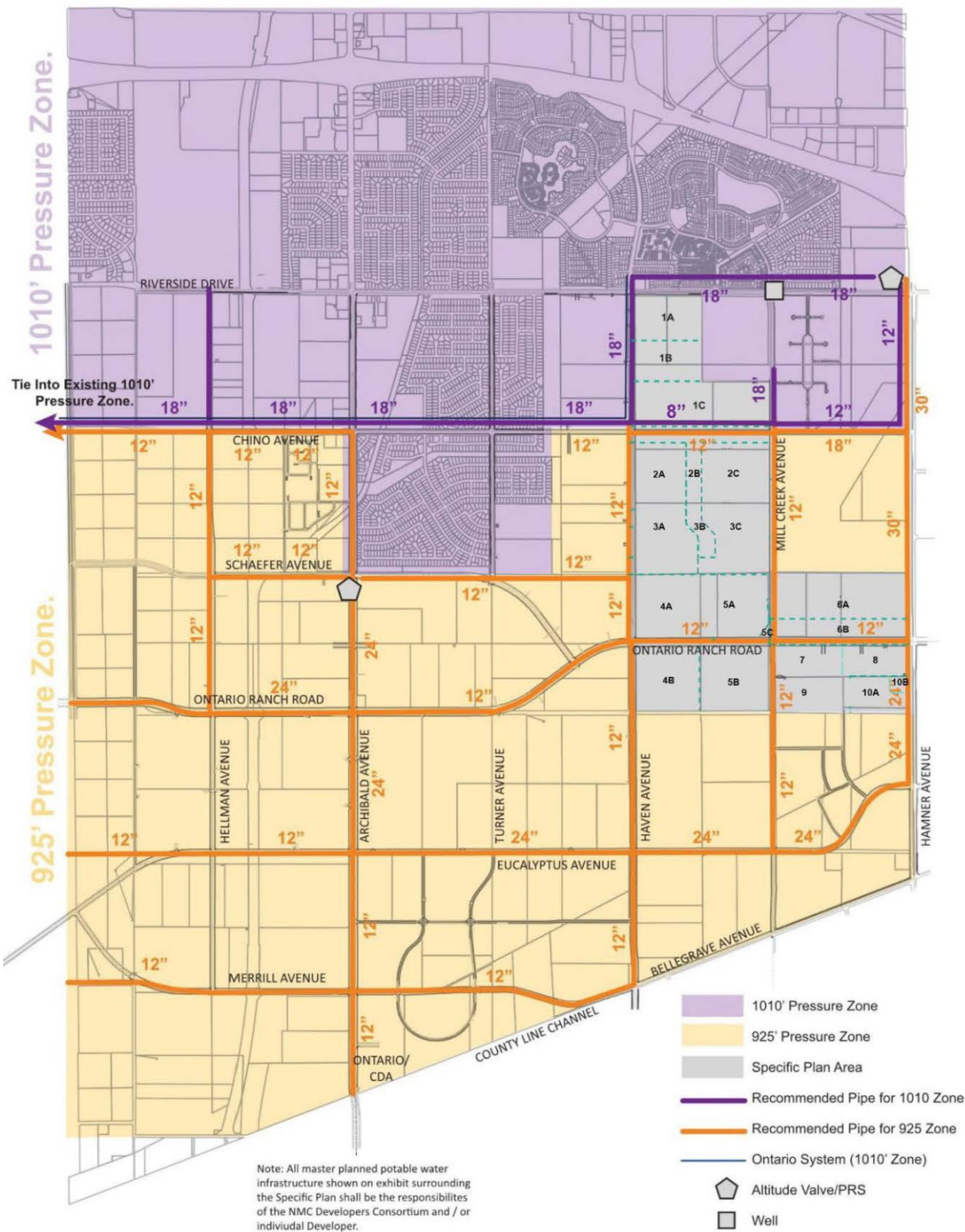
On a City-wide basis, the Ontario Municipal Utilities Company (OMUC) provides water service to residents, businesses, and other users in the City of Ontario. OMUC would provide domestic water service to the Project area as part of its masterplan for service for Pressure Zones 1010, 925.

Water distribution system improvements for the City and context of the Project within the Pressure Zones 1010, 925 is presented at Figure 4.12-1. The City water master plan improvements have been designed to meet water service demands of the City under TOP 2050 Buildout Conditions (Buildout Conditions), including water service demands of the Project. Please refer also to related discussions presented in this Section under the discussion of potential water supply impacts. Water supply to the City of Ontario is derived from a combination of local and imported water, obtained primarily from four sources:

- Ontario wells and treatment in the Chino Groundwater Basin (Basin). The Basin is the primary source of water for the City, which currently receives approximately 70 to 80 percent of its water supply from this source;
- Chino Desalter Authority (CDA) wells and treatment in the Chino Groundwater Basin;
- Treated State Water Project from the Water Facilities Authority (WFA); and
- Recycled water from the Inland Empire Utilities Agency (IEUA), a member agency of the Metropolitan Water District of Southern California (MWD).

The City of Ontario 2020 Urban Water Management Plan (2020 UWMP) substantiates water supply adequacy to support the City under Buildout Conditions, including development proposed by the Project. The 2020 UWMP can be accessed at: <https://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/Final%20Draft%20Ontario%202020%20Ontario%20UWMP.pdf>

Context of the Project within the City Master Planned Recycled Water System is presented at Figure 4.12-2. Recycled water supplied to the Project would be provided by OMUC. OMUC recycled water supplies are produced by IEUA from IEUA's four wastewater reclamation plants.



NOT TO SCALE  
 Source: Rich-Haven Specific Plan Amendment, 2022

Figure 4.12-1  
 Project Location Within  
 Pressure Zones 1010, 925

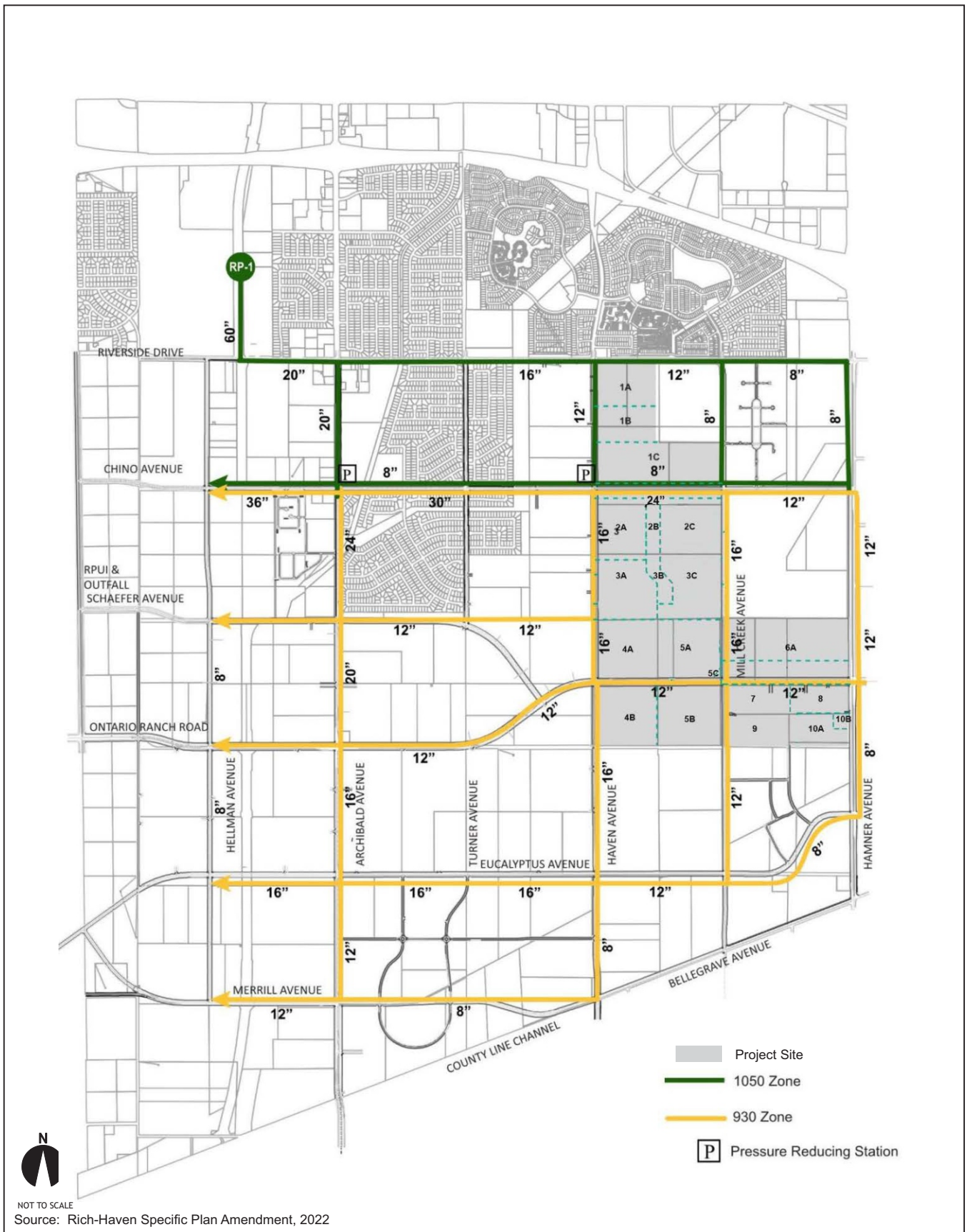


Figure 4.12-2  
Project Location Within  
Master Planned Recycled Water System

#### 4.12.2.2 Wastewater Collection and Wastewater Treatment

Context of the Project within the City Master Planned Sewer System is presented at Figure 4.12-3. Developed areas of the City served by the municipal sewer system convey wastewater via regional trunk sewers to regional treatment plants operated by IEUA. Wastewater collection system improvements for the City and context of the Project within the system are reflected in the City of Ontario Ultimate Sewer System. The City sewer master plan improvements have been designed to meet wastewater conveyance demands of the City under City Buildout Conditions, including wastewater conveyance demands of the Project.

Wastewater generated within the City is treated at IEUA's Regional Water Recycling Plants No. 1 and 5. Regional Water Recycling Plant No. 1 has a capacity of 44 million gallons per day (mgd). Current average influent wastewater flows at Regional Water Recycling Plant No. 1 are approximately 28 mgd.<sup>1</sup> Regional Water Recycling Plant No. 5 has a capacity of 16.3 mgd, with daily average influent flows of 9 mgd.<sup>2</sup> IEUA treats wastewater at both plants to meet discharge requirements and Title 22 water quality standards for reuse as recycled water.

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<sup>1</sup> Inland Empire Utilities Agency. "Regional Water Recycling Plant No. 1." *Inland Empire Utilities Agency | Water Smart - Thinking in Terms of Tomorrow*. [www.ieua.org/facilities/rp-1/](http://www.ieua.org/facilities/rp-1/). Accessed 01 Nov. 2022.

<sup>2</sup> ---. "Regional Water Recycling Plant No. 5." *Inland Empire Utilities Agency | Water Smart - Thinking in Terms of Tomorrow*. [www.ieua.org/facilities/rp-5/](http://www.ieua.org/facilities/rp-5/). Accessed 01 Nov. 2022.

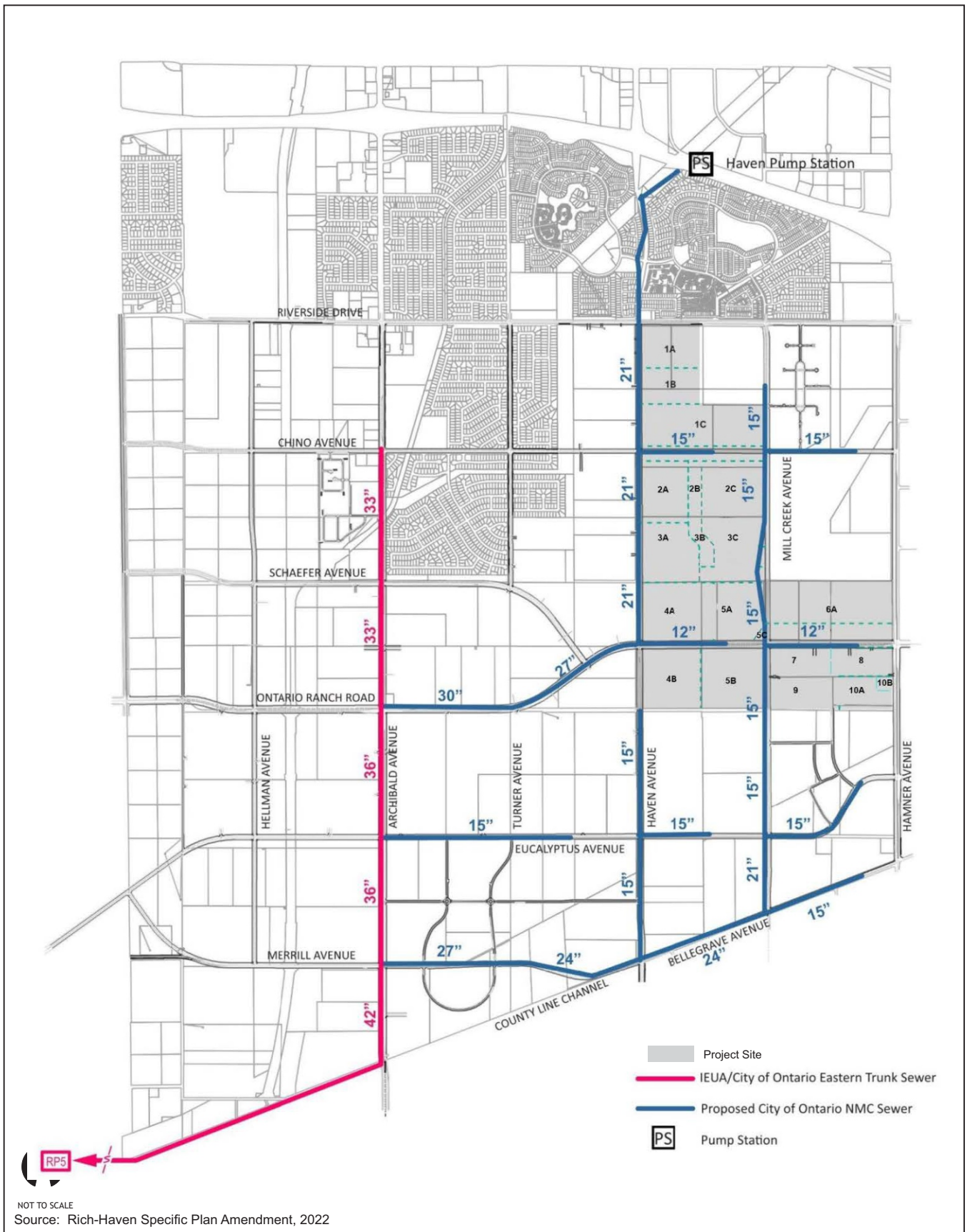


Figure 4.12-3  
Project Location Within  
Master Planned Sewer System



IEUA also operates the Non-Reclaimable Wastewater (NRW) System. Description of the NRW System is presented below.

The NRW System conveys high strength wastewater and exports it to treatment facilities in Los Angeles and Orange counties for eventual discharge to the Pacific Ocean. Wastewater discharged to the NRW System consists mainly of industrial and groundwater treatment brines. Discharging to the NRW System instead of the Agency's treatment plants keeps salt out of the recycled water, ensuring that the Agency meets the Total Dissolved Solids (TDS) and total nitrogen limits listed in the National Pollutant Discharge Elimination System (NPDES) permits. This enables us to fully utilize recycled water, ensuring a reliable water supply for the region.

The NRW System consists of three trunk lines: NRWS and Etiwanda Wastewater Line (EWL) on the Agency's north service area convey the wastewater to the County Sanitation Districts of Los Angeles County's sewer system; and the Inland Empire Brine Line (also known as the Santa Ana Regional Interceptor – SARI) in the Agency's south service area conveys the wastewater from the Santa Ana Watershed to the Orange County Sanitation District's sewer system.

The highest and best use of the Brine Line is the removal of salts from the Watershed to keep them from degrading water quality within the Watershed, thereby allowing better use of groundwater resources and expanding the ability to reclaim water. The long-term goal of achieving salt balance within the region depends on the ability to remove salts from the watershed via the Brine Line. Further use of desalters depends on an economical means of salt disposal and ultimately will depend on an economically viable regional IE Brine Line.<sup>3</sup>

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<sup>3</sup> ---. "Non-Reclaimable Wastewater System." Inland Empire Utilities Agency | Water Smart - Thinking in Terms of Tomorrow. [www.ieua.org/water-sources/pretreatment-source-control/non-reclaimable-waste-system/](http://www.ieua.org/water-sources/pretreatment-source-control/non-reclaimable-waste-system/). Accessed 01 Nov. 2022.

#### **4.12.2.3 Storm Water Management**

Context of the Project within the City Master Plan of Drainage (MPoD) is presented at Figure 4.12-4. The City stormwater management system master plan improvements have been designed to serve stormwater management demands of the City under Buildout Conditions. The Project would be required to construct on-site stormwater management systems to ensure that capacities of receiving MPoD storm drains are not exceeded. Please refer also to EIR Section 4.8, *Hydrology/Water Quality*, and Mitigation Measures 4.8.1 through 4.8.3.

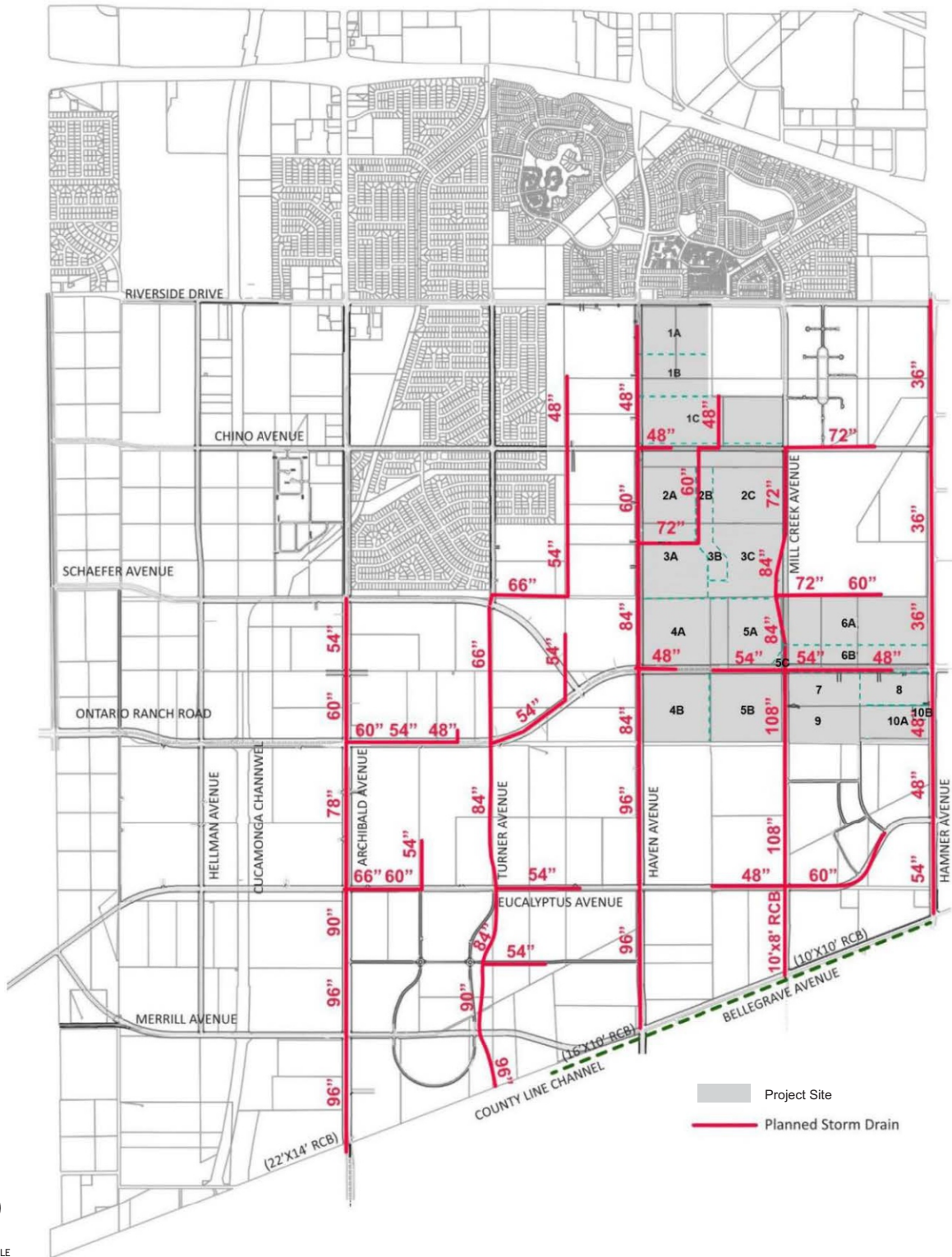
#### **4.12.2.4 Solid Waste Management**

As discussed in TOP 2050 SEIR, household and business refuse, green waste, and recycling from Ontario are sent to the West Valley Materials Recovery Facility [MRF] in Fontana for processing, recycling, or landfilling. The MRF is operated by West Valley Recycling and Transfer, and is under the administration of the San Bernardino County Department of Public Health (TOP 2050 SEIR, p. 5.19-51). Permitted throughput of the MRF is 7,500 tons/day.<sup>4</sup>

An estimated 98 percent of the solid waste collected in the City is 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 (TOP 2050 SEIR, p. 5.19-51). Receiving landfill information is presented at Table 4.12-1.

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<sup>4</sup> CalRecycle. "SWIS Facility Detail." *Home*, 2019, [www2.calrecycle.ca.gov/SWFacilities/Directory/36-AA-0341/Detail/](http://www2.calrecycle.ca.gov/SWFacilities/Directory/36-AA-0341/Detail/). Accessed 2 Nov. 2022.



NOT TO SCALE  
 Source: Rich-Haven Specific Plan Amendment, 2022

Figure 4.12-4  
 Project Location Within  
 Master Planned Drainage System

**Table 4.12-1  
Receiving Landfills Information**

	<b>Badlands Sanitary Landfill</b>	<b>El Sobrante Landfill</b>
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*	2051
<b>Totals</b>	<b>9,655</b>	<b>12,168</b>

**Sources:** CalRecycle 2022, TOP 2050 SEIR.

**Notes:** \*Although the estimated closure date for this landfill on the CalRecycle website is 2022, the Regional Water Quality Control Board (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.

#### **4.12.2.5 Dry Utilities (electric power, natural gas, telecommunications, fiber optic)**

Electric power, natural gas, telecommunications, and fiber optic services are generally available to the Project site and surrounding areas. Utility purveyors currently providing services the Project area include:

- Southern California Edison (SCE) – Electric power;
- SoCalGas – Natural gas;
- Telecommunications – various private providers; and
- Fiber optic system – City of Ontario.

#### **4.12.3 STANDARDS OF SIGNIFICANCE**

Consistent with the standards of significance outlined in the *CEQA Guidelines*, public services impacts resulting from implementation of the Project could be considered potentially significant if they caused or resulted in any of the following:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;

- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; and
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

#### **4.12.4 POTENTIAL IMPACTS AND MITIGATION MEASURES**

##### **4.12.4.1 Introduction**

The following discussions focus on areas where it has been determined that the Project may result in potentially significant utilities and service systems impacts, pursuant to comments received through the NOP process, and based on the analysis presented within this Section and included within the EIR Initial Study. All CEQA checklist considerations addressing utilities and service systems were determined to have potentially significant impacts warranting further analysis, and are discussed below. Please also refer to Initial Study Checklist Item XIX. *Utilities and Service Systems*.

##### **4.12.4.2 Impact Statements**

**Potential Impact UTIL-1:** *Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.*

## Impact Analysis:

### OVERVIEW

It is noted here that potential impacts resulting from construction and operation of City Master Plan infrastructure systems have been previously considered and addressed in *Initial Study and Mitigated Negative Declaration City of Ontario Infrastructure Master Plans* (City of Ontario) July 2012 (Infrastructure Master Plans MND). The Infrastructure Master Plans MND concluded that construction and operation of Master Plan infrastructure improvements would not result in significant impacts not already considered and addressed in correlating analyses in TOP 2010 EIR. TOP 2050 SEIR concluded that buildout of the City under TOP would not result in impacts not previously addressed in TOP 2010 EIR. Similarly, Master Plan infrastructure improvements constructed in support of the Project would not result in significant impacts not already considered and addressed in correlating analyses presented within the Infrastructure Master Plans MND; and by extension would not result in significant infrastructure systems impacts not already considered and addressed in correlating analyses presented within TOP 2050 SEIR.

Additionally, consistent with SB 610 requirements, a WSA was prepared and approved for the site's current (2021 Specific Plan) entitlements. The City of Ontario, Ontario Municipal Utilities Company (OMUC) has determined that based on the types and scopes of land uses reflected in the 2022 Specific Plan Amendment, and water demands of each of the 2022 Specific Plan Amendment land uses, water demands of the 2022 Specific Plan Amendment uses would be reduced when compared to water demands evaluated in the currently approved WSA. OMUC has determined that "[s]ince there was a WSA completed for the entire Rich Haven SP last year [2021], the Mill Creek Business Center Project [the proposed 2022 Specific Plan Amendment] would be allowed to refer to it in the CEQA documentation" (email communication from OMUC, January 31, 2022). No further WSA analysis is required. Please refer also to the discussion presented subsequently in this Section at Potential Impact UTIL-2.

## **WATER SERVICE PLAN, SEWER SERVICE PLAN, DRY UTILITIES PLAN**

The Project infrastructure plans and improvements are summarized and illustrated in the following discussions. Detailed description of the Project infrastructure plans and improvements are presented at 2022 Specific Plan Amendment, Section 4, *Infrastructure and Services*. The 2022 Specific Plan Amendment is presented in its entirety at EIR Appendix B.

The Project would construct utilities distribution/conveyance systems necessary to serve the Project. Concept water service plans, sewer service plans, and dry utilities plans (electric power, natural gas, telecommunications, fiber optic) are summarized below and are described in detail in the 2022 Specific Plan Amendment.

### **Water Service**

#### **Potable Water Plan**

The Project Potable Water Plan Concept is presented at Figure 4.12-5. Potable water services to the Project would be provided by the City of Ontario (Ontario Municipal Utilities Company, OMUC). Per the 2022 Specific Plan Amendment, “Rich-Haven’s Water Master Plan shall conform to the City of Ontario’s Water Master Plan and will include both domestic (potable) and recycled water infrastructure. Water service will be provided by the City of Ontario as identified within the Water Master Plan” (2022 Specific Plan Amendment, p. 4-14). The Project would be required to implement or contribute financially to the construction of area-serving potable water system improvements.

Impacts associated with construction of potable water system improvements would be no greater than or different than impacts of Project construction generally as addressed elsewhere in this EIR. Completion of serving potable water system improvements is required prior to issuance of Certificate(s) of Occupancy.

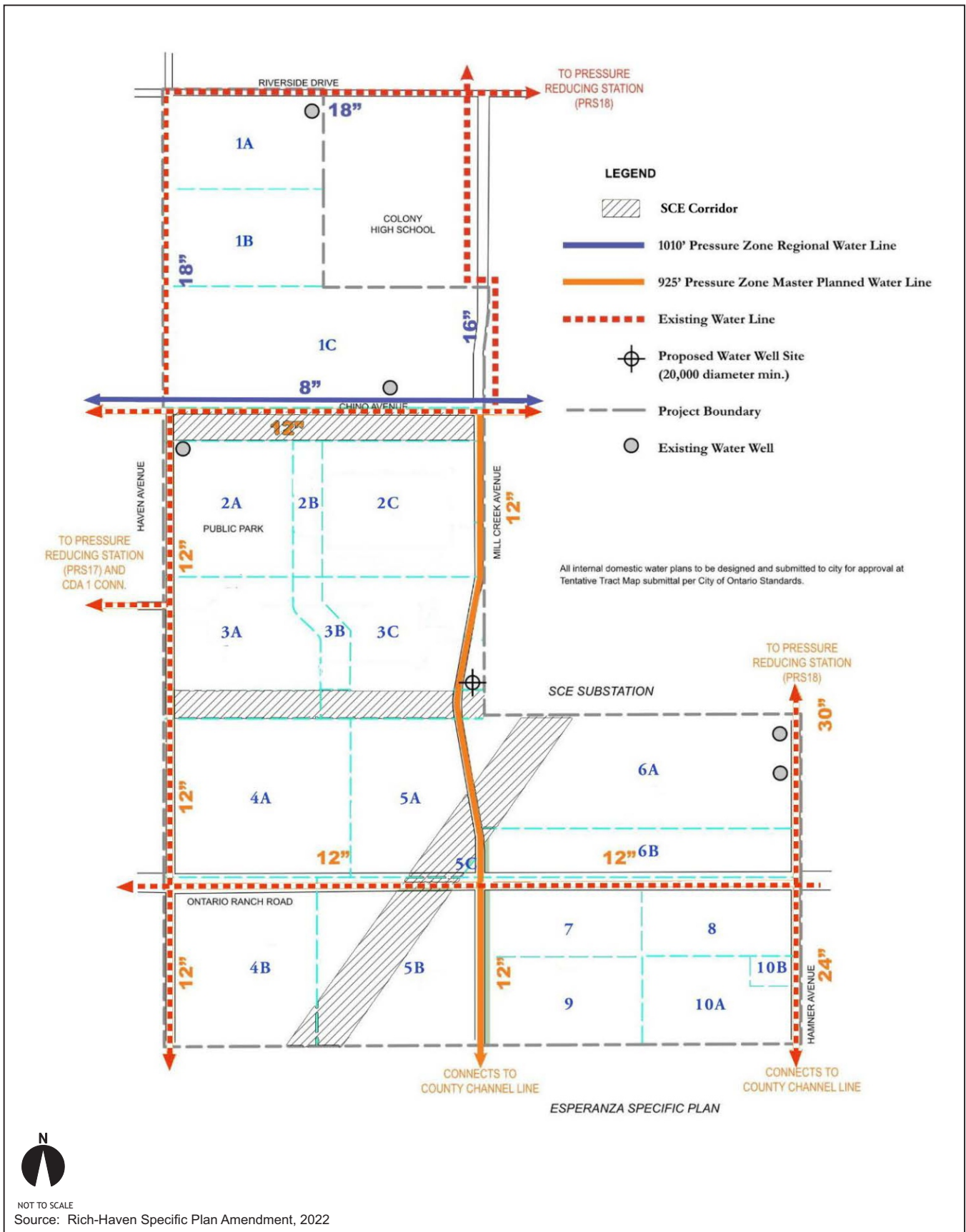


Figure 4.12-5  
Potable Water Concept



Additionally, the Chino Basin Water Master Water Quality Map identifies the Project area within an optimum water quality zone and requires that the owner/developer dedicate a total of two wells within the Project area to the City of Ontario for production of potable water. The owner/developer of has identified a suitable potential well location site within the greenbelt in the area east of Mill Creek Avenue. This area shall be reserved for future location of well facilities as may be required by the City of Ontario. A second well location site within the Specific Plan area shall be located within Planning Areas 1 or 8 as approved by the City.

### **Recycled Water Plan**

The Project Recycled Water Plan Concept is presented at Figure 4.12-6. Recycled water supplied to the Project would be provided by OMUC. OMUC recycled water supplies are produced by IEUA from IEUA's four wastewater reclamation plants. The Project would be required to implement or contribute financially to the construction of area-serving recycled water system improvements. Impacts associated with construction of recycled water system improvements would be no greater than or different than impacts of Project construction generally as addressed elsewhere in this EIR. Completion of serving recycled water system improvements is required prior to issuance of Certificate(s) of Occupancy.

### **Sanitary Sewer Plan**

The Project Sanitary Sewer Plan Concept is presented at Figure 4.12-7. Sanitary sewer service to the Project site and surrounding area is provided by OMUC. OMUC conveys wastewater to IEUA for transmission to area-serving treatment facilities. The Project would be required to implement or contribute financially to the construction of area-serving sanitary sewer system improvements. Impacts associated with construction of sanitary sewer system improvements would be no greater than or different than impacts of Project construction generally as addressed elsewhere in this EIR. Completion of serving recycled water system improvements is required prior to issuance of Certificate(s) of Occupancy.

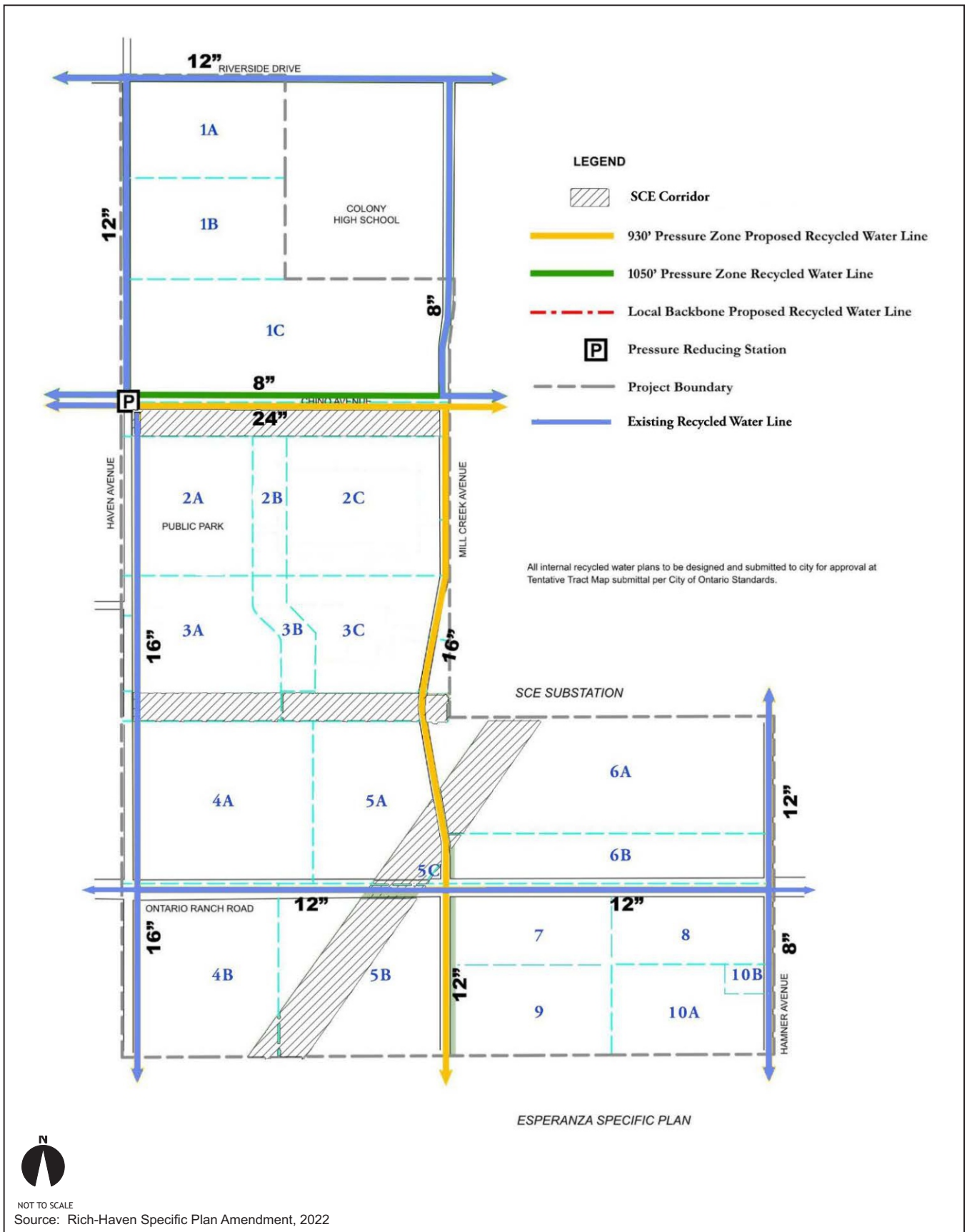


Figure 4.12-6  
Recycled Water Concept

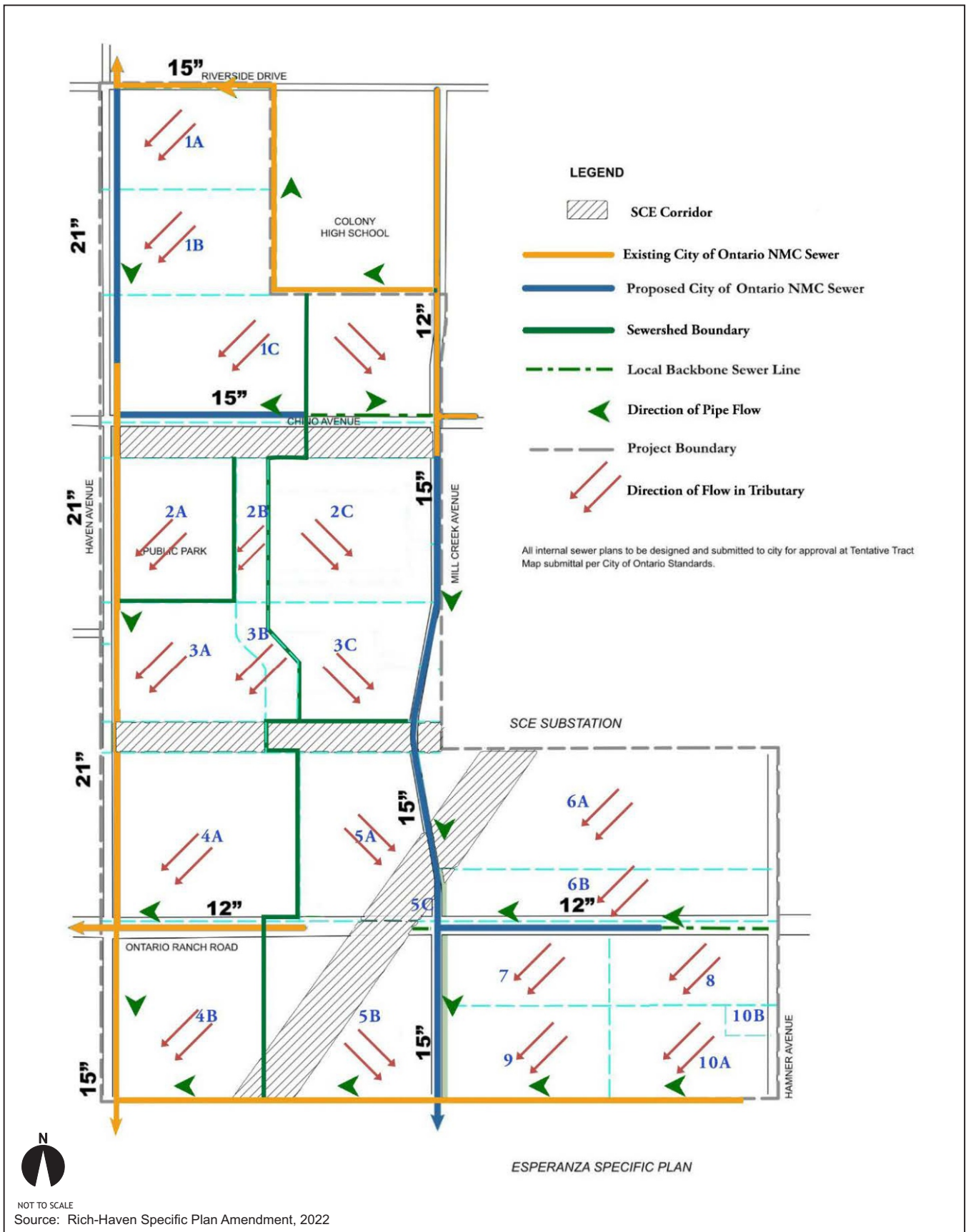


Figure 4.12-7  
Sanitary Sewer Plan Concept

The Project would contribute flows to the adjacent master plan sewer system. A sewer study of the Project area would be submitted as part of the City's Development Review process in conjunction with development proposals within the 2022 Specific Plan Amendment Area.

### **Dry Utilities/Fiber Optics Plan**

Electric power, natural gas, telecommunications, and fiber optic services are generally available to the Project site and surrounding areas of Ontario Ranch. The analysis presented here evaluates the likely maximum impacts attributable to implementation and operation of the Project Dry Utilities/Fiber Optics Plan. Utility purveyor currently available to service the Project area include:

- Southern California Edison (SCE) – Electric power;
- SoCalGas – Natural gas;
- Telecommunications – various private providers; and
- Fiber optic system – City of Ontario.

The Project does not propose dry utilities generation, storage, or supply facilities, the construction or relocation of which could cause potentially significant environmental effects.

Dry utility lines (e.g., natural gas lines, electric lines) would be installed within joint trenches within existing and proposed easements and rights-of-ways. Dry utilities would be installed underground in accordance with applicable purveyor standards and specifications and to the satisfaction of the City Engineer. The locations and configurations of utilities connections, transformers, switches, pull boxes, and manholes would be determined in conjunction with final Project designs and engineering.

Fiber optic lines would be installed on- and off-site in accordance with the City of Ontario's Master Plan standards. Backbone fiber optics components (conduits, hand holes, tracer wire, and fiber) will be placed underground within a duct and structure system to be installed in a joint trench within adjacent streets. Within the Specific Plan

Area, in-tract fiber and conduit will be installed per the City's in-tract fiber optic design guidelines (see: [https://www.ontarioca.gov/sites/default/files/Ontario-Files/Information-Technology/2014-12-16\\_in-tract\\_designguidelines.pdf](https://www.ontarioca.gov/sites/default/files/Ontario-Files/Information-Technology/2014-12-16_in-tract_designguidelines.pdf)).

### **Wastewater Treatment**

It is anticipated that wastewater generated by the Project would be conveyed to IEUA Regional Water Reclamation Plant No. 5 (IEUA Plant No. 5). Water Reclamation Plant No. 5 has a capacity of 16.3 mgd, with daily average influent flows of 9 mgd.<sup>5</sup> IEUA treats wastewater meet discharge requirements and Title 22 water quality standards for reuse as recycled water.

Estimated maximum Project wastewater demands have been evaluated by conservatively assuming that Project water demands and wastewater treatment demands would be equal. The Water Supply Assessment prepared and approved for the site's current (2021 Specific Plan) entitlements indicated that the maximum total water demand of the 2021 Specific Plan project (domestic water demand + recycled water demand) would total approximately 2,771 Acre Feet per Year (AFY) or 2.472 million gallons per day (mgpd).<sup>6</sup> The City of Ontario, Ontario Municipal Utilities Company (OMUC) has determined that water demands of the 2022 Specific Plan Amendment uses would be reduced when compared to water demands evaluated in the currently approved (2021) WSA (see EIR Appendix M, WSA).

Assuming that all water consumed by the Project would be discharged as wastewater, the total wastewater treatment demand of the Project is estimated at 2.472 mgpd. As indicated above, available treatment capacity at IEUA Plant No. 5 is approximately 7+ mgd (16.7 mgd capacity – 9 mgd average demand). The Project maximum 2.472 mgd wastewater treatment demand could be accommodated within IEUA Plant No. 5 available wastewater treatment capacity. Further, the Project proposes conventional

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<sup>5</sup> ---. "Regional Water Recycling Plant No. 5." *Inland Empire Utilities Agency | Water Smart - Thinking in Terms of Tomorrow*. [www.ieua.org/facilities/rp-5/](http://www.ieua.org/facilities/rp-5/). Accessed 02 Nov. 2022.

<sup>6</sup> *Water Supply Assessment and Written Verification of Sufficient Water Supply, Rich-Haven Specific Plan Amendment No. 3 (PSAP19-006) (Webb Associates) March 18, 2021, p.2-8, Table 2-6 Summary Project Water Demand.*

residential, commercial, light industrial and community facilities uses, and would not generate wastewater that would require treatment processes or protocols not currently provided by IEUA.

Each individual development project within the Specific Plan area would be required to pay applicable sewer connection and service fees, which act to fund City improvement plans, operations, and maintenance.

### **Storm Water Management**

The analysis presented at EIR Section 4.8, *Hydrology/Water Quality* evaluates the likely maximum hydrology/water quality impacts attributable to implementation and operation of the Project.

The Project would implement stormwater management improvements consistent with the City MPoD. On-site stormwater management systems would be developed concurrent with planning of individual development proposals within the Project site. Per Mitigation Measures 4.8.1 through 4.8.3, the Project would be required to construct on-site stormwater management systems to ensure that capacities of receiving MPoD storm drains are not exceeded. All proposed on-site stormwater management systems would be subject to review and approval by the City. Please refer also to EIR Section 3.0, *Project Description, Stormwater Management Plan*.

### **IMPACTS SUMMARY**

Utilities and service systems distribution and conveyance lines serving the Project would be constructed pursuant to approved City Infrastructure Master Plans, and would be located within existing improved streets or otherwise disturbed properties, thereby limiting or avoiding potential impacts. Construction and operation of all Project utilities and service systems distribution and conveyance lines would conform with all City and purveyor standards and requirements, further limiting potential environmental effects.

This EIR evaluates likely maximum impacts associated with all Project actions and operations, including but not limited to construction and operation of utilities and service systems distribution and conveyance lines. Construction and operation of the Project utilities and service systems distribution and conveyance lines described in this Section would not result in conditions or environmental impacts not already considered and addressed elsewhere in this EIR.

Utilities distribution/conveyance systems lines proposed by the Project would conform to alignments presented in the City Master Plan Utilities/Service Systems Concepts. The Project utilities distribution/conveyance systems lines would provide capacities consistent with OMUC/City requirements. It is noted here that potential impacts resulting from construction and operation of City Master Plan infrastructure systems have been previously considered and addressed in *Initial Study and Mitigated Negative Declaration City of Ontario Infrastructure Master Plans* (City of Ontario) July 2012 (Infrastructure Master Plans MND). The Infrastructure Master Plans MND concluded that construction and operation of Master Plan infrastructure improvements would not result in significant impacts not already considered and addressed in correlating analyses in TOP 2010 EIR. TOP 2050 SEIR concluded that buildout of the City under TOP would not result in impacts not previously addressed in TOP 2010 EIR. Similarly, Master Plan infrastructure improvements constructed in support of the Project would not result in significant impacts not already considered and addressed in correlating analyses presented within the Infrastructure Master Plans MND; and by extension would not result in significant infrastructure systems impacts not already considered and addressed in correlating analyses presented within TOP 2050 SEIR.

Each individual development project within the Specific Plan area would be required to pay applicable utilities/service system connection and service fees, which act to offset the Project incremental demands on utilities and service systems. That is, connection and service fees paid by the Project developers would fund on-going utilities and service systems improvement plans, operations, and maintenance. Utilities and service systems improvements would be implemented so as to provide adequate service/capacity for each increment of development. The City would verify

service/capacity adequacies prior to issuance of Certificate(s) of Occupancy for the affected increment of development.

Ultimately, the City in consultation with affected utilities purveyors and service providers would determine when and in what manner utilities and service systems facilities would be constructed and/or upgraded to meet increasing demands of areawide development, including the incremental demands of the Project.

Based on the preceding, the potential for the Project to require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects is considered less-than-significant.

**Level of Significance:** Less-Than-Significant.

**Potential Impact UTIL-2:** *Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years.*

**Impact Analysis:** Water service to the Project would be provided by OMUC. OMUC's 2020 Urban Water Management Plan (2020 UWMP) was prepared in response to Water Code Sections 10610 through 10656 of the Urban Water Management Planning Act, and includes detailed information about City water demand, supply and reliability for the next 25 years. The 2020 UWMP substantiates that sufficient water supplies are available to meet City water demands under normal, single dry, and multiple dry years for the period 2020 – 2045 (2020 UWMP, Section 7.2.3 Water Service Reliability – *Supply and Demand Comparison*).

Consistent with SB 610 requirements, a WSA was prepared and approved for the site's current (2021 Specific Plan) entitlements. The City of Ontario, Ontario Municipal Utilities Company (OMUC) has determined that based on the types and scopes of land uses reflected in the 2022 Specific Plan Amendment, and water demands of each of the



2022 Specific Plan Amendment land uses, water demands of the 2022 Specific Plan Amendment uses would be reduced when compared to water demands evaluated in the currently approved WSA. OMUC has made the following determination regarding necessity to prepare a new WSA for the currently proposed 2022 Specific Plan Amendment Project . . . “the Water Code allows for an existing WSA to be applied to a new proposed project if there is no substantial increase in water demand. Since there was a WSA completed for the entire Rich Haven SP last year [2021], the Mill Creek Business Center Project [the proposed 2022 Specific Plan Amendment] would be allowed to refer to it in the CEQA documentation” (email communication from OMUC, January 31, 2022). As requested, the previous 2021 WSA has been appended to this EIR (please refer to EIR Appendix M). No further WSA analysis is required.

Based on the preceding analysis, sufficient supplies to meet the anticipated demand for the Project exist. No new or expanded entitlements would be needed to serve the Project. Impacts in this regard are considered less-than-significant.

**Level of Significance:** Less-Than-Significant.

**Potential Impact UTIL-3:** *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments.*

**Impact Analysis:** As discussed previously in this Section, wastewater treatment services for the Project would be provided by IEUA. Sufficient residual treatment capacity exists at IEUA Regional Water Reclamation Plant No. 5 (IEUA Plant No. 5) to serve the Project’s projected wastewater treatment demand in addition to IEUA current wastewater treatment demands. The Project proposes conventional warehouse and business park uses, and would not generate wastewater that would require treatment processes or protocols not currently provided by IEUA.

Each individual development proposal within the IEUA service area (including development proposals within the Project site) is required to pay applicable sewer connection and service fees, which act to fund wastewater treatment system

improvement plans, operations, and maintenance – thereby offsetting incremental wastewater treatment demands of new development.

Based on the preceding, the potential for the Project to result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments is less-than-significant.

**Level of Significance:** Less-Than-Significant.

**Potential Impact UTIL-4:** *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.*

**Impact Analysis:** The City of Ontario Integrated Waste Department provides refuse collection services to the residents and businesses in the City of Ontario. The predominance of collected City refuse is transported for disposal at the Badlands Sanitary Landfill and/or El Sobrante Landfill. Receiving landfill statistical information is provided at previous Table 4.12-1. Solid waste would be generated by Project construction/demolition activities as well as Project operations. The Project is consistent with TOP 2050. TOP 2050 SEIR concluded that buildout of the City would not result in potentially significant solid waste management impacts (TOP 2050 SEIR, p. 1-66 et. al).

Additionally, the Project would be required to comply with the following, acting to minimize Project solid waste management demands, and ensure compliance with State or local solid waste management standards.

**City of Ontario Construction & Demolition Recycling Plan (CDRP)**

Pursuant to Ontario Municipal Ordinance (OMC) Sec. 6-3.602 Construction & Demolition Recycling Plan and the 2016 California Green Building Standards Code (CALGreen), all building and demolition permit applicants are required to prepare and submit a Construction & Demolition Recycling Plan (CDRP) and a Construction &

Demolition Recycling Plan (CDRP) Summary Report. OMC Sec. 6-3.602 and CALGreen require all construction and qualifying renovation and demolition projects to divert at least 65% of all generated waste materials. The Modified Project would be subject to (OMC) Sec. 6- 3.602 and CALGreen construction waste diversion mandates. The City oversees compliance with OMC Sec. 6-3.602 and CALGreen construction waste diversion mandates.

### **AB 939 - California Integrated Waste Management Act of 1989**

Solid waste management is guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 requires that localities conduct a Solid Waste Generation Study (SWGS) and develop a Source Reduction Recycling Element (SRRE), providing for a minimum 50 percent reduction in waste sent to landfills. Diversion rates are calculated and tracked by the California Integrated Waste Management Board (Board). Alternatively, the Board can determine that a jurisdiction's "good faith efforts" to implement comprehensive diversion programs have satisfied the requirement even if diversion levels are below 50 percent.

To reduce waste disposal, AB 939 requires every California city and county to divert 50 percent of its waste from landfills. Residential, commercial and governmental waste recycling programs in support of the SRRE have been implemented by the City.

The City is currently meeting or exceeding all AB 939 solid waste diversion targets. The Project would be required to comply with AB 939 as implemented by the City.

### **AB 341 - Commercial Recycling**

Assembly Bill 341 mandates recycling for businesses producing four or more cubic yards of solid waste per week, and multifamily dwellings of five units or more. Under the law, business must separate recyclables from trash and then either subscribe to City of Ontario recycling services, self-haul their recyclables, or contract with a permitted private recycler. The Project would be subject to Assembly Bill 341 mandates.

### **AB 1826 - Commercial Organics Recycling**

Under Assembly Bill 1826, businesses are required to arrange for organic recycling services. The Project would be subject to Assembly Bill 1826 mandates. The California Department of Resources Recycling and Recovery (CalRecycle) oversees both the mandatory commercial recycling program and the mandatory commercial organics recycling program. The City of Ontario supports both bills through public outreach, monitoring of recycling efforts, providing notification to non-compliant businesses, and periodic State reporting.

The Project would be required to comply with the above solid waste management statutes and regulations. The City and CalRecycle would oversee and monitor compliance with applicable solid waste management statutes and regulations.

### **SB 1383 - Organic Waste Management Requirements**

SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. The City is currently developing programs and strategies to address the requirements of SB 1383, the Project would be required to ultimately abide by those requirements.

Impacts to solid waste services and facilities from new development are addressed through the payment of development impact fees as outlined in the City of Ontario Development Impact Fee Calculation and Nexus Fee Schedules. With the payment of required development impact fees and compliance with existing solid waste regulations, the Project would not result in any new or substantially increased solid waste impacts not previously identified in TOP 2050 SEIR.

Based on the preceding, the Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair

the attainment of solid waste reduction goals would be less-than-significant. Additionally, the Project would comply with applicable solid waste management and reduction statutes and regulations. On this basis, the Project would result in less-than-significant solid waste management impacts.

**Level of Significance:** Less-Than-Significant.

**Potential Impact UTIL-5:** *Comply with federal, state, and local statutes and regulations related to solid waste.*

**Impact Analysis:** Solid waste management statutes and regulations applicable to the Project are summarized below.

**City of Ontario Construction & Demolition Recycling Plan (CDRP)**

Pursuant to Ontario Municipal Ordinance (OMC) Sec. 6-3.602 *Construction & Demolition Recycling Plan* and the 2016 California Green Building Standards Code (CALGreen), all building and demolition permit applicants are required to prepare and submit a Construction & Demolition Recycling Plan (CDRP) and a Construction & Demolition Recycling Plan (CDRP) Summary Report. OMC Sec. 6-3.602 and CALGreen require all construction and qualifying renovation and demolition projects to divert at least 65% of all generated waste materials. The Project would be subject to (OMC) Sec. 6-3.602 and CALGreen construction waste diversion mandates. The City oversees compliance with OMC Sec. 6-3.602 and CALGreen construction waste diversion mandates.

**AB 939 - California Integrated Waste Management Act of 1989**

Solid waste management is guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 requires that localities conduct a Solid Waste Generation Study (SWGS) and develop a Source Reduction Recycling Element (SRRE), providing for a minimum 50 percent reduction in waste sent to landfills. Diversion rates are calculated and tracked by the California Integrated Waste Management Board (Board). Alternatively, the Board can determine that a jurisdiction's "good faith efforts"

to implement comprehensive diversion programs have satisfied the requirement even if diversion levels are below 50 percent.

To reduce waste disposal, AB 939 requires every California city and county to divert 50 percent of its waste from landfills. Residential, commercial and governmental waste recycling programs in support of the SRRE have been implemented by the City.

As noted above, the City is currently meeting or exceeding all AB 939 solid waste diversion targets. The Project would be required to comply with AB 939 as implemented by the City.

#### **AB 341 - Commercial Recycling**

Assembly Bill 341 mandates recycling for businesses producing four or more cubic yards of solid waste per week, and multifamily dwellings of five units or more. Under the law, business must separate recyclables from trash and then either subscribe to City of Ontario recycling services, self-haul their recyclables, or contract with a permitted private recycler. The Project would be subject to Assembly Bill 341 mandates.

#### **AB 1826 - Commercial Organics Recycling**

Under Assembly Bill 1826, businesses are required to arrange for organic recycling services. The Project would be subject to Assembly Bill 1826 mandates.

The California Department of Resources Recycling and Recovery (CalRecycle) oversees both the mandatory commercial recycling program and the mandatory commercial organics recycling program. The City of Ontario supports both bills through public outreach, monitoring of recycling efforts, providing notification to non-compliant businesses, and periodic State reporting.

The Project would be required to comply with the above solid waste management statutes and regulations. The City and CalRecycle would oversee and monitor compliance with applicable solid waste management statutes and regulations.

Based on the preceding, the potential for the Project to conflict with federal, state, and local statutes and regulations related to solid waste is less-than-significant.

**Level of Significance:** Less-Than-Significant.

## **5.0 OTHER CEQA CONSIDERATIONS**



## 5.0 OTHER CEQA CONSIDERATIONS

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This Section of the EIR addresses other environmental considerations and topics mandated under the California Environmental Quality Act (CEQA). These topics include Cumulative Impacts, Alternatives to the Project, Growth Inducement, Significant Environmental Effects of the Project, and Significant and Irreversible Environmental Changes.

### 5.1 CUMULATIVE IMPACT ANALYSIS

The *CEQA Guidelines (Guidelines)* require that an EIR identify any significant cumulative impacts associated with a project [*Guidelines*, Section 15130 (a)]. When potential cumulative impacts are not deemed significant, the document should explain the basis for that conclusion. Cumulative impacts are “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” [*CEQA Guidelines*, Section 15355]. A legally adequate cumulative impact analysis comprises an analysis of a project viewed over time and in the context of other related past, present, and foreseeable probable future projects, whose impacts might compound or interrelate with those of the Project considered here.

CEQA notes that the discussion of cumulative impacts should be guided by standards of practicality and reasonableness [*Guidelines*, Section 15130 (b)]. Only those projects whose impacts might compound or interrelate with those of the Project under consideration require evaluation. CEQA does not require as much detail in the analysis of cumulative environmental impacts as must be provided for the Project alone.

The *Guidelines* identify two basic methods for satisfying the cumulative impacts analysis requirement: the list-of-projects methodology, and the summary-of-projections methodology. Because each environmental resource is affected by its surroundings in different manners, either of the two methodologies, or a combination of both, may be applied to the analysis of cumulative impacts to each resource. For example, because the approval process and construction phase of development typically takes at least one to two years, the list-of-projects method is likely to provide a more accurate projection of growth in the near term. This method may overstate potential cumulative impacts because the considered list-of-projects may include proposals that will never be developed. Similarly, because development proposals are rarely publicly known until within five (5) years of the expected development, the summary-of-projections method provides a more accurate projection of growth over the long term. This method may not accurately predict growth in any given year but aggregates various growth trends over the long term.

Consistent with direction provided in the *CEQA Guidelines*, related projects considered in these cumulative analyses are “only those projects whose impacts might compound or interrelate with those of the Project under consideration require evaluation.” For each topical discussion, the cumulative impact area is identified. Related Projects considered in this analysis are listed at Table 5.1-1. Locations of Related Projects are presented at Figure 5.1-1. The City has determined that the listed Related Projects comprise the range and scope of potential development that could be implemented or operational within the context of the Project considered here.

**Table 5.1-1  
Related Projects**

<b>Map Designation</b>	<b>Project Name</b>	<b>Land Use</b>	<b>Scope</b>
<b>City of Ontario</b>			
O1	Ontario Ranch Business Park	Business Park	227.951 TSF
		High-Cube Fulfillment Center	913.053 TSF
		Warehouse	
		High-Cube Cold Storage Warehouse	179.135 TSF
		Warehouse	320.551 TSF
O2	Subarea 29 & Amendment	Single Family Detached	716 DU

**Table 5.1-1  
Related Projects**

<b>Map Designation</b>	<b>Project Name</b>	<b>Land Use</b>	<b>Scope</b>
	(75% complete)	Shopping Center	87.000 TSF
O3	Ontario Ranch Commerce Center	High-Cube Fulfillment Warehouse	1,447.123 TSF
		Business Park	457.904 TSF
O4	South Ontario Logistics Center	Business Park	1,075.235 TSF
		High-Cube Fulfillment Warehouse	2,819.282 TSF
		High-Cube Cold Storage Warehouse	563.857 TSF
		Warehousing	954.218 TSF
O5	Parkside Specific Plan	Single Family Detached	804 DU
		Multifamily Housing (Low-Rise)	2,046 DU
		Park	58.860 AC
O6	Merrill Commerce Center	High-Cube Fulfillment Warehouse	7014.000 TSF
		Business Park	1441.000 TSF
O7	Parente Home Ranch SP	Single Family Detached	270 DU
		Condo/Townhouse	1,872 DU
		General Office	462.281 TSF
		Shopping Center	194.278 TSF
O8	Countryside	Single Family Detached	819 DU
	Armstrong Ranch	Single Family Detached	994 DU
O9	The Avenue (50% Complete)	Single Family Detached	2,020 DU
		Multi-Family Attached (Apartments)	586 DU
		Shopping Center	250.000 TSF
O10	Grand Park (80% Complete)	Single Family Detached	484 DU
		Multi-Family Attached (Apartments)	843 DU
O11	West Haven	Single Family Detached	149 DU
		Multifamily Housing	654 DU
		Elementary School	650 STU
		Shopping Center	87.000 TSF
O12	Haven Gateway	General Light Industrial	42.160 TSF
		High-Cube Warehouse	168.640 TSF
O13	PDEV10-008 - Dry Food Storage	Mini-Warehouse	17.000 TSF
O14	Esperanza (50% Complete)	Single Family Detached	914 DU
		Multi-Family Attached (Apartments)	496 DU
O15	Edenglen (50% Complete)	Single Family Detached	310 DU
		Multi-Family Attached (Condo)	274 DU
		Shopping Center	217.520 TSF
		Business Park	550.000 TSF
O17	Tuscana Village	Single Family Detached	176 DU
		Shopping Center	26.000 TSF
<b>City of Chino</b>			

**Table 5.1-1  
Related Projects**

<b>Map Designation</b>	<b>Project Name</b>	<b>Land Use</b>	<b>Scope</b>
C1	Falloncrest at the Preserve	Shopping Center	15 TSF
		Multifamily Housing (Low-Rise)	698 DU
		Multifamily Housing (Mid-Rise)	440 DU
		Public Parks	21.60 AC
		General Office	77.597 TSF
		Shopping Center	77.597 TSF
C2	The Preserve Town Center (Blocks 6 and 7)	Multifamily Housing	549 DU
		Office	16.300 TSF
		Shopping Center	36.800 TSF
		Pharmacy with Drive-Thru	12.900 TSF
		Supermarket	45.000 TSF
		Fast-Food Restaurant with Drive-Thru	6.500 TSF
		Fast Casual Restaurant	13.750 TSF
		Quality Restaurant	13.750 TSF
C3	Pines Community	Single Family Detached	552 DU
		Public Park	3.0 AC
		Self Storage & RV Storage	120.000 TSF
		Sports Park	41.8 AC
C4	Ag. Buffer, Bungalow, Lic. Product, Liberty Deluxe, Lyon 2 & 3	Single Family Detached	474 DU
C5	Farmer Boys	Fast-food w/ Drive-Thru	3.218 TSF
		Shopping Center	2.300 TSF
C6	Euclid & Bickmore Warehouse	Warehousing	205.820 TSF
		General Light Industrial	51.030 TSF
		Business Park	110.620 TSF
C7	Kimball Business Park	Gas Station w/ Market	16 VFP
		Fast-Food with Drive-Thru	2.500 TSF
C8	Chaffey College Expansion	Junior/Community College	93.50 AC
	College Park Commercial	Shopping Center	7.50 AC
C9	The Campus at College Park	Church	27.000 TSF
		General Office	16.969 TSF
		Shopping Center	17.785 TSF
		High-Turnover (Sit Down) Restaurant	15.876 TSF
C10	Altitude Business Centre	Warehousing	715.000 TSF
		Light Industrial	255.000 TSF
		Business Park	233.000 TSF
		Self-Storage	110.000 TSF
C11	Majestic Gateway	Specialty Retail	25.000 TSF
		Pharmacy/Drugstore with Drive-Thru	13.000 TSF

**Table 5.1-1  
Related Projects**

<b>Map Designation</b>	<b>Project Name</b>	<b>Land Use</b>	<b>Scope</b>
		Fast-Food with Drive-Thru	8.600 TSF
C12	The Preserve Civic Center	Elementary School	1,200 STU
		Library	10.00 AC
		Community Center	10.00 AC
		Park	8.00 AC
C13	Fairfield Inn & Suites (PL 17-0060 & PL 17-0061)	Hotel	111 RM
C14	Watson Industrial Park (90% complete)	High-Cube Warehouse	388.990 TSF
C15	Majestic Chino Heritage	High-Cube Fulfillment Warehouse	1982.700 TSF
		High-Cube Cold Storage Warehouse	100.000 TSF
C16	Church	Church	47.979 TSF
		Daycare	190 STU
C17	Appesetche Residential	Single Family Detached	60 DU
		Condo/Townhouse	160 DU
C18	Archibald's (PL 17-0037)	Fast-Food with Drive-Thru	3.147 TSF
C19	Rancho Miramonte	Single Family Detached	691 DU
		Condo/Townhouse	132 DU
		Neighborhood Retail	21.780 TSF
		Church	400 SEAT
C20	Eagle's Nest (storage for 33 aircraft)	Aviation Storage	8.3 AC
C21	Lewis Block 3	Single Family Detached	114 DU
C22	Lewis Block 11	Single Family Detached	220 DU
		Multifamily (Low-Rise) Residential	85 DU
		Recreational Community Center	16.000 TSF
C23	Chino Flight	High-Cube Cold Storage Warehouse	138.804 TSF
		High-Cube Fulfillment Center Warehouse	786.558 TSF
City of Eastvale			
E1	Magnolia Ranch	Single Family Detached	39 DU
		Multifamily Housing	90 DU
E2	TR29997	Single Family Detached	122 DU
E3	Sumner Place	Multifamily Housing	216 DU
		Shopping Center	2.500 TSF
		Fast-Food Without Drive-Thru	2.500 TSF
E4	Eastvale Commerce Center (75% complete)	Shopping Center	162.500 TSF
E5	PP23219 (PM35865) (50% complete)	General Light Industrial	738.430 TSF

**Table 5.1-1  
Related Projects**

<b>Map Designation</b>	<b>Project Name</b>	<b>Land Use</b>	<b>Scope</b>
E6	Eastvale Shopping Center	Free-Standing Discount Superstore	192.000 TSF
		Specialty Retail	9.200 TSF
		Fast-Food Without Drive-Thru	7.200 TSF
		Coffee/Donut Shop w/ Drive Thru	2.000 TSF
		Fast-Food with Drive-Thru	3.500 TSF
		Gas Station w/ convenience store and car wash	16 VFP
E8	SP00358 - The Ranch at Eastvale (75% complete)	Shopping Center	267.200 TSF
		General Light Industrial	801.500 TSF
		Business Park	280.275 TSF
E9	15-1508 - Industrial Warehouse	Warehousing	155.000 TSF
E10	Leal Master Plan	Lifestyle Center (Commercial)	1,300.000 TSF
		General Commercial	225.000 TSF
		Office	920.000 TSF
		Hotel	450 RM
		High Density Residential	500-660 DU
<b>City of Chino Hills</b>			
CH1	Country Club Villas	Condo/Townhouse	46 DU
CH2	Heritage Professional Center	Hospital	55.000 TSF
		Medical Office Building	86.952 TSF
		Hotel	120 RM
		Shopping Center	38.848 TSF
		Restaurant	7.200 TSF

**Source:** Rich Haven Specific Plan, Traffic Analysis (Urban Crossroads, Inc.) December 16, 2022.

**Notes:** AC - Acres; DU - Dwelling Units; TSF - Thousand Square Feet; VFP - Vehicle Fueling Position; RM - Rooms; STU - Students

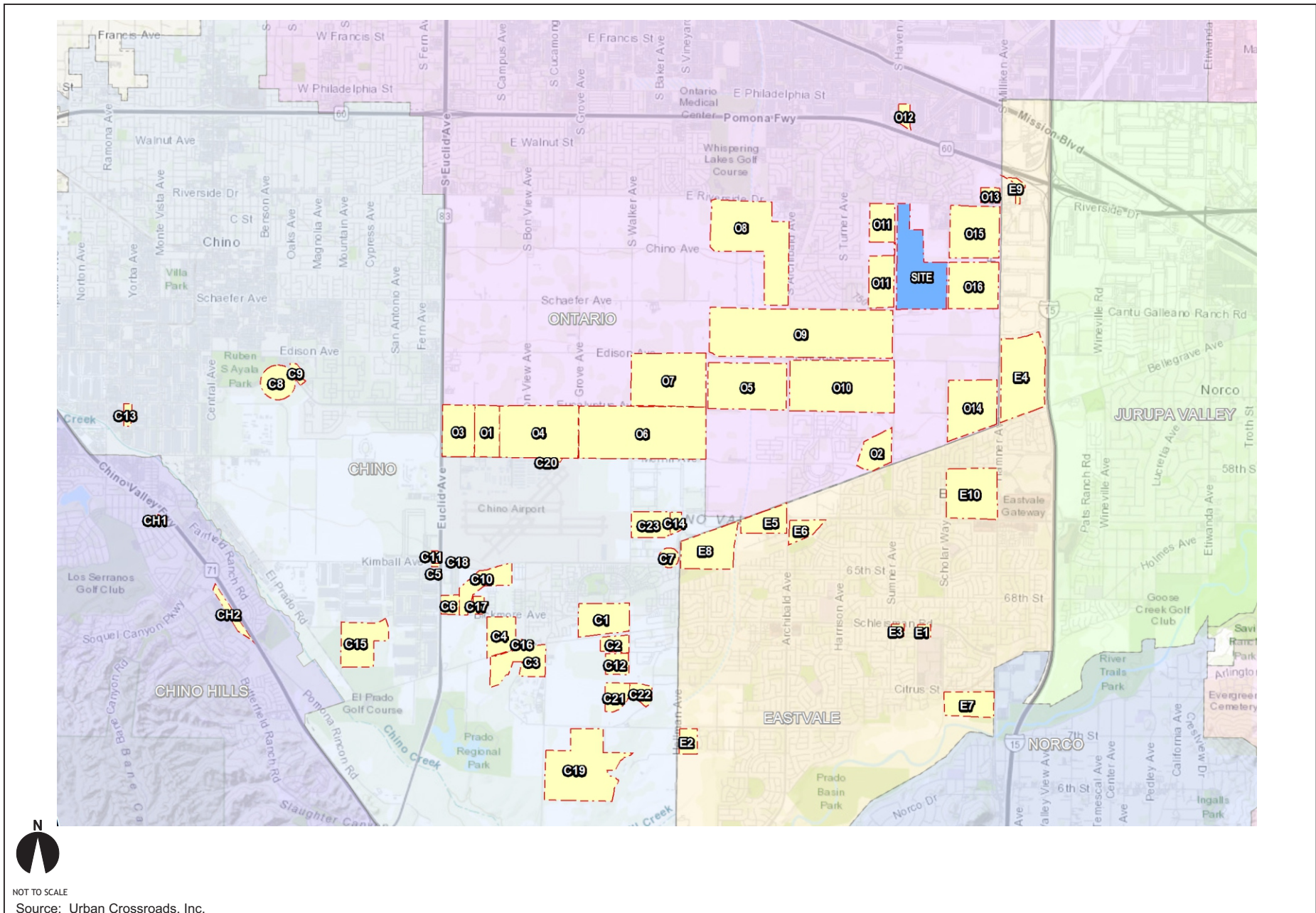


Figure 5.1-1  
Related Projects

### 5.1.1 Discussion of Cumulative Impacts

Section 15139(a) of the *Guidelines* notes that “an EIR shall discuss cumulative impacts of a project when the project’s incremental effect is cumulatively considerable, as defined at *Guidelines* Section 15065(c). Where a lead agency is examining a project with an incremental effect that is not ‘cumulatively considerable,’ a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable.” Potential cumulative impacts for each of the EIR Sections are presented here.

For certain other areas of consideration, Project impacts are substantiated to be less-than-significant or less-than-significant as mitigated (please refer to the Initial Study, EIR Appendix A). These topics include:

#### **AESTHETICS.** Potential to:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to trees, rocks, outcroppings, and historic buildings within a state scenic highway.
- In a non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings.
- Create a new source of substantial light or glare, which would adversely affect the day or nighttime views in the area.

#### **AGRICULTURE AND FOREST RESOURCES.** Potential to:

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



- Conflict with existing zoning for agricultural use, or a Williamson Act contract.
- Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.
- Result in the loss of forest land or conversion of forest land to non-forest use.
- 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.

**AIR QUALITY.** Potential to:

- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

**CULTURAL RESOURCES.** Potential to:

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

**GEOLOGY AND SOILS.** Potential to:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault.
- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving landslides.
- Result in substantial soil erosion or the loss of topsoil.

- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

**HAZARDS AND HAZARDOUS MATERIALS.** Potential to:

- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for the people residing or working in the project area.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

**HYDROLOGY AND WATER QUALITY.** Potential to:

- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- 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 result in substantial erosion or siltation on- or off-site.

**LAND USE AND PLANNING.** Potential to:

- Physically divide an established community.

**MINERAL RESOURCES.** Potential to:

- Result in the loss of availability of a known mineral resource that would be of value to the region and to the residents of the state.
- 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.

**POPULATION AND HOUSING.** Potential to:

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

**PUBLIC SERVICES.** Potential to:

Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities the construction of which could cause significant environmental impacts for any of the public services:

- Fire Protection
- Police Protection
- Schools
- Parks
- Other public facilities

**RECREATION.** Potential to:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration of the facility would occur or be accelerated.
- Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

**WILDFIRE.** Potential to:

- Substantially impair an adopted emergency response plan or emergency evacuation plan.
- Exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
- 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.
- 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.

**5.1.1.1 Land Use and Planning - Cumulative Impacts**

The cumulative impact area when considering potential cumulative land use and planning issues includes areas that are currently under City jurisdiction, and subject to provisions of TOP 2050 Policy Plan (General Plan), City of Ontario Zoning Ordinance, and/or other City Special Planning Documents (e.g., Specific Plans). The analysis

presented here also considers the Project in the context of the land use/planning guidance included in the *2020–2045 Regional Transportation Plan/Sustainable Communities Strategy* (Connect SoCal 2020).

### **TOP 2050 Policy Plan Considerations**

The 2022 Specific Plan Amendment Project land uses are consistent with the site’s TOP 2050 Policy Plan Land Use Plan. The Project does not propose or require amendment of TOP 2050 Policy Plan Land Use Plan. Further, as substantiated at EIR Section 4.1, *Land Use and Planning*, land uses and development concepts proposed by the Project would not 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.

### **Zoning Considerations**

The existing Zoning designation of the Project site is “Specific Plan” as established by the current (2021) Rich-Haven Specific Plan. The Specific Plan zoning designation is maintained under the Project, though land use designations and configuration of Specific Plan land uses would be amended per the proposed 2022 Rich-Haven Specific Plan Amendment. The *2022 Rich-Haven Specific Plan Amendment* (2022 Specific Plan Amendment) is presented in its entirety at EIR Appendix B. If adopted by the City, the 2022 Specific Plan Amendment would comprise the zoning for the subject site, and would regulate all development within the site. Where the 2022 Specific Plan Amendment is silent, regulations and requirements of the City Development Code would prevail.

The proposed 2022 Specific Plan Amendment would establish land use plans, development standards, and design guidelines directing the ultimate buildout of the Project site. Land uses and development concepts reflected within the proposed 2022 Specific Plan Amendment can be feasibly implemented consistent with applicable provisions of TOP 2050 Policy Plan Land Use Element and City Development Code. Prior to issuance of building permits, the City would review the final development plans for individual developments within the Project site to ensure consistency with the 2022

Specific Plan Amendment land use plans, development standards, design guidelines; and where applicable, City Development Code requirements.

Other related projects within the cumulative impact area would be required to comply with requirements of necessary land use and planning discretionary actions and permits. Mitigation would be incorporated if necessary.

Based on the preceding discussion, the Project's potential contribution to cumulative land use and planning impacts is not considerable, and the cumulative effects of the Project are less-than-significant.

#### **5.1.1.2 Transportation - Cumulative Impacts**

The Project Vehicle Miles Traveled (VMT) Assessment cumulative impact area coincides with relevant Transportation Analysis Model Traffic Analysis Zones (TAZs).

#### **Cumulative VMT Impacts**

Within this analysis, evaluation of the Project VMT impacts is guided by *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) (Governor's Office of Planning and Research, OPR) December 2018. The Technical Advisory fulfills the state (SB 743) mandate that "OPR [is] to establish specific 'criteria for determining the significance of transportation impacts of projects' (Technical Advisory, p. 7).

The Technical Advisory notes that ". . . metrics such as VMT per capita or VMT per employee, i.e., metrics framed in terms of efficiency (as recommended below for use on residential and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency-based threshold that is aligned with long-term goals and relevant plans has no cumulative impact distinct from the project impact" (Technical Advisory, p. 6). As substantiated herein, the Project-level VMT impacts are less-than-significant per the City VMT Guidelines efficiency-based threshold. Per the Technical Advisory guidance, the Project cumulative VMT impacts would also be less-than-significant.

### **Other Transportation Topics**

To ensure appropriate design and implementation of all Project circulation improvements, the final design of the Project site plan, to include locations and design of proposed driveways, shall be reviewed and approved by the City Traffic Engineer. In addition, representatives of the City's Police and Fire Departments will review the Project's plans regarding emergency access. Efficient and safe operations of the Project would be provided by on-site and localized circulation and intersection improvements to be developed as the Project individual site and building designs are finalized. The City would ensure that all on-site and localized circulation and intersection improvements would be designed and constructed consistent with applicable provisions of the 2022 Specific Plan Amendment and pursuant to City site plan and Building Permit review processes and requirements.

Traffic signing and striping would be implemented in conjunction with detailed Project construction plans. Sight distance at each project access point would be reviewed with respect to standard Caltrans and City of Ontario sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

It is also recognized that temporary and short-term traffic detours and traffic disruption could result during Project construction activities. These interim and transient impacts are considered potentially significant for the duration of Project construction activities. Management and control of construction traffic would be addressed through the preparation and submittal of a construction area traffic management plan, to be reviewed and approved by City prior to or concurrent with Project building plan review(s). The Project Construction Area Traffic Management Plan (Plan), also summarized within the EIR Project Description, would identify traffic controls for any street closures, detours, or other potential disruptions to traffic circulation during Project construction. The Plan would also be required to identify construction vehicle access routes, and hours of construction traffic.

The Project would generate passenger car trips and truck trips typical of the proposed uses. As part of established site and Building Permit review processes, the City would

require implementation of on-site truck and passenger car travel paths, signing, and traffic controls to ensure that conflicts between trucks and passenger cars are minimized or avoided. Trucks accessing the Project site would use designated truck routes, thereby avoiding or minimizing off-site passenger car/truck traffic conflicts. Land uses proximate to the Project site are planned for, or are developed with, urban uses similar to those proposed by the Project. These uses would generate urban traffic types similar to traffic generated by the Project and would not generate traffic that would be incompatible with the Project traffic types.

Other related projects within the cumulative impact area would similarly be required to demonstrate compliance with applicable circulation system programs, plans, ordinances, and policies, thereby minimizing potential cumulative impacts.

Based on the preceding, the Project's contribution to cumulative impacts related to increased circulation system hazards, incompatible uses, or inadequate emergency access are not considerable, and the cumulative effects of the Project are less-than-significant.

#### **5.1.1.3 Air Quality - Cumulative Impacts**

The cumulative impact area for air quality considerations is generally defined by the encompassing Air Basin and boundaries of the jurisdictional air quality management agency. In this case, the South Coast Air Basin (Basin) and the South Coast Air Quality Management District (SCAQMD), respectively. Project emissions within the context of SCAQMD's regional emissions thresholds provide an indicator of potential cumulative impacts within the jurisdictional Air Basin. Due to the defining geographic and meteorological characteristics of the Air Basin, criteria pollutant emissions that could cumulatively impact air quality would be, for practical purposes, restricted to the Air Basin. Accordingly, the geographic area encompassed by the Air Basin is the appropriate limit for this cumulative air quality analysis.

#### **Construction-Source Air Quality Impacts**

As discussed at EIR Section 4.3, *Air Quality*, even with application of mitigation, Project construction-source NO<sub>x</sub> and CO emissions would exceed applicable SCAQMD regional



thresholds and would therefore be significant and unavoidable. Per SCAQMD criteria, significant Project-level impacts are also cumulatively considerable. The Basin encompassing the Project site is designated as non-attainment for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> (VOC and NO<sub>x</sub> are both ozone precursors; NO<sub>x</sub> is a precursor to PM<sub>10</sub>/PM<sub>2.5</sub>). Project construction-source NO<sub>x</sub> emissions threshold exceedances would result in a cumulatively considerable net increase in the criteria pollutant ozone for which the Project region is non-attainment. This is a cumulatively significant and unavoidable air quality impact.

Other related projects within the cumulative impact area would be required to minimize construction-source air pollutant emissions consistent with SCAQMD programs and strategies, thereby minimizing potential cumulative impacts. Mitigation would be implemented, if applicable.

### **Operational-Source Air Quality Impacts**

Even with application of mitigation, Project operational-source VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions would exceed applicable SCAQMD regional thresholds. The Basin encompassing the Project site is designated as non-attainment for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> (VOC and NO<sub>x</sub> are both ozone precursors; NO<sub>x</sub> is a precursor to PM<sub>10</sub>/PM<sub>2.5</sub>). Project operational-source VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone and PM<sub>10</sub>/PM<sub>2.5</sub>) for which the Project region is non-attainment. These are cumulatively significant and unavoidable air quality impacts.

Other related projects within the cumulative impact area would be required to minimize operational-source air pollutant emissions consistent with SCAQMD programs and strategies, thereby minimizing potential cumulative impacts. Mitigation would be implemented, if applicable.

### **AQMP Consistency Impacts**

Project construction-source and operational-source regional threshold emissions exceedances noted above are inconsistent with AQMP Consistency Criterion No. 1. On

this basis, the Project would conflict with the AQMP. This is a cumulatively significant air quality impact.

### **CO Hotspot Impacts**

The potential for the Project to cause or result in potential CO hotspot impacts would be less-than-significant. Per SCAQMD criteria, less-than-significant impacts at the Project level are not cumulatively considerable. The potential for Project CO emissions to result in or cause cumulatively significant CO hotspot impacts is therefore considered less-than-significant.

Other related projects within the cumulative impact area would be required to minimize potential CO hotspot impacts consistent with SCAQMD programs and strategies, thereby minimizing potential cumulative impacts. Mitigation would be implemented, if applicable.

### **Health Risk Impacts**

Potential carcinogenic and non-carcinogenic health risk impacts resulting from Project construction and operations would be less-than-significant. Per SCAQMD criteria, less-than-significant impacts at the Project level are not cumulatively considerable. The potential for Project air pollutant emissions to result in or cause cumulatively significant health risk impacts is therefore considered less-than-significant.

Other related projects within the cumulative impact area would be required to minimize potential health risk impacts consistent with SCAQMD programs and strategies, thereby minimizing potential cumulative impacts. Mitigation would be implemented, if applicable.

#### **5.1.1.4 GHG Emissions/Global Climate Change - Cumulative Impacts**

CEQA emphasizes that the effects of greenhouse gas emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis (*CEQA Guidelines* Section 15130(f)). The Project Greenhouse Gas (GHG) Analysis is by nature a cumulative analysis. Because GHG emissions and climate change are global

issues, any approved project regardless of its location has the potential to contribute to a cumulative global accumulation of GHG emissions. The geographic context of the cumulative contributions to GHGs and climate change is worldwide. Practically however, lead agencies and responsible agencies are only able to regulate GHG emissions within their respective jurisdictions. Accordingly, for the purposes of this analysis, the cumulative impact area for GHG/Global Climate Change considerations is the City of Ontario and the encompassing SCAQMD jurisdictional area.

As discussed at EIR Section 4.4, *Greenhouse Gas Emissions*, even after application of mitigation, Project GHG emissions would exceed the SCAQMD GHG emissions screening level threshold of 3,000 MTCO<sub>2</sub>e/year. On this basis, the Project could directly or indirectly generate GHG emissions that may have a significant impact on the environment. On this basis, the Project's potential to contribute considerably (either individually or cumulatively) to global climate change impacts through GHG emissions is therefore considered significant and unavoidable.

As also discussed in the EIR, the Project is consistent with TOP 2050, and GHG emissions modeling reflected in TOP 2050 – 2022 *Community Climate Action Plan Update* (2022 CCAP Update). The 2022 CCAP Update provides guidance on how to analyze GHG emissions and determine significance during the CEQA review of proposed development projects within the City. The 2022 CCAP Update addresses GHG emissions reductions and is consistent with the requirements of AB 32, SB 32, and international efforts to reduce GHG emissions. The 2022 CCAP Update, requirements of AB 32, SB 32, and international efforts to reduce GHG emissions encompass and comprise the range and scope of “applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases.” As substantiated in the EIR, with application of mitigation, the Project is determined to be consistent with the 2022 CCAP Update and by extension is also consistent with and supports other noted plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases. The potential for the Project to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases is therefore considered less-than-significant.

Other related projects within the cumulative impact area would be required to minimize potential GHG emissions impacts consistent applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions, thereby minimizing potential cumulative GHG emissions impacts. Mitigation would be implemented, if applicable.

#### **5.1.1.5 Energy - Cumulative Impacts**

The geographic scope of cumulative energy impacts is limited to the energy provider service area(s). The analysis at EIR Section 4.5, *Energy*, substantiates that the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. These plans and policies address development-level and cumulative impacts to energy resources. Project consistency with state and local plans for renewable energy and energy efficiency demonstrates that Project energy impacts would not be cumulatively considerable, and the Project cumulative energy impacts would be less-than-significant.

As with the Project, other related projects within the energy provider service areas would be required to demonstrate compliance with state and local plans for renewable energy and energy efficiency.

Based on the preceding, the Project's potential contribution to cumulative impacts regarding energy is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

#### **5.1.1.6 Noise/Vibration - Cumulative Impacts**

The cumulative impact area for noise/vibration considerations is generally defined as surrounding properties that could receive Project-generated noise/vibration (either construction or operational), and would also include roadway corridors affected by Project-related traffic and associated vehicular noise/vibration. Potential noise/vibration impacts of the Project are discussed at EIR Section 4.6, *Noise*.

### **Construction-Source Noise/Vibration**

Project construction-source noise and vibration levels received at area land uses would be less-than-significant and on this basis are not cumulatively considerable.

Other related projects within the cumulative impact area would be required to mitigate construction-source noise and vibration impacts that could affect sensitive receptors, thereby minimizing potential cumulative construction-source noise impacts.

### **Operational Noise/Vibration - Area Sources**

The Project's area-source operational noise levels would be less-than-significant. EIR mitigation measures would reduce potential vehicular-source noise impacts at the Project residential uses to levels that would be less-than-significant.

Further, Project operational-source noise in combination with ambient noise would not result in cumulatively significant noise impacts. In this latter regard, the peak mitigated Project operational-source noise levels when added to ambient conditions would not exceed the maximum acceptable day/night ambient condition.

Other related projects within the cumulative impact area would be required to mitigate operational area-source noise impacts that could affect sensitive receptors, thereby minimizing potential cumulative operational-source noise impacts.

### **Operational Noise - Mobile Sources**

Cumulative effects of mobile-source noise are demonstrated by comparing noise levels under Existing Conditions (2022) without the Project, to noise levels with the completed Project under Horizon Year Conditions (2050). Cumulative mobile-source noise increases within the Study Area are summarized at Table 5.1-2. The modeled noise levels are based on cumulative traffic volumes presented in the Project Traffic Analysis. The Project Traffic Analysis cumulative traffic volumes include all traffic generated by the Related Projects listed at Table 5.1-1 as well as traffic that would result from regional ambient growth. from The Project Traffic Analysis is presented at EIR Appendix C. Applicable

noise thresholds for each roadway segment, reflecting ambient conditions and presence/absence of sensitive receptors is also identified.

**Table 5.1-2  
Cumulative Mobile-Source Noise Increases**

Roadway	Segment	CNEL at Affected Property Line					Receiving Land Use Noise Sensitivity	Threshold
		Existing	2050 w/o Project	2050 w/ Project	Max. Cumulative Increase	Max. Project Increment		
Archibald Avenue	n/o Ontario Ranch Road	79.3	81.7	81.8	2.5	0.1	Sensitive	1.5
Haven Avenue	n/o Riverside Drive	78.6	81.2	81.6	3.0	0.4	Sensitive	1.5
Haven Avenue	s/o Riverside Drive	76.2	80.6	81.1	4.9	0.5	Sensitive	1.5
Haven Avenue	n/o Ontario Ranch Road	77.4	79.9	80.7	3.3	0.8	Sensitive	1.5
Mill Creek Avenue	s/o Chino Avenue	69.7	73.8	74.4	4.7	0.6	Sensitive	1.5
Milliken Avenue	n/o Riverside Drive	78.9	83.2	83.6	4.7	0.4	Non-Sensitive	3.0
Milliken Avenue	s/o Riverside Drive	78.6	82.1	82.5	3.9	0.4	Non-Sensitive	3.0
Hamner Avenue	s/o Chino Avenue	78.6	82.2	82.6	4.0	0.4	Non-Sensitive	3.0
Hamner Avenue	s/o Ontario Ranch Road	80.1	80.9	81.1	2.0	0.2	Non-Sensitive	3.0
Riverside Drive	w/o Haven Avenue	77.2	80.4	80.4	3.2	0.0	Sensitive	1.5
Riverside Drive	w/o Milliken Avenue	74.9	80.8	80.9	6.0	0.1	Sensitive	1.5
Chino Avenue	e/o Archibald Avenue	71.1	74.1	74.3	3.2	0.2	Sensitive	1.5
Ontario Ranch Road	w/o Archibald Avenue	79.1	80.5	81.0	1.9	0.5	Sensitive	1.5
Ontario Ranch Road	e/o Archibald Avenue	79.9	80.7	81.7	1.8	1.0	Sensitive	1.5
Ontario Ranch Road	w/o Haven Avenue	80.4	84.9	85.4	5.0	0.5	Sensitive	1.5
Ontario Ranch Road	e/o Haven Avenue	81.5	84.0	84.6	3.1	0.6	Sensitive	1.5
Ontario Ranch Road	w/o Hamner Avenue	81.3	84.3	85.3	4.0	1.0	Non-Sensitive	3.0
Ontario Ranch Road	e/o Hamner Avenue	82.2	84.8	85.5	3.3	0.7	Non-Sensitive	3.0

Source: Rich-Haven Specific Plan 2022 Amendment, Noise and Vibration Analysis (Urban Crossroads, Inc.) October 27, 2022.

For ease of reference, vehicular-source noise thresholds established in the Project Noise Impact Analysis (EIR Appendix G) and presented at EIR Section 4.6, *Noise* are restated below at Table 5.1-3.

**Table 5.1-3  
Vehicular-Source Noise Thresholds**

Receiving Land Use	Baseline Condition(s)	Significance Threshold Criteria	
		Daytime	Nighttime
Noise-Sensitive	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
	If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
	If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
Non Noise-Sensitive	if ambient is > 75 dBA CNEL	≥ 3 dBA CNEL Project increase	

**Source:** Rich-Haven Specific Plan 2022 Amendment, Noise and Vibration Analysis (Urban Crossroads, Inc.) October 27, 2022.

As indicated at Table 5.1-1, ambient noise levels along all Study Area roadway segments already exceed 65 dBA CNEL. Along these roadway segments, cumulative noise increases of 1.5 dBA CNEL or more, if received at sensitive land uses, would exceed applicable thresholds and would be considered cumulatively significant. Along roadway segments where ambient conditions exceed 70 dBA CNEL, cumulative noise increases of 3.0 dBA CNEL or more, if received at non-sensitive land uses, would exceed applicable thresholds and would be considered cumulatively significant.

Employing the above criteria, Study Area roadway segments affected by cumulatively significant vehicular-source noise impacts are indicated by *bold italicized text*. As indicated at Table 5.1-1, along all Study Area roadway segments projected to experience cumulatively significant vehicular-source noise impacts, the Project contributions would be less than the 1.5 dBA threshold at sensitive land uses, and less than the 3.0 dBA CNEL threshold at non-sensitive land uses. On this basis, Project contributions to cumulative vehicular-source noise would not be cumulatively considerable and Project impacts would not be cumulatively significant.

#### **5.1.1.7 Hazards/Hazardous Materials - Cumulative Impacts**

The cumulative impact area when considering potential hazards and hazardous materials issues includes the area to be developed within the Project site, as well as off-site locations that might be affected by or contribute to hazards or hazardous conditions resulting from the Project and its operations. The cumulative hazards and hazardous

materials impact analysis evaluates the effects of Project construction and operations, and reflects long-term buildout conditions within the cumulative impact area.

As discussed at EIR Section 4.7, *Hazards/Hazardous Materials*, the Project does not propose uses or activities that would require substantial handling or use of hazardous materials, hazardous substances, or hazardous waste that could result in potential adverse effects. The EIR mitigation measures require remediation of any pre-existing hazardous conditions to levels that would be less-than-significant. The mitigation measures also ensure that subsequent development and operation of Project land uses would not create or result in potentially significant hazardous conditions. As mitigated, Project impacts related to hazards and hazardous materials would be less-than-significant.

Other related projects within the cumulative impact area would be required to comply with hazards/hazardous material regulatory requirements. Mitigation would be incorporated, if necessary.

Based on compliance with established policies and regulations, and implementation of the EIR mitigation measures, the Project's potential contribution to hazards/hazardous materials cumulative impacts is not considerable, and the cumulative effects of the Project are less-than-significant.

#### **5.1.1.8 Hydrology/Water Quality - Cumulative Impacts**

The cumulative impact area for hydrology/water quality impact considerations is generally defined as the area encompassed by the jurisdictional Regional Water Quality Control Board (RWQCB), in this case the Santa Ana Regional Water Quality Control Board (SARWQCB). Local oversight is also provided by the City of Ontario and San Bernardino County.

Development of the Project site would incrementally increase impervious surfaces within the cumulative impact area, with related potential increases in the rate and quantity of local storm water discharges. As discussed at EIR Section 4.8, *Hydrology and Water Quality*, the Project's potential hydrology/water quality impacts would be less-than-significant as



mitigated. In this regard, the Project would implement storm water management components, and structural and non-structural Best Management Practices, which collectively act to ensure that post-development storm water discharge rates are adequately conveyed within available system capacities.

The Project drainage concept would maintain the site's primary drainage patterns, and would implement drainage systems and detention areas to accept developed storm water discharges. The Project would implement all necessary drainage and storm water management systems, and would be required to comply with all storm water system design, construction, and operational requirements mandated under the City Municipal Code. The Project drainage and storm water management systems would also be required to comply within regulations established by other jurisdictional agencies including SARWQCB, San Bernardino County, and California Department of Water Resources. Additionally, consistent with established building code regulations, approved site-specific drainage studies reflecting precise pad locations, proposed drainage structures, detention facilities, etc., would be required prior to the issuance of building permits within the Project site.

Storm water management systems implemented by the Project, mandated compliance with City, SARWQCB, County, and State storm water management requirements and policies, collectively ensure that adequate storm water conveyance and treatment facilities would be provided to support development and operations of the Project.

Other related projects within the cumulative impact area would be required to comply stormwater management and water quality regulatory requirements. Mitigation would be incorporated, if necessary.

Based on the preceding, contribution to cumulative hydrology/water quality impacts is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

#### **5.1.1.9 Geology and Soils - Cumulative Impacts**

The Project site and all Southern California lie within a seismically active area, generally subject to earthquake hazards, and in this sense, Southern California is considered the cumulative impact area for geology and soils considerations. As discussed at EIR Section 4.9, *Geology and Soils*, Project impacts related to geology and soils would be less-than-significant as mitigated. The Project would not exacerbate any existing adverse geologic/soils conditions.

Other related projects within the cumulative impact area would be required to minimize geology/soils impacts consistent with City and CBC regulatory requirements, thereby minimizing potential cumulative geology/soils impacts. Mitigation would be implemented, if applicable.

Based on the preceding, the Project's potential contribution to cumulative impacts regarding geology and soils is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

#### **5.1.1.10 Biological Resources - Cumulative Impacts**

The cumulative impact areas for biological resources are generally defined by available habitat, species' range(s), physical constraints, and other limiting factors as discussed within the Project Biological Report, EIR Appendix K. Biological resources occurring, or potentially occurring within the Project site, and associated impacts and mitigation are summarized below.

#### **Special-Status Plant Species**

There are no historic site records for any special status plant species onsite. Based on a review of CNDDDB, the CNPS Inventory of Rare and Endangered Vascular Plants of California, and field surveys, a few special-status species were identified for additional analysis, although none are expected to occur onsite. No special-status plants were observed on the Project site during the 2022 site surveys.

### **Special-Status Wildlife Species**

The Project could result in potentially significant impacts to the burrowing owl. The EIR incorporates mitigation measures that would reduce potential impacts to the burrowing owl to levels that would be less-than-significant.

### **Nesting Birds**

Project implementation could affect nesting birds that may be present at the time of Project construction activities. This is a potentially significant impact. The EIR incorporates mitigation measures that would reduce potential impacts to nesting birds to levels that would be less-than-significant.

### **Jurisdictional Areas, Riparian Habitat, Wetlands, or Other Sensitive Natural Community**

The site does not contain any lakes, rivers, creeks, streambeds, wetlands, vernal pools, or temporary rain pools. No other wetlands, riparian habitat or other sensitive communities exist within the Project site. Nor does the Project propose uses or activities that would substantially or adversely affect any other off-site wetlands or riparian areas. The potential for the Project to have a substantial adverse effect on any jurisdictional areas, riparian habitat, federally protected wetlands, or other sensitive natural community is considered less-than-significant.

### **Wildlife Movement Corridors**

The Project site is bounded by traveled roadways and developed or developing properties. The Project site does not represent a connecting link between significant habitat for wildlife areas. Based on its location within an urban context, the potential for the site to function as a significant wildlife movement corridor is considered low. Project impacts to wildlife movement corridors would be less-than-significant.

### **Local Policies or Ordinances Protecting Biological Resources; Habitat Conservation Plans**

The Project site is not subject to any local policies or ordinances protecting biological resources. The Project would not conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local,

regional, or state habitat conservation plan. No significant impacts in this regard would occur.

Based on the preceding discussion, the Project's potential contribution to cumulative impacts regarding biological resources is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

#### **5.1.1.11 Cultural Resources/Tribal Cultural Resources - Cumulative Impacts**

The cumulative impact area for prehistoric, archaeological, and historic resources includes the City of Ontario and surrounding areas of San Bernardino County. As discussed at EIR Section 4.11, there are no known or probable significant historical resources within the Project site, or that would otherwise be adversely affected by the Project. On this basis, the potential for the Project to cause a substantial adverse change in the significance of historic resources as defined at CCR §15064.5 is considered less-than-significant.

The Project's other potential impacts to cultural resources/tribal cultural resources would be less-than-significant as mitigated.

Other related projects within the cumulative impact area would be required to minimize cultural resources/tribal cultural resources impacts consistent with City and State regulatory requirements, thereby minimizing potential cumulative cultural resources/tribal cultural resources impacts. Mitigation would be implemented, if applicable.

Based on the preceding, the Project's potential contributions to cumulative impacts regarding cultural resources/tribal cultural resources would not be considerable, and these cumulative effects would be less-than-significant.

#### **5.1.1.12 Utilities and Service Systems - Cumulative Impacts**

The cumulative impact area when considering potential cumulative utilities and service systems impacts comprises affected purveyor service areas including service sources/supplies, and service conveyance/distribution/treatment facilities.

As discussed at EIR Section 4.12, *Utilities & Service Systems*, the Project would implement all necessary on-site infrastructure improvements and would also construct area-serving off-site master plan infrastructure improvements. Utilities and service systems distribution and conveyance lines implemented by the Project would be constructed, operated, and maintained pursuant to purveyor requirements and consistent with applicable infrastructure master plans. Infrastructure improvements would be located within existing improved streets or otherwise disturbed properties, thereby limiting or avoiding potential environmental impacts.

This EIR evaluates likely maximum impacts associated with all Project actions and operations, including but not limited to construction and operation of utilities and service systems distribution and conveyance lines. Construction and operation of the Project utilities and service systems distribution and conveyance lines would not result in conditions or environmental impacts not already considered and addressed elsewhere in this EIR.

The EIR discussion of potential utilities and services impacts also substantiates the following:

- Water supplies would be available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Details in these regards are presented in the Project Water Supply Assessment (WSA), EIR Appendix M.
- There exists sufficient wastewater treatment capacity to serve the Project's projected demand in addition to the provider's existing commitments;
- Landfills serving the Project have sufficient permitted capacity to accommodate the Project's solid waste disposal needs; and
- The Project would comply with federal, state, and local statutes and regulations related to solid waste.

Other related projects within the cumulative impact area would be required to minimize utilities and services impacts consistent with City, State, and service purveyor requirements, thereby minimizing potential cumulative utilities and services impacts. Mitigation would be implemented, if applicable.

Based on the preceding, Project contributions to cumulative impacts regarding utilities and service systems would not be considerable, and the cumulative effects of the Project would be less-than-significant.

## 5.2 ALTERNATIVES ANALYSIS

*CEQA Guidelines* Section 15126.6 provides that an EIR must describe a range of reasonable alternatives to the Project, or to the location of the Project, which would feasibly attain the basic Project Objectives, but would avoid or substantially lessen any of the significant environmental effects of the proposal. As further presented in the *CEQA Guidelines*, an EIR need not consider every conceivable alternative, but rather, the discussion of alternatives and their relative merits and impacts should be provided in a manner that fosters informed decision-making and public participation. To this end, the *CEQA Guidelines* indicate that the range of alternatives selected for examination in an EIR should be governed by “rule of reason,” and requires the EIR to set forth only those alternatives necessary to permit an informed decision.

Consistent with provisions of the *CEQA Guidelines*, the following analysis presents a reasonable range of alternatives to the Project that would potentially lessen its environmental effects while allowing for attainment of the basic Project Objectives. Supporting reasoning behind the selection of alternatives is presented together with a summary description of each alternative. Merits of the selected alternatives compared with the Project are described and evaluated.

The alternatives analysis concludes with identification of the environmentally superior alternative. If the environmentally superior alternative is the No Project Alternative, the *CEQA Guidelines* require that one of the remaining considered Alternatives be identified as the environmentally superior selection.

### 5.2.1 Alternatives Overview

Descriptions of, and the rationale underlying, the alternatives considered in this EIR are presented below. As provided for under CEQA, the ultimate rationale underlying the development and selection of alternatives to the Project is the reduction or avoidance of otherwise resulting significant environmental impacts, while allowing for attainment of the basic Project Objectives. Alternatives considered in detail include:

- No Project Alternative: No Build;
- No Project Alternative: Development per Existing Specific Plan Land Uses; and
- Reduced Intensity Alternative.

As provided for at *CEQA Guidelines* 15126.6(c), alternatives that were considered by the lead agency but were rejected as infeasible are also identified. These include:

- Alternative Sites;
- “No Threshold Exceedance” Alternative for Significant Air Quality Impacts; and
- “No Threshold Exceedance” Alternative for Significant GHG Impacts.

The above-listed Alternatives are described in greater detail at Section 5.2.2, *Description of Alternatives* and 5.2.3, *Alternatives Considered and Rejected*. To provide context for the subsequent consideration of Alternatives, significant Project impacts are summarized below, and the Project Objectives are restated.

#### 5.2.1.1 Summary of Significant and Unavoidable Impacts

##### **Significant Air Quality Impacts**

EIR Section 4.3, *Air Quality*, details the Project’s potential air quality impacts. As discussed in that Section, even after compliance with applicable regulations and requirements, and application of mitigation measures, the Project would result in the following significant and unavoidable air quality impacts:

- Even with application of mitigation, Project construction-source NO<sub>x</sub> and CO emissions would exceed applicable SCAQMD regional thresholds and would therefore be significant and unavoidable. Per SCAQMD criteria, significant Project-level impacts are also cumulatively considerable. The Basin encompassing the Project site is designated as non-attainment for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> (VOC and NO<sub>x</sub> are both ozone precursors; NO<sub>x</sub> is a precursor to PM<sub>10</sub>/PM<sub>2.5</sub>). Project construction-source NO<sub>x</sub> emissions threshold exceedances would result in a cumulatively considerable net increase in the criteria pollutant ozone for which the Project region is non-attainment. This is a cumulatively significant and unavoidable air quality impact.
- Even with application of mitigation, Project operational-source VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions would exceed applicable SCAQMD regional thresholds. The Basin encompassing the Project site is designated as non-attainment for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> (VOC and NO<sub>x</sub> are both ozone precursors; NO<sub>x</sub> is a precursor to PM<sub>10</sub>/PM<sub>2.5</sub>). Project operational-source VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone and PM<sub>10</sub>/PM<sub>2.5</sub>) for which the Project region is non-attainment. These are cumulatively significant and unavoidable air quality impacts.
- Project construction-source and operational-source regional threshold emissions exceedances noted above are inconsistent with AQMP Consistency Criterion No. 1. On this basis, the Project would conflict with the AQMP. This is a cumulatively significant air quality impact.

### **Significant GHG Emissions Impacts**

As discussed at EIR Section 4.4, *Greenhouse Gas Emissions*, even after application of mitigation, Project GHG emissions would exceed the SCAQMD GHG emissions screening level threshold of 3,000 MTCO<sub>2</sub>e/year. On this basis, the Project could directly or indirectly generate GHG emissions that may have a significant impact on the environment. On this basis, the Project's potential to contribute considerably (either



individually or cumulatively) to global climate change impacts through GHG emissions is therefore considered significant and unavoidable.

### **5.2.1.2 Project Objectives**

The primary goal of the Project is the development of the subject site with a productive mix of Specific Plan residential, commercial, light industrial and community facilities. Complementary Project Objectives include the following:

#### **General**

- Implement TOP 2050 Policy Plan Land Use Plan.
- Support TOP 2050 vision for urbanization of the Ontario Ranch area of the City.
- Implement a Specific Plan development supporting office/commercial and light industrial uses providing a broad range of long-term employment opportunities.
- Implement Specific Plan developments providing a broad range of additional construction employment opportunities.
- Establish new development that would further the City's near-term and long-range fiscal goals.
- Improve the regional jobs/housing balance.

#### **Specific Plan Uses**

##### **Livable Neighborhood Development**

- Incorporate Traditional Neighborhood Design guiding principles during the design phase to provide for opportunities to achieve the Project's vision statement, including:
  - Connections. To provide a series of sidewalks and trails connecting community parks, civic uses, employment areas, mixed-use and transit stops designed to be pedestrian friendly to avoid unnecessary automobile trips.
  - Traditional Street Network. To design a hierarchy of streets connected in a grid network with a variety of routes for pedestrians and vehicles, as well as creating a visually favorable and comfortable environment for pedestrians and bicyclists.

- Main Street Environment. To design commercial/retail areas to a human scale with storefronts oriented to the street providing a “Main Street” atmosphere for strolling and shopping, all within walking distance from most homes.
- Public Spaces. To create plazas, parks, and community gathering places placed within centralized areas providing synergy between adjacent land uses.
- Identifiable Neighborhoods. To design neighborhoods around a discernable center, which may include a small park, square, school, or mixed-use center, within a five-minute walking distance.
- Mix of Housing. To provide neighborhoods with a range of household types: a variety of single-family detached homes, attached units for young families, and live/work units for small at-home businesses.
- Design a mixed-use environment to ensure compatible uses that are cohesive and integrate a diversity of residential neighborhoods, with a range of commercial uses, and supporting open spaces.
- Utilize transportation, utility, and greenways/open space networks to establish clear edges and boundaries.
- Accommodate residential, commercial, open space, public, and other uses in accordance with the generalized distribution of uses depicted within the City’s TOP Land Use Plan.
- Implement elements that will ensure walkability throughout the Project Area to discourage automobile dependency and encourage walking, biking, and other forms of transportation. This is achieved through the incorporation of subarea greenways and pedestrian connections and through sensitive site design of mixed-use development.
- Implement technological advances within residential communities, including internet access, to allow residents to shop and work from home and to decrease reliance on automobiles.
- Provide opportunity for at least one major public plaza/square as a centerpiece of community activities, including events and celebrations, outdoor performances, community meetings, picnics, farmers markets, and similar functions.
- Establish a clearly defined “edge” for the City’s TOP area, where appropriate, that avoids the use of walls and creation of a “walled” enclave.

- Incorporate electrical transmission corridors and similar elements to form “edges” for residential neighborhoods and centers and/or accommodate public greenways/trails/corridors.

### **Residential District Objectives**

- Create a livable community with neighborhoods designed at a human scale and oriented for pedestrian access to mixed-use, educational, and recreational uses.
- Provide for a range and diversity of housing products (detached single-family, detached and attached condominiums, and townhomes) that respond to a variety of homeownership needs and desires.
- Design residential projects to complement the character of adjacent neighborhoods.
- Encourage interaction among residents through the provision of an organized, simple, and “neo-traditional” system of streets, pathways, and entries to allow residents to walk or bike to parks, recreation, and public facilities (including schools).
- Promote outdoor activity and casual social contact among residents and neighbors by designing neighborhoods around a central park where they can gather.
- Provide a focal point of activity within each residential planning area that may include a park, school, common area, or public meeting facility.
- Encourage architectural styles and traditional design elements that reflect the historic and eclectic mixture of architecture, reflective of the greater Ontario area.
- Increase densities adjacent to commercial centers.
- Establish clear, defined “edges” and “entries” that contribute to neighborhood identity.
- Avoid the use of walls to separate residential areas from arterials and other high traffic volume streets by expanded landscape setbacks, frontage roads, and other appropriate techniques.
- Include clustered multi-family housing within the Residential District, in order to create a diverse range of housing products and opportunities, while still in keeping with the overall low-density residential designation.

- Locate higher-density residential uses that provide population to support adjacent regional commercial centers.
- Provide sufficient on-site recreational amenities within higher density developments.
- Include community-oriented uses such as public meeting rooms, plazas and courtyards, and similar uses.
- Establish visual and physical links among the individual multi-family developments to create a cohesive and continuous corridor.
- Design building elevations to promote visual interest.
- Provide linkages between community service facilities, multi-family corridors, and residential neighborhoods.

### **Regional Commercial/Mixed-Use District Objectives**

- Accommodate a diversity of large-scale retail, community and neighborhood shopping, office, medical research, entertainment, hotel/motel, dining, housing, cultural, public, and similar uses that will serve the Project area and neighboring Planning Areas.
- Function with a high level of activity and/or employment.
- Accommodate development of multi-family housing, mixed-use buildings that incorporate housing and retail/office, and live/work facilities.
- Accommodate single-use buildings and mixed-use structures containing a variety of uses from residential over retail or office-to-office over retail.
- Encourage traditional, mixed-use design of commercial buildings, by requiring a lower maximum floor area ration (FAR) for single-use buildings, and a higher maximum FAR for mixed-use buildings.
- Develop plaza areas and other amenities to provide places of social interaction.
- Include one or more public “squares” to serve as gathering places.
- Incorporate modulated building volumes, mass, height, and articulated facades to create individual spaces.
- Site a portion of the buildings on peripheral streets to provide connectivity to adjacent uses.

- Orient buildings towards the local streets whenever possible to create an urban edge and sense of arrival and place.
- Include sidewalks of sufficient width to accommodate pedestrian activity and outdoor restaurants, newsstands, and other uses.
- Create visual interest through the opening of streets and sidewalks/plazas towards building elevations.
- Incorporate landscaping to enhance the environment.
- Visually integrate parking structures to continue the intended design character of the district.
- Incorporate multi-family housing to create a cohesive and continuous corridor.
- Ensure an appropriate mix of uses (residential and commercial) that are compatible.
- Encourage pedestrian access and ease of use within the mixed-use area by designing pedestrian and bike paths.
- Create a “Main Street” environment with buildings designed to a human scale where pedestrian activity is not overwhelmed by automobile traffic.
- Utilize urban design to create a “Gateway” or portal to the Ontario Ranch.

### **Industrial District Objectives**

- Incorporate transitions and/or buffers between commercial/mixed-use and industrial areas and adjacent residential areas.
- Contribute to the regional jobs to housing balance by providing employment opportunities while minimizing development impacts on surrounding neighborhoods.
- Create a high-quality industrial park development that attracts an array of businesses and provides employment opportunities within proximity to area residents.
- Provide safe and efficient access/circulation routes for the distribution/transportation of goods.

### **Circulation Objectives**

- Provide a circulation system designed to promote pedestrian activity through a network of off-street pedestrian walkways linking each neighborhood to parks, mixed-use commercial, and residential uses.
- Design a hierarchy of streets connected in a grid network with a variety of routes for pedestrians and vehicles, creating a visually attractive, enhanced, and comfortable environment for pedestrians and bicyclists.
- Design streets to incorporate landscaped parkways and pedestrian walkways separated from the street to enhance safety and enjoyment of residents and visitors.
- Provide opportunities for transit connections and alternative modes of transportation.

### **Recreation/Trails Objectives**

- Provide new recreational opportunities for residents through the development of a series of public and private parks.
- Provide a series of pedestrian trails connecting community parks, civic uses, mixed-use, and transit stops designed to be pedestrian friendly to avoid unnecessary automobile trips.
- Incorporate off-street multi-use trails within the Southern California Edison easements.
- Incorporate a system of on- and off-street bicycle pathways with access from the residences to mixed-use areas.
- Use landscaping and streetscape materials that are low maintenance in recreation and trail areas.
- Provide a system of on-street bikeways integrated throughout the Project to provide access to schools, parks, and commercial uses.
- Provide new recreational opportunities for residents through the development of a series of parks ranging in size.

### **Community Facilities Objectives**

- Incorporate existing major utilities into the overall fabric of the community.

- Provide opportunities for incorporation of community facilities (e.g., schools, fire station) as identified by affected agencies.

Please refer also to EIR Section 3.5, *Project Objectives*.

## 5.2.2 Description of Alternatives

Alternatives to the Project considered in this analysis include:

- No Project Alternative: No Build;
- No Project Alternative: Development per Existing Specific Plan Land Uses;
- Reduced Intensity Alternative.

Descriptions of the selected Alternatives are provided below.

### 5.2.2.1 No Project Alternatives

#### Overview

The *CEQA Guidelines* require that the EIR include in its evaluation of Alternatives a No Project Alternative. Within this analysis, two No Project scenarios are considered – “No Build” and “Development per Existing Specific Plan Land Uses.”

#### **No Project Alternative: No Build**

The No Project Alternative: No Build scenario assumes the site remains in its current undeveloped condition. If this scenario were maintained, its comparative environmental impacts would replicate the existing conditions discussions for each of the environmental topics evaluated in this EIR; and comparative impacts of the Project would be as presented under each of the EIR environmental topics. A No Build condition would achieve none of the basic Project Objectives.

#### **No Project Alternative: Development per Existing Specific Plan Land Uses**

The No Project Alternative: Development per Existing Specific Plan Land Uses (Existing Specific Plan Land Uses) scenario represents foreseeable development of the subject site pursuant to the site’s current Policy Plan Land Use designations. Table 5.2-1 compares

the composition and scope of uses under the Project with development that could result under the Existing Specific Plan Land Uses scenario.

**Table 5.2-1  
Site Development Comparison  
No Project Alternative and Project Land Uses**

No Project Alternative Existing (2021) Rich-Haven Specific Plan Land Uses				
	Gross Acres	Max. Dwelling Units	Max. Commercial/ Office SF	Max. Light Industrial SF
	584.9	7,194	990,902	1,183,525
Project 2022 Rich-Haven Specific Plan Amendment Land Uses				
	Gross Acres	Max. Dwelling Units	Max. Commercial/Office SF	Max. Light Industrial SF
	584.9	7,194	925,002	2,767,148
<b>Delta</b>	--	---	(65,900 SF)	+ 1,583,623 SF

Sources: 2021 Rich-Haven Specific Plan; 2022 Rich-Haven Specific Plan Amendment

### 5.2.2.2 Reduced Intensity Alternative

The Reduced Intensity Alternative focuses on a development scenario that would reduce the significant operational-source air quality impacts otherwise occurring under the Project.

Of the total operational-source emissions generated by the Project, approximately 77 percent (by weight) would be generated by Project mobile sources (traffic). An effective way to reduce the Project operational-source emissions would therefore be an Alternative that would reduce the total amount of traffic generated by the Project. Based on the reduction in total traffic, the Reduced Intensity Alternative would also reduce the scope and/or intensity of significant air quality impacts, and GHG emissions impacts that would otherwise result from implementation of the Project.

For purposes of the EIR Alternatives Analysis, the Reduced Intensity Alternative would implement the Project uses at an approximately 25 percent reduction in overall development intensity. The mix of land uses proposed by the Project would be proportionally maintained under the Reduced Intensity Alternative. Development under the Project and the Reduced Intensity Alternative is compared at Table 5.2-2.



**Table 5.2-2  
Site Development Comparison  
Project and Reduced Intensity Alternative**

	Project			
	Gross Acres	Max. Dwelling Units	Max. Commercial/Office SF	Max. Light Industrial SF
	584.9	7,194	925,002	2,767,148
	Reduced Intensity Alternative			
	Gross Acres	Max. Dwelling Units	Max. Commercial/Office SF	Max. Light Industrial SF
	584.9	5,396	693,752	2,075,361
<b>Delta</b>	<b>---</b>	<b>(1798 DU)</b>	<b>(231,250 SF)</b>	<b>(691,787 SF)</b>

Sources: 2022 Rich-Haven Specific Plan Amendment; Reduced Intensity Alternative-Applied Planning, Inc.

### 5.2.3 Alternatives Considered and Rejected

#### 5.2.3.1 Alternative Sites Considered and Rejected

As stated at *CEQA Guidelines* §15126.6 (f)(1)(2)(A), the “key question and first step in [the] analysis [of alternative locations] 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* §15126.6 (f) (1) also provides that when considering the feasibility of potential alternative sites, the factors that may be taken into account include: “site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), 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). None of these factors establishes a fixed limit on the scope of reasonable alternatives.”

As discussed below, relocation of the Project would not avoid or substantially lessen the Project’s significant environmental impacts. Further, there are no feasible alternative sites under control or likely control of the Applicant that would allow for relocation of the Project in a manner that could substantially reduce the Project’s significant environmental impacts.

### **Significant Air Quality Impacts Not Substantially Reduced at Alternative Site**

- Relocation to an Alternative Site would not likely achieve any measurable reduction in the Project's regional construction-source and operational-source air quality impacts and contributions to nonattainment conditions. AQMP inconsistencies tied to the Project significant air quality impacts similarly would not be reduced by relocation of the Project. Relocation of the Project anywhere within the South Coast Air Basin would not alter or diminish the significance of these impacts.

### **Significant GHG Emissions Impacts Not Substantially Reduced at Alternative Site**

- GHG emissions impacts are, by definition, cumulative and global in their effects. Relocation of the Project would not alter or diminish the significance of its GHG emissions impacts.

Based on the preceding considerations, analysis of an Alternative Site as means of reducing the Project's significant environmental impacts was not further considered.

#### **5.2.3.2 "No Threshold Exceedance" Alternative for Significant Air Quality Impacts Considered and Rejected**

##### **Operational-Source Emissions**

In order to reduce Project operational-source air quality emissions to levels that would preclude exceedance of all SCAQMD thresholds, the Project scope would need to be reduced by approximately 92.4 percent<sup>1</sup> (this may achieve the most restrictive threshold [VOC] and all subordinate thresholds). At such a reduction in scope, the Project Objectives would not be realized in any meaningful sense. As such, potential alternatives with the specific goal of avoiding all significant operational-source air quality impacts

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<sup>1</sup> Maximum daily operational-source VOC emissions at Project buildout [mitigated] = 730.53 lbs./day. VOC threshold = 55 lbs./day. Assuming roughly linear reduction necessary to meet threshold condition =  $55/730.53 = 0.075$  of maximum daily VOC emissions = 92.4 percent reduction in VOC emissions = 92.4 percent reduction in Project scope.

resulting from the Project were rejected from consideration, and are not further evaluated in this discussion.

Project operational-source emissions threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants for which the Project region is non-attainment. For the same reasons noted above, there are no feasible means or alternatives to avoid this impact or reduce the impact to levels that would be less-than-significant. However, this impact and all operational-source air quality impacts would be diminished under the EIR Reduced Intensity Alternative.

### **Construction-Source Emissions**

In order to reduce Project construction-source air quality emissions to levels that would preclude exceedance of all SCAQMD thresholds would require use of construction equipment or construction technologies that are not currently available or that would be available in the near-term. In this regard, use of alternative fuel construction equipment, including electric-powered equipment, is not feasible at this time as such equipment is not commercially available, and is not expected to be in the near-term. Alternatively, the duration of Project construction activities would need to be protracted by an estimated additional 67 percent of the current Project construction schedule.<sup>2</sup> This may achieve the most restrictive construction-source emissions threshold [NO<sub>x</sub>], but in so doing would only prolong the duration of air quality emissions, the duration of construction-source equipment noise, and the duration of general disturbances associated with construction activities. The Lead Agency has determined that the benefits of the Project's current construction schedule outweigh the potential benefit in a temporary decrease in air quality emissions that may be achieved through a protracted Project construction schedule. Moreover, accepted air quality modeling parameters do not provide for such an assumed extended construction period. For these reasons, there are no feasible means or alternatives to avoid this impact or reduce the impact to levels that would be less-than-significant.

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<sup>2</sup> Maximum daily construction-source NO<sub>x</sub> emissions [mitigated] = 165.30 lbs./day. NO<sub>x</sub> threshold = 55 lbs./day. Assuming roughly linear reduction necessary to meet threshold condition =  $55/165.30 = 0.33$  of maximum daily NO<sub>x</sub> emissions = 67 percent reduction in VOC emissions = 67 percent extension of Project construction schedule.

### **5.2.3.3 “No Threshold Exceedance” Alternative for GHG Emissions Impacts Considered and Rejected**

As discussed at EIR Section 4.4, *Greenhouse Gas Emissions*, quantified Project-source GHG emissions would exceed 3,000 MTCO<sub>2</sub>e/year; and the Project cannot feasibly achieve the SCAQMD screening-level threshold of 3,000 MTCO<sub>2</sub>e/year. The SCAQMD 3,000 MTCO<sub>2</sub>e/year screening-level threshold is the most conservative metric available and is employed in this analysis in of GHG emissions significance. On this basis, Project GHG emissions have the potential to either directly or indirectly result in a significant impact on the environment.

The majority (approximately 72 percent) of the Project GHG emissions would be generated by Project vehicular sources. Responsibility and authority for regulation of vehicular-source emissions resides with the State of California (CARB, et al.). Neither the Applicant nor the Lead Agency can effect or mandate substantial reductions in vehicular-source GHG emissions, much less reductions that would achieve no net increase condition or achieve the SCAQMD screening-level 3,000 MTCO<sub>2</sub>e/year threshold. In effect, all Project traffic would need to be eliminated or be “zero GHG emissions sources” in order to achieve the SCAQMD threshold. There are no feasible means to or alternatives to eliminate all Project traffic, or to ensure that Project traffic would comprise zero GHG emissions sources. In terms of its practical application, this would constitute a “no build” condition.

The Project would however implement all feasible measures to reduce GHG emissions as outlined under the City of Ontario 2022 Community Climate Action Plan Update (2022 CCAP Update). Under the 2022 CCAP Update, mixed use developments that garner at least 100 Screening Table points would be consistent with the GHG emissions reduction targets in the City’s 2022 CCAP Update. As substantiated at EIR Section 4.4, *Greenhouse Gas Emissions*, the Project would attain more than 100 Screening Table points. The Project is therefore determined to be consistent with the 2022 CCAP Update.

## **5.2.4 Comparative Impacts of Alternatives**

For each environmental topic addressed in the EIR, the following analyses present an assessment of comparative impacts of Alternatives to the Project. At the conclusion of these discussions, Table 5.2-4 summarizes and compares relative impacts of the Project and the considered Alternatives.

### **5.2.4.1 Land Use and Planning - Comparative Impacts**

In order to implement the Project approval of certain discretionary actions, consultation, and permitting would be required. The Project would comply with associated requirements incorporated therein. Potential land use and planning impacts of the Project would be less-than-significant. See also: EIR Section 4.1, *Land Use and Planning*.

#### ***No Project Alternative: No Build***

Under this Alternative, existing land use/planning conditions would be maintained (see: EIR Section 4.1, *Land Use and Planning*, 4.1.2, *Setting*). This Alternative would realize no new development and would require no land use or planning discretionary actions or permits. In this respect, land uses and planning impacts would be decreased when compared to the Project. However, this Alternative would not support the City's long-range vision for the subject site, under which the site would be developed with Specific Plan Residential, Office/Commercial, Light Industrial, and Community Facilities Land Uses. Comparative Land Use and Planning impacts under this Alternative would be reduced when compared to the Project. Under both the Project and this Alternative, Land Use and Planning impacts would be less-than-significant.

#### ***No Project Alternative: Existing Specific Plan Land Uses***

This scenario assumes development of the subject site consistent with the site's Existing (2021) Rich-Haven Specific Plan Land Use designations. This Alternative would not require amendment of the existing Rich-Haven Specific Plan, as proposed by the Project. It is noted here that the proposed 2022 Rich-Haven Specific Plan Amendment is consistent with TOP 2050 Policy Plan Land Use Plan, whereas the 2021 Rich-Haven Specific Plan is not. That is, for the 2021 Specific Plan to be maintained, it would require amendment of TOP 2050 Policy Plan Land Use Plan; in this respect, implications of Policy

Plan (General Plan) amendments are generally broader in scope and more fundamental when compared to an amendment of an existing Specific Plan. No Project Alternative would likely result in Land Use and Planning impacts equal to or greater than impacts of the Project.

### ***Reduced Intensity Alternative***

The Reduced Intensity Alternative would require amendment of Policy Plan Land Use designations similar to the Project. Other discretionary actions, consultations, and permitting required under the Reduced Intensity Alternative and the Project would be the same. Under either the Project or the Reduced Intensity Alternative, land use and planning impacts would be less-than-significant.

#### **5.2.4.2 Transportation - Comparative Impacts**

VMT impacts resulting from the Project would be individually and cumulatively less-than-significant. All other Project transportation impacts would also be less-than-significant. See also: EIR Section 4.2, *Transportation*.

### ***No Project Alternative: No Build***

#### **VMT Impacts**

This Alternative would maintain existing VMT conditions. This Alternative would result in decreased total VMT when compared to the Project. Because the intensity and scope of uses is diminished under this Alternative, the Service Population would also be decreased. On this basis, this Alternative may not substantially alter the VMT/SP ratio otherwise resulting from the Project. Under the Project and this Alternative, VMT impacts would be less-than-significant.

#### **Other Transportation Topics**

No new traffic would be generated, and no new or additional impacts related to other transportation topics would result under this Alternative. As with the Project, airport land use compatibility, traffic hazards, and emergency access impacts would be less-than-significant.

## ***No Project Alternative: Existing Specific Plan Land Uses***

### **VMT Impacts**

When compared to the Project, this Alternative would likely result in comparable total development within the Specific Plan Area, though the types and configuration of uses would be amended under the Project. The Specific Plan Service Population would also likely be comparable. On this basis, this Alternative would not substantially alter the VMT/SP ratio otherwise resulting from the Project. Under the Project and this Alternative, VMT impacts would be less-than-significant.

### **Other Transportation Topics**

As with the Project, required Study Area traffic improvements would be constructed or proportionally funded under this Alternative. As with the Project, airport land use compatibility impacts would be less-than-significant. It is assumed that like the Project, development of the subject site under the Reduced Intensity Alternative would incorporate those site adjacent and on-site circulation system improvements necessary to avoid or mitigate development-specific traffic impacts. As a matter of law, this Alternative would be required to comply with City ordinances addressing the Study Area circulation system. As with the Project, transportation systems improvements would be designed and implemented consistent with City and Manual on Uniform Traffic Control Devices (MUTCD) requirements. Under this Alternative, as with the Project, “other” transportation impacts would be less-than-significant.

## ***Reduced Intensity Alternative***

### **VMT Impacts**

The Reduced Intensity Alternative would reduce Project development intensity, associated trip generation, and VMT by an estimated 25 percent. The reduction in Service Population would also likely be comparable.

The Reduced Intensity Alternative would result in reduced total VMT when compared to the Project. Because the intensity and scope of uses would be decreased under the

Reduced Intensity Alternative, the Service Population would also likely be decreased. The Reduced Intensity Alternative would therefore not substantially alter the VMT/SP ratio otherwise resulting from the Project.

### **Other Transportation Topics**

Based on the 25 percent reduction in trip generation, the extent of Study Area traffic improvements required under this Alternative would likely be reduced when compared to the Project. Because the Reduced Intensity Alternative would generate less traffic than the Project, fair share fee responsibilities, (which are based on proportional traffic contributions), would be reduced when compared to the Project. Required DIF payments (which are based on development building areas) would also be reduced. It is assumed that, like the Project, development of the subject site under the Reduced Intensity Alternative would incorporate those site adjacent and on-site circulation system improvements necessary to avoid or mitigate development-specific traffic impacts.

As a matter of law, this Alternative would be required to comply with City ordinances addressing the Study Area circulation system. As with the Project, transportation systems improvements would be designed and implemented consistent with City and Manual on MUTCD requirements. Under this Alternative, as with the Project, “other” transportation impacts would be less-than-significant.

#### **5.2.4.3 Air Quality - Comparative Impacts**

Even with application of mitigation, Project construction-source NO<sub>x</sub> and CO emissions would exceed applicable SCAQMD regional thresholds and per AQMD criteria would be significant. Per SCAQMD criteria, Project-level impacts that are significant are also cumulatively considerable. Project construction-source NO<sub>x</sub> emissions threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone) for which the Project region is non-attainment. These are cumulatively significant and unavoidable air quality impacts.

Even with application of mitigation, Project operational-source VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions would exceed applicable SCAQMD regional thresholds and per AQMD



criteria would be significant. Per SCAQMD criteria, Project-level impacts that are significant are also cumulatively considerable. Project construction-source VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone and PM<sub>10</sub>/PM<sub>2.5</sub>) for which the Project region is non-attainment. These are cumulatively significant and unavoidable air quality impacts.

Project construction-source and operational-source emissions threshold exceedances noted above would impede air quality attainment strategies and goals outlined in the AQMP. On this basis, the Project is considered inconsistent with the AQMP. This is a significant and unavoidable impact. Per SCAQMD criteria, Project-level impacts that are significant are also cumulatively considerable.

All other Project air quality impacts would be less-than-significant, or less-than-significant as mitigated. See also: EIR Section 4.3, *Air Quality*.

***No Project Alternative: No Build***

Under this Alternative existing air quality conditions would be maintained (see: EIR Section 4.3, *Air Quality*, 4.3.3, *Setting*). This Alternative would realize no new development and would generate no additional air pollutant emissions. This Alternative would result in reduced air quality impacts when compared to the Project. No air quality impact mitigation would be implemented under this Alternative.

***No Project Alternative: Existing Specific Plan Land Uses***

Under this Alternative, similar construction activities and use of construction equipment would be similar to that occurring under the Project. The maximum daily area of disturbance would be the same under both scenarios. Construction-source emissions impacts under the Project and this Alternative would be comparable, and would be individually and cumulatively significant and unavoidable.

When compared to the Project, this Alternative would likely result in comparable total development within the Specific Plan Area, though the types and configuration of uses

would be amended under the Project. Operational-source emissions under this Alternative would be comparable to the Project operational-source emissions and would be individually and cumulatively significant and unavoidable.

Construction-source and operational-source emissions threshold exceedances under this Alternative would impede air quality attainment strategies and goals outlined in the AQMP. On this basis, this Alternative would be inconsistent with the AQMP. This is a significant and unavoidable impact. Per SCAQMD criteria, Project-level impacts that are significant are also cumulatively considerable.

All other air quality impacts under this Alternative would be less-than-significant, or less-than-significant as mitigated.

### *Reduced Intensity Alternative*

Construction activities and use of construction equipment would be similar to the Project. The maximum daily area of disturbance would be the same under both scenarios. Construction-source emissions impacts under the Project and this Alternative would be comparable, and would be individually and cumulatively significant and unavoidable.

The 25 percent reduction in development intensity under the Reduced Intensity Alternative would translate roughly to a 25 percent reduction in operational-source air pollutant emissions when compared to the Project. Table 5.2-3 compares operational-source air pollutant emissions under the Project and Reduced Intensity Alternative.

**Table 5.2-3**  
**Project and Reduced Intensity Alternative**  
**Operational-Source Emissions Comparison**  
(Pounds per Day, Maximum Total Summer/Winter Emissions)

Pollutant	SCAQMD Threshold	Project		Reduced Intensity Alternative	
		Emissions	Threshold Exceeded?	Emissions	Threshold Exceeded?
VOC	55	929.39	YES	697.04	YES
NOx	55	609.87	YES	457.40	YES
CO	550	4,032.65	YES	3,024.49	YES

**Table 5.2-3**  
**Project and Reduced Intensity Alternative**  
**Operational-Source Emissions Comparison**  
(Pounds per Day, Maximum Total Summer/Winter Emissions)

Pollutant	SCAQMD Threshold	Project		Reduced Intensity Alternative	
		Emissions	Threshold Exceeded?	Emissions	Threshold Exceeded?
SO <sub>x</sub>	150	9.49	No	7.12	No
PM <sub>10</sub>	150	300.66	YES	225.50	YES
PM <sub>2.5</sub>	55	70.71	YES	53.03	No

**Sources:** Project operational-source emissions estimates from: *Rich-Haven Specific Plan, 2022 Amendment Air Quality Impact Analysis*, City of Ontario (Urban Crossroads, Inc.) November 8, 2022. No Project Alternative operational-source emissions estimates–Applied Planning, Inc.

As indicated at Table 5.2-3, when compared to the Project, operational-source emissions would be incrementally reduced for all pollutants under the Reduced Intensity Alternative. As with the Project, operational-source VOC, NO<sub>x</sub>, CO, and PM<sub>10</sub> emissions under the Reduced Intensity Alternative would exceed applicable SCAQMD regional thresholds. As with the Project, the Reduced Intensity Alternative’s VOC, NO<sub>x</sub>, and PM<sub>10</sub> and regional threshold exceedances would contribute to existing Basin ozone and PM<sub>10</sub>/PM<sub>2.5</sub> nonattainment conditions.

Construction-source and operational-source emissions threshold exceedances under this Alternative would impede air quality attainment strategies and goals outlined in the AQMP. On this basis, this Alternative would be inconsistent with the AQMP. This is a significant and unavoidable impact. Per SCAQMD criteria, Project-level impacts that are significant are also cumulatively considerable.

All other air quality impacts under this Alternative would be less-than-significant, or less-than-significant as mitigated.

All other air quality impacts under this Alternative would be diminished when compared to the project and would be less-than-significant, or less-than-significant as mitigated.

#### **5.2.4.4 Greenhouse Gas/Global Climate Change - Comparative Impacts**

Even with application of mitigation, Project GHG emissions would exceed the SCAQMD screening level threshold of 3,000 MTCO<sub>2</sub>e/year. On this basis, Project GHG emissions would result in a significant and unavoidable environmental impact.

The Project would implement GHG emissions mitigation per the 2022 CCAP Update. Compliance with the 2022 CCAP Update ensures that the Project would not conflict with any applicable plan or strategy for controlling or reducing GHG emissions. Project impacts in this regard would be less-than-significant.

#### ***No Project Alternative: No Build***

Under this Alternative, existing GHG emissions conditions would be maintained. This Alternative would realize no new development and would generate no additional GHG emissions. This Alternative would result in reduced GHG emissions impacts when compared to the Project. No GHG impact mitigation would be implemented under this Alternative.

#### ***No Project Alternative: Existing Specific Plan Land Uses***

When compared to the Project, this Alternative would likely result in comparable total development within the Specific Plan Area, though the types and configuration of uses would be amended under the Project. GHG emissions under this Alternative would be comparable to the Project GHG emissions and would exceed the SCAQMD screening level threshold of 3,000 MTCO<sub>2</sub>e/year. On this basis, GHG emissions under this Alternative would result in a significant and unavoidable environmental impact.

This Alternative would implement GHG emissions mitigation per the 2022 CCAP Update. Compliance with the 2022 CCAP Update ensures that this Alternative would not conflict with any applicable plan or strategy for controlling or reducing GHG emissions. Impacts of this Alternative in this regard would be less-than-significant.

### ***Reduced Intensity Alternative***

When compared to the Project, the Reduced Intensity Alternative would result in diminished GHG emissions due to the reduced scope of facilities, reductions in building/facility energy demands, and reduced trip generation. Assuming a reduction in GHG emissions comparable to the 25 percent reduction in scope under this Alternative, GHG emissions would total approximately 0.75 x of the Project GHG emissions, or 0.75 x 129,314.95 MTCO<sub>2</sub>e/yr. = 96,986.21 MTCO<sub>2</sub>e/yr.

As with the Project, the GHG emissions generated by the Reduced Intensity Alternative would exceed the SCAQMD screening level threshold of 3,000 MTCO<sub>2</sub>e/yr. On this basis, GHG emissions generated by the Reduced Intensity Alternative would represent a significant and unavoidable environmental impact.

This Alternative would implement GHG emissions mitigation per the 2022 CCAP Update. Compliance with the 2022 CCAP Update ensures that this Alternative would not conflict with any applicable plan or strategy for controlling or reducing GHG emissions. Impacts of this Alternative in this regard would be less-than-significant.

#### **5.2.4.5 Energy - Comparative Impacts**

Project construction and operations would consume energy. Energy would be provided to the Project by existing sources. The Project would not require new sources of energy or construction of new energy producing facilities. The Project would comply with applicable energy conservation and energy efficiency regulations and policies and would achieve energy conservation and energy efficiencies surpassing regulatory requirements. Project energy consumption would be typical for the uses and scope of development proposed. The Project does not propose or require facilities or operations that would result in wasteful, inefficient or unnecessary consumption. On this basis, the Project would not result in or cause potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources. Neither would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Potential energy impacts of the Project would therefore be less-than-significant. See also: EIR Section 4.5, *Energy*.

***No Project Alternative: No Build***

Under this Alternative, existing energy conditions would be maintained. This Alternative would realize no new development and would not result in increased energy demands. This Alternative would result in reduced energy impacts when compared to the Project. As with the Project, energy impacts would be less-than-significant.

***No Project Alternative: Existing Specific Plan Land Uses***

As with the Project, this Alternative would be provided energy from existing sources. It is assumed that this Alternative would comply with applicable energy conservation and energy efficiency regulations and policies; and that this Alternative would not implement facilities or operations that would result in wasteful, inefficient or unnecessary consumption. When compared to the Project, energy consumption would likely be comparable under this Alternative. As with the Project, energy impacts would be less-than-significant.

***Reduced Intensity Alternative***

The reduction in development scope under the Reduced Intensity Project Alternative would tend to reduce total energy demands and total energy consumption. As with the Project, the Reduced Intensity Alternative uses would be required to implement energy-efficient facilities, and to otherwise demonstrate effective energy use. Under the Reduced Intensity Alternative, proposed development would also be required to substantiate compliance with state or local plan for renewable energy or energy efficiency. Impacts would be similar to the Project.

**5.2.4.6 Noise/Vibration - Comparative Impacts**

Project construction-source noise/vibration levels received at area land uses would be less-than-significant. Measures recommended in the EIR would further reduce these already less-than-significant impacts.

Project operational-source noise/vibration levels received at area land uses would be less-than-significant. Measures recommended in the EIR would further reduce these already less-than-significant impacts.

Certain of the Project residential uses could be exposed to potentially significant vehicular-source noise levels. Mitigation included in the EIR would reduce this impact to levels that would be less-than-significant.

The Project would not expose people residing or working in the Project area to excessive aircraft or airport-source noise levels.

***No Project Alternative: No Build***

Under this Alternative, existing noise/vibration conditions would be maintained. This Alternative would realize no new development and would generate no additional noise or vibration. This Alternative would result in reduced noise and vibration levels when compared to the Project. No noise or vibration impact mitigation would be required or would be implemented under this Alternative.

***No Project Alternative: Existing Specific Plan Land Uses***

Under this Alternative, areas affected by construction activities and the types and operations of construction equipment employed would be substantially the same as would occur under the Project. Maximum received construction-source noise/vibration levels would be unchanged and would be less-than-significant.

This Alternative would not generate or result in operational area-source noise/vibration substantially different than would result from uses proposed by the Project. Under this Alternative and the Project, operational area-source noise/vibration impacts would be comparable and would be less-than-significant.

As with the Project, certain of the residential uses under this Alternative could be exposed to potentially significant vehicular-source noise levels. Mitigation would be included to reduce this impact to levels that would be less-than-significant.

As with the Project, this Alternative would not expose people residing or working in the area to excessive aircraft or airport-source noise levels.

### ***Reduced Intensity Alternative***

Under the Reduced Intensity Alternative, the types of construction activities and equipment employed would likely be similar to those associated with construction of the Project. Maximum received construction-source noise/vibration levels would be unchanged. As with the Project, construction-source noise/vibration levels received at area land uses would be less-than-significant.

The Reduced Intensity Alternative would not generate or result in operational area-source noise/vibration substantially different than would result from the Project. Under the Reduced Intensity Alternative and the Project, operational area-source noise/vibration impacts would be less-than-significant.

As with the Project, certain of the residential uses under this Alternative could be exposed to potentially significant vehicular-source noise levels. Mitigation would be included to reduce this impact to levels that would be less-than-significant.

As with the Project, this Alternative would not expose people residing or working in the area to excessive aircraft or airport-source noise levels.

#### **5.2.4.7 Hazards/Hazardous Materials - Comparative Impacts**

The Project would not implement uses or programs that would exacerbate any existing adverse hazards/hazardous materials conditions. Under the Project, existing hazards or potentially hazardous conditions affecting the subject site would be remediated and related impacts reduced to levels that would be less-than-significant. See also: EIR Section 4.7, *Hazards/Hazardous Materials*.

### ***No Project Alternative: No Build***

Under this Alternative, existing hazards/hazardous materials conditions would be maintained. This Alternative would realize no new development and would generate no additional hazards/hazardous materials impacts. Existing adverse hazards/hazardous conditions affecting the subject site and surrounding areas would persist. This Alternative may therefore result in increased hazards/hazardous conditions impacts



when compared to the Project. That is, under the Project, adverse hazards/hazardous conditions affecting the site would be comprehensively remediated as part of the Project development—such remediation would not occur under this Alternative. No hazards/hazardous materials impact mitigation would be implemented under this Alternative.

#### ***No Project Alternative: Existing Specific Plan Land Uses***

As with the Project, existing hazards or potentially hazardous conditions affecting the subject site would be remediated and related impacts reduced to levels that would be less-than-significant. This Alternative use would not result in hazards and hazardous materials impacts different than those resulting from the Project. This Alternative would not implement uses or programs that would exacerbate any existing adverse hazards/hazardous materials conditions. As with the Project, potential hazards/hazardous materials impacts would be less-than-significant.

#### ***Reduced Intensity Alternative***

As with the Project, existing hazards or potentially hazardous conditions affecting the subject site would be remediated and related impacts reduced to levels that would be less-than-significant. The Reduced Intensity Alternative land uses would be similar to the Project and would not result in hazards and hazardous materials impacts different than those resulting from the Project. The Reduced Intensity Alternative would not implement uses or programs that would exacerbate any existing adverse hazards/hazardous materials conditions. Potential hazards/hazardous materials impacts of the Reduced Intensity Alternative and the Project would be comparable and would be less-than-significant.

#### **5.2.4.8 Hydrology and Water Quality - Comparative Impacts**

The Project would implement all necessary on-site storm drain infrastructure improvements. The Project would implement mitigation measures to ensure that capacities of receiving MPoD storm drains would not be exceeded. The Project would implement a construction Storm Water Pollution Prevention Plan (SWPPP) and operational Water Quality Management Plan (WQMP) reducing potential water quality

impacts to levels that would be less-than-significant. On this basis, Project hydrology and water quality impacts would be less-than-significant as mitigated. See also: EIR Section 4.8, *Hydrology and Water Quality*.

***No Project Alternative: No Build***

Under this Alternative, existing hydrology/water quality conditions would be maintained. This Alternative would realize no new development and would generate no additional hydrology and water quality impacts. Existing adverse hydrology/water quality conditions affecting the subject site (e.g., lack of storm sewers, lack of storm water quality treatment systems, degraded water quality due to dairy farming operations) would persist. This Alternative may therefore result in increased hydrology and water quality impacts when compared to the Project. That is, under the Project, adverse hydrology and water quality conditions affecting the site and surrounding areas would be comprehensively addressed through implementation of the Project stormwater management systems. These stormwater management system improvements would not be implemented under this Alternative. No hydrology/water quality impact mitigation would be implemented under this Alternative.

***No Project Alternative: Existing Specific Plan Land Uses***

This Alternative would implement all necessary storm drain infrastructure improvements. The area subject to development with impervious surfaces under this Alternative and the Project would be comparable. This Alternative and Project would therefore result in comparable rates and quantities of post-development storm water runoff. This Alternative would be required to implement on-site storm water management systems, reducing impacts to storm drain capacities to levels that would be less-than-significant. This Alternative would be required to comply with applicable SWPPP and WQMP provisions, thereby reducing potential water quality impacts to levels that would be less-than-significant. Stormwater management systems implemented under this Alternative would act to improve existing hydrology and water quality conditions. Potential hydrology and water quality impacts of this Alternative and the Project would be comparable and would be less-than-significant as mitigated.

### ***Reduced Intensity Alternative***

The Reduced Intensity Alternative would implement all necessary storm drain infrastructure improvements. When compared to the Project, the area subject to development with impervious surfaces under the Reduced Intensity Alternative may be reduced. The Reduced Intensity Alternative may therefore result in reduced rates and quantities of post-development storm water runoff. The Reduced Intensity Alternative would be required to implement on-site storm water management systems, reducing impacts to storm drain capacities to levels that would be less-than-significant. The Reduced Intensity Alternative would be required to comply with applicable SWPPP and WQMP provisions, thereby reducing potential water quality impacts to levels that would be less-than-significant. Stormwater management systems implemented under the Reduced Intensity Alternative would act to improve existing hydrology and water quality conditions. Hydrology and water quality impacts of the Reduced Intensity Alternative and the Project would be comparable and would be less-than-significant as mitigated.

#### **5.2.4.9 Geology and Soils - Comparative Impacts**

The Project does not propose or require facilities or operations that would result in adverse geology/soils conditions, or exacerbate any existing adverse geology/soils conditions. Compliance with the California Building Code (CBC), the City of Ontario Building Code, measures and recommendations identified in the Project Geotechnical Studies, and Project mitigation would reduce potential geology and soils impacts of the Project to levels that would be less-than-significant. See also: EIR Section 4.9, *Geology and Soils*.

### ***No Project Alternative: No Build***

Under this Alternative, existing geology and soils conditions would be maintained. This Alternative would realize no new development and would result in no new or additional geology and soils impacts. This Alternative would result in reduced geology and soils impacts when compared to the Project. As with the Project, geology and soils impacts would be less-than-significant.

### ***No Project Alternative: Existing Specific Plan Land Uses***

It is assumed that this Alternative would not propose or require facilities or operations that would result in adverse geology/soils conditions, or exacerbate any existing adverse geology/soils conditions. As with the Project, this Alternative would be subject to requirements of the CBC, City of Ontario Building Code, site- and development-specific geotechnical studies, and any necessary mitigation measures. Geology and soils impacts under this Alternative would be similar to the Project and would be less-than-significant.

### ***Reduced Intensity Alternative***

The Reduced Intensity Alternative would implement the Project uses at a reduced scale within the same site developed under the Project. It is assumed that the Reduced Intensity Alternative would not propose or require facilities or operations that would result in adverse geology/soils conditions, or exacerbate any existing adverse geology/soils conditions. As with the Project, the Reduced Intensity Alternative would be subject to requirements of the CBC, City of Ontario Building Code, site- and development-specific geotechnical studies, and any necessary mitigation measures. Geology and soils impacts under this Alternative would be similar to the Project and would be less-than-significant.

#### **5.2.4.10 Biological Resources - Comparative Impacts**

As discussed at EIR Section 4.10, *Biological Resources*, the subject site in total is considered to be of limited biologic value in that it exhibits extensive disturbance due to current and former dairy farming, agricultural uses and existing urban development. These uses have substantially degraded the site in terms of its function as potential habitat. The Project site does not contain protected habitat, and does not function as valuable or unique habitat for any vegetation wildlife. It is further noted that development of the Project site is anticipated under the TOP 2050, and the Project site would not be preserved for biologic purposes in any case. Mitigation is included in the Project that reduces potential impacts to biological resources to levels that would be less-than-significant.

### ***No Project Alternative: No Build***

Under this Alternative, existing biological resources conditions would be maintained. This Alternative would realize no new development and would have no incremental effects on biological resources. This Alternative would result in reduced biological

resources impacts when compared to the Project. Biological resources impacts under this Alternative would be less-than-significant.

***No Project Alternative: Existing Specific Plan Land Uses***

Development realized under this Alternative would result in disturbance of the subject site similar to that occurring under the Project. Potential impacts to biological resources would also likely be similar to those of the Project. As with the Project, potential biological resources impacts would be less-than-significant as mitigated.

***Reduced Intensity Alternative***

The reduction in overall site development realized under the Reduced Intensity Alternative could result in a portion of the site remaining, for the time being, in an undeveloped condition. Realistically, however, potential impacts to biological resources would likely be similar to those of the Project, given the extent of construction activities and subsequent occupancies that would result from the site's development. Biological resources impacts under this Alternative would be similar to the Project and would be less-than-significant as mitigated.

**5.2.4.11 Cultural Resources/Tribal Cultural Resources - Comparative Impacts**

The Project incorporates mitigation that reduces potential impacts to cultural resources/tribal cultural resources to levels that would be less-than-significant. Tribal consultation is in process as required under *AB 52, Gatto. Native Americans: California Environmental Quality Act*. See also Section 4.11, *Cultural Resources/Tribal Cultural Resources*.

***No Project Alternative: No Build***

Under this Alternative, existing cultural resources/tribal cultural resources conditions would be maintained. This Alternative would realize no new development and would result in no new or additional cultural resources/tribal cultural resources impacts. This Alternative would result in reduced cultural resources/tribal cultural resources impacts when compared to the Project. No cultural resources/tribal cultural resources impact mitigation would be implemented under this Alternative.

***No Project Alternative: Existing Specific Plan Land Uses***

Site disturbance and potential impacts to cultural resources would be similar to those of the Project. This Alternative would incorporate mitigation that would reduce potential impacts to cultural resources/tribal cultural resources to levels that would be less-than-significant. Cultural resources/tribal cultural resources impacts of this Alternative and the Project would be comparable and would be less-than-significant as mitigated.

***Reduced Intensity Alternative***

Site disturbance and potential impacts to cultural resources would be similar to those of the Project. This Alternative would incorporate mitigation that would reduce potential impacts to cultural resources/tribal cultural resources to levels that would be less-than-significant. Cultural resources/tribal cultural resources impacts of this Alternative and the Project would be comparable and would be less-than-significant as mitigated.

**5.2.4.12 Utilities & Service Systems - Comparative Impacts**

The Project would implement all necessary on-site and off-site utilities and service infrastructure system improvements. Project utilities and service systems impacts would be less-than-significant. See also: EIR Section 4.12, *Utilities & Service Systems*.

***No Project Alternative: No Build***

Under this Alternative, existing utilities and service systems conditions would be maintained. This Alternative would realize no new development and would result in no new or additional utilities and service systems impacts. This Alternative would result in reduced utilities and service systems impacts when compared to the Project. No utilities and service systems impact mitigation would be implemented under this Alternative.

***No Project Alternative: Existing Specific Plan Land Uses***

This Alternative would result in development intensities comparable to the Project. It is assumed that this Alternative would implement all necessary on-site and off-site utilities and service infrastructure system improvements. Utilities and service system impacts of this Alternative and the Project would be comparable and would be less-than-significant.

### ***Reduced Intensity Alternative***

The Reduced Intensity Alternative would result in development of similar land uses but at a lower intensity than the Project. It is assumed that the Reduced Intensity Alternative would implement all necessary on-site and off-site utilities and service infrastructure system improvements. Utilities and service systems impacts of this Alternative and the Project would be comparable and would be less-than-significant.

#### **5.2.4.13 Comparative Attainment of Project Objectives**

Comparative Attainment of Project Objectives is summarized for each of the Alternatives considered here. For ease of reference, the Project Objectives are reiterated below.

#### **Project Objectives**

The primary goal of the Project is the development of the subject site with a productive mix of Specific Plan residential, commercial, light industrial and community facilities. Complementary Project Objectives include the following:

#### **General**

- Implement TOP 2050 Policy Plan Land Use Plan.
- Support TOP 2050 vision for urbanization of the Ontario Ranch area of the City.
- Implement a Specific Plan development supporting office/commercial and light industrial uses providing a broad range of long-term employment opportunities.
- Implement Specific Plan developments providing a broad range of additional construction employment opportunities.
- Establish new development that would further the City's near-term and long-range fiscal goals.
- Improve the regional jobs/housing balance.

## **Specific Plan Uses**

### **Livable Neighborhood Development**

- Incorporate Traditional Neighborhood Design guiding principles during the design phase to provide for opportunities to achieve the Project’s vision statement, including:
  - Connections. To provide a series of sidewalks and trails connecting community parks, civic uses, employment areas, mixed-use and transit stops designed to be pedestrian friendly to avoid unnecessary automobile trips.
  - Traditional Street Network. To design a hierarchy of streets connected in a grid network with a variety of routes for pedestrians and vehicles, as well as creating a visually favorable and comfortable environment for pedestrians and bicyclists.
  - Main Street Environment. To design commercial/retail areas to a human scale with storefronts oriented to the street providing a “Main Street” atmosphere for strolling and shopping, all within walking distance from most homes.
  - Public Spaces. To create plazas, parks, and community gathering places placed within centralized areas providing synergy between adjacent land uses.
  - Identifiable Neighborhoods. To design neighborhoods around a discernable center, which may include a small park, square, school, or mixed-use center, within a five-minute walking distance.
  - Mix of Housing. To provide neighborhoods with a range of household types: a variety of single-family detached homes, attached units for young families, and live/work units for small at-home businesses.
- Design a mixed-use environment to ensure compatible uses that are cohesive and integrate a diversity of residential neighborhoods, with a range of commercial uses, and supporting open spaces.
- Utilize transportation, utility, and greenways/open space networks to establish clear edges and boundaries.
- Accommodate residential, commercial, open space, public, and other uses in accordance with the generalized distribution of uses depicted within the City’s TOP Land Use Plan.



- Implement elements that will ensure walkability throughout the Project Area to discourage automobile dependency and encourage walking, biking, and other forms of transportation. This is achieved through the incorporation of subarea greenways and pedestrian connections and through sensitive site design of mixed-use development.
- Implement technological advances within residential communities, including internet access, to allow residents to shop and work from home and to decrease reliance on automobiles.
- Provide opportunity for at least one major public plaza/square as a centerpiece of community activities, including events and celebrations, outdoor performances, community meetings, picnics, farmers markets, and similar functions.
- Establish a clearly defined “edge” for the City’s TOP area, where appropriate, that avoids the use of walls and creation of a “walled” enclave.
- Incorporate electrical transmission corridors and similar elements to form “edges” for residential neighborhoods and centers and/or accommodate public greenways/trails/corridors.

### **Residential District Objectives**

- Create a livable community with neighborhoods designed at a human scale and oriented for pedestrian access to mixed-use, educational, and recreational uses.
- Provide for a range and diversity of housing products (detached single-family, detached and attached condominiums, and townhomes) that respond to a variety of homeownership needs and desires.
- Design residential projects to complement the character of adjacent neighborhoods.
- Encourage interaction among residents through the provision of an organized, simple, and “neo-traditional” system of streets, pathways, and entries to allow residents to walk or bike to parks, recreation, and public facilities (including schools).
- Promote outdoor activity and casual social contact among residents and neighbors by designing neighborhoods around a central park where they can gather.

- Provide a focal point of activity within each residential planning area that may include a park, school, common area, or public meeting facility.
- Encourage architectural styles and traditional design elements that reflect the historic and eclectic mixture of architecture, reflective of the greater Ontario area.
- Increase densities adjacent to commercial centers.
- Establish clear, defined “edges” and “entries” that contribute to neighborhood identity.
- Avoid the use of walls to separate residential areas from arterials and other high traffic volume streets by expanded landscape setbacks, frontage roads, and other appropriate techniques.
- Include clustered multi-family housing within the Residential District, in order to create a diverse range of housing products and opportunities, while still in keeping with the overall low-density residential designation.
- Locate higher-density residential uses that provide population to support adjacent regional commercial centers.
- Provide sufficient on-site recreational amenities within higher density developments.
- Include community-oriented uses such as public meeting rooms, plazas and courtyards, and similar uses.
- Establish visual and physical links among the individual multi-family developments to create a cohesive and continuous corridor.
- Design building elevations to promote visual interest.
- Provide linkages between community service facilities, multi-family corridors, and residential neighborhoods.

### **Regional Commercial/Mixed-Use District Objectives**

- Accommodate a diversity of large-scale retail, community and neighborhood shopping, office, medical research, entertainment, hotel/motel, dining, housing, cultural, public, and similar uses that will serve the Project area and neighboring Planning Areas.
- Function with a high level of activity and/or employment.

- Accommodate development of multi-family housing, mixed-use buildings that incorporate housing and retail/office, and live/work facilities.
- Accommodate single-use buildings and mixed-use structures containing a variety of uses from residential over retail or office-to-office over retail.
- Encourage traditional, mixed-use design of commercial buildings, by requiring a lower maximum floor area ration (FAR) for single-use buildings, and a higher maximum FAR for mixed-use buildings.
- Develop plaza areas and other amenities to provide places of social interaction.
- Include one or more public “squares” to serve as gathering places.
- Incorporate modulated building volumes, mass, height, and articulated facades to create individual spaces.
- Site a portion of the buildings on peripheral streets to provide connectivity to adjacent uses.
- Orient buildings towards the local streets whenever possible to create an urban edge and sense of arrival and place.
- Include sidewalks of sufficient width to accommodate pedestrian activity and outdoor restaurants, newsstands, and other uses.
- Create visual interest through the opening of streets and sidewalks/plazas towards building elevations.
- Incorporate landscaping to enhance the environment.
- Visually integrate parking structures to continue the intended design character of the district.
- Incorporate multi-family housing to create a cohesive and continuous corridor.
- Ensure an appropriate mix of uses (residential and commercial) that are compatible.
- Encourage pedestrian access and ease of use within the mixed-use area by designing pedestrian and bike paths.
- Create a “Main Street” environment with buildings designed to a human scale where pedestrian activity is not overwhelmed by automobile traffic.
- Utilize urban design to create a “Gateway” or portal to the Ontario Ranch.

### **Industrial District Objectives**

- Incorporate transitions and/or buffers between commercial/mixed-use and industrial areas and adjacent residential areas.
- Contribute to the regional jobs to housing balance by providing employment opportunities while minimizing development impacts on surrounding neighborhoods.
- Create a high-quality industrial park development that attracts an array of businesses and provides employment opportunities within proximity to area residents.
- Provide safe and efficient access/circulation routes for the distribution/transportation of goods.

### **Circulation Objectives**

- Provide a circulation system designed to promote pedestrian activity through a network of off-street pedestrian walkways linking each neighborhood to parks, mixed-use commercial, and residential uses.
- Design a hierarchy of streets connected in a grid network with a variety of routes for pedestrians and vehicles, creating a visually attractive, enhanced, and comfortable environment for pedestrians and bicyclists.
- Design streets to incorporate landscaped parkways and pedestrian walkways separated from the street to enhance safety and enjoyment of residents and visitors.
- Provide opportunities for transit connections and alternative modes of transportation.

### **Recreation/Trails Objectives**

- Provide new recreational opportunities for residents through the development of a series of public and private parks.
- Provide a series of pedestrian trails connecting community parks, civic uses, mixed-use, and transit stops designed to be pedestrian friendly to avoid unnecessary automobile trips.
- Incorporate off-street multi-use trails within the Southern California Edison easements.

- Incorporate a system of on- and off-street bicycle pathways with access from the residences to mixed-use areas.
- Use landscaping and streetscape materials that are low maintenance in recreation and trail areas.
- Provide a system of on-street bikeways integrated throughout the Project to provide access to schools, parks, and commercial uses.
- Provide new recreational opportunities for residents through the development of a series of parks ranging in size.

### **Community Facilities Objectives**

- Incorporate existing major utilities into the overall fabric of the community.
- Provide opportunities for incorporation of community facilities (e.g., schools, fire station) as identified by affected agencies.

### ***No Project Alternative: No Build***

This Alternative would realize none of the stated Project Objectives.

### ***No Project Alternative: Existing Specific Plan Land Uses***

This Alternative would likely realize the stated Project Objectives regarding design and implementation of Specific Plan Land Uses. To these ends, this Alternative would provide a mix of residential, commercial-office, light industrial and community facilities uses similar to the Project. However, uses would be configured and oriented in a manner differing from the Project.

This Alternative would however fail to achieve or would impede attainment the following Project Objectives:

- **Implement TOP 2050 Policy Plan Land Use Plan; Support TOP 2050 vision for urbanization of the Ontario Ranch area of the City.** This Alternative proposes land uses that are inconsistent with TOP 2050 Policy Plan Land Use Plan, and would require amendment of TOP Policy Plan Land Use Plan. This alternative

would therefore conflict with, rather than support, implementation of TOP 2050 Policy Plan.

### ***Reduced Intensity Alternative***

The Reduced Intensity Alternative would implement the proposed 2022 Specific Plan Amendment Land Uses and development concepts at an approximately 25 percent reduction in overall development intensity. Due to its comparative reduction in scope, the Reduced Intensity Alternative would likely impede or substantially restrict attainment of the following Project Objectives.

- **Implement a Specific Plan development supporting office/commercial and light industrial uses providing a broad range of employment opportunities.** *The comparative 25 percent reduction in development intensity under the Reduced Intensity Alternative would diminish the number and diversity of potential employment opportunities otherwise provided by the Project. The noted reduction in scope would also restrict potential synergy between uses at this location and other vicinity uses.*
- **Implement Specific Plan developments providing a broad range of additional construction employment opportunities.** *The comparative 25 percent reduction in development intensity under the Reduced Intensity Alternative would diminish the number and diversity of potential construction employment opportunities otherwise provided by the Project. The noted reduction in scope would also restrict potential synergy between uses at this location and other vicinity uses.*
- **Support TOP 2050 vision for urbanization of the Ontario Ranch area of the City.** *The comparative 25 percent reduction in development intensity under the Reduced Intensity Alternative would limit development potential of prime urban properties within the City. In this respect, the subject site is designated and anticipated for development types and intensities such as are proposed by the Project; is bounded by similar compatible urban development; and is served by all necessary services and utilities. The Reduced Intensity Alternative would fail to take advantage of these site attributes. Further, this Alternative*

would conflict with or impede TOP Policy Plan vision for urbanization of the Ontario Ranch area of the City. Potential contrary effects would include:

- A reduction in residential, commercial-office, light industrial, and community facilities development opportunities otherwise available under the Project.
- A reduction in the range and variety of residential, commercial-office, light industrial developers and tenants that would be attracted to the City.
- Diminished potential for development of the site with uses and at an intensity the City considers to be the highest and best use for the subject property.
- Diminished fiscal benefits available to the City of Ontario.
- Diminished job creation. Related diminished potential for improvement of the regional jobs/housing balance condition.
- Diminished residential opportunities. This Alternative would reduce residential products types and the total quantity of available housing within the City. To these ends, this Alternative would conflict with residential goals, strategies, and opportunities outlines in TOP 2020 Housing Element. By reducing the potential for residential development there is also the potential for this Alternative to conflict with SB 330, Skinner. Housing Crisis Act of 2019.<sup>3</sup>

### 5.2.5 Comparison of Alternatives

Table 5.2-4 summarizes, by topic, comparative impacts of the Project and the considered Alternatives.

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<sup>3</sup> SB 330, until January 1, 2025, with respect to land where housing is an allowable use would prohibit a county or city, from enacting a development policy, standard, or condition, as defined, that would have the effect of (A) changing the land use designation or zoning of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing zoning district below what was allowed under the general plan or specific plan land use designation and zoning ordinances of the county or city as in effect on January 1, 2018.

**Table 5.2-4  
Summary of Potential Impacts, Alternatives Compared to Project, By Topic**

EIR Topic: Project Impacts	No Project Alternative: No Build	No Project Alternative: Existing Specific Plan Land Uses	Reduced Intensity Alternative
<b>Land Use and Planning</b>			
Impacts would be less-than-significant.	Existing land use/planning conditions would be maintained. No discretionary actions, permits, or consultations would be required. Impacts in these regards would be reduced when compared to the Project impacts.	The scope of requested discretionary actions would be increased in that a Policy Plan Land Use Amendment would be required. Impacts would likely be greater than the Project.	Impacts would be similar to the Project impacts.
<b>Transportation</b>			
<p>VMT impacts would be less-than-significant.</p> <p>Other transportation impacts would be less-than-significant.</p>	<p>This Alternative would maintain existing VMT conditions. This Alternative would result in decreased total VMT when compared to the Project impacts. Because the intensity and scope of uses is diminished under this Alternative, the Service Population would also be decreased. On this basis, this Alternative may not substantially alter the VMT/SP ratio otherwise resulting from the Project.</p> <p>Other transportation impacts would be less-than-significant.</p>	<p>Total VMT and VMT/SP impacts would likely be comparable to those of the Project.</p> <p>Other transportation impacts would be similar to those resulting from the Project.</p>	<p>Total VMT would be diminished. VMT/SP impacts would likely be comparable to those of the Project.</p> <p>Other transportation impacts would be similar to those resulting from the Project.</p>
<b>Air Quality</b>			
<p>Project construction-source NO<sub>x</sub> and CO emissions would exceed applicable SCAQMD regional thresholds and per AQMD criteria would be significant. Per SCAQMD criteria, development-level impacts that are significant are also cumulatively considerable. Project construction-source NO<sub>x</sub> emissions threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone) for which the region is non-attainment. These are cumulatively significant and unavoidable air quality impacts.</p> <p>Project operational-source VOC, NO<sub>x</sub>, CO, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions would</p>	<p>Existing air quality conditions would be maintained. This Alternative would realize no new development and would generate no additional air pollutant emissions. This Alternative would result in reduced air quality impacts when compared to the Project impacts.</p>	<p>Construction-source NO<sub>x</sub> and CO emissions under this Alternative would exceed applicable SCAQMD regional thresholds and per AQMD criteria would be significant. Per SCAQMD criteria, project-level impacts that are significant are also cumulatively considerable.</p> <p>Construction-source NO<sub>x</sub> emissions threshold exceedances under this Alternative would result in a cumulatively considerable net increase in criteria pollutants (ozone) for which the region is non-attainment. This is a cumulatively significant and unavoidable air quality impact.</p> <p>Operational-source emissions under this Alternative would be comparable to the Project impacts. Operational-source exceedances of</p>	<p>Construction-source NO<sub>x</sub> and CO emissions under this Alternative would exceed applicable SCAQMD regional thresholds and per AQMD criteria would be significant. Per SCAQMD criteria, project-level impacts that are significant are also cumulatively considerable.</p> <p>Construction-source NO<sub>x</sub> emissions threshold exceedances under this Alternative would result in a cumulatively considerable net increase in criteria pollutants (ozone) for which the region is non-attainment. This is a cumulatively significant and unavoidable air quality impact.</p> <p>Under this Alternative, operational-source VOC, NO<sub>x</sub>, CO, and PM<sub>10</sub> emissions contributions to Basin non-attainment conditions would decrease</p>



**Table 5.2-4  
Summary of Potential Impacts, Alternatives Compared to Project, By Topic**

<b>EIR Topic: Project Impacts</b>	<b>No Project Alternative: No Build</b>	<b>No Project Alternative: Existing Specific Plan Land Uses</b>	<b>Reduced Intensity Alternative</b>
<p>exceed applicable SCAQMD regional thresholds and per AQMD criteria would be significant. Per SCAQMD criteria, Project-level impacts that are significant are also cumulatively considerable. Project operational-source VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone and PM<sub>10</sub>/PM<sub>2.5</sub>) for which the Project region is non-attainment. These are cumulatively significant and unavoidable air quality impacts.</p> <p>Construction-source and operational-source emissions threshold exceedances under the Project would impede air quality attainment strategies and goals outlined in the AQMP. On this basis, the Project would be inconsistent with the AQMP. This is a significant and unavoidable impact. Per SCAQMD criteria, Project-level impacts that are significant are also cumulatively considerable.</p> <p>Other air quality impacts would be less than-significant.</p>		<p>VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions contributions to Basin non-attainment conditions would be comparable to the Project impacts.</p> <p>AQMP inconsistency impacts occurring under the Project would also result under this Alternative.</p> <p>Other air quality impacts would be similar to those resulting from the Project.</p>	<p>in severity and magnitude, but would remain cumulatively significant and unavoidable. Operational-source PM<sub>2.5</sub> emissions would be reduced below significance thresholds.</p> <p>AQMP inconsistency impacts occurring under the Project would also result under this Alternative.</p> <p>Other air quality impacts would be similar to those resulting from the Project.</p>
<b>Greenhouse Gas Emissions</b>			
<p>The Project's potential to contribute considerably (either individually or cumulatively) to global climate change impacts through GHG emissions is considered significant and unavoidable.</p> <p>The Project would implement GHG emissions mitigation per the 2022 CCAP Update. Compliance with the 2022 CCAP Update ensures that this Alternative would</p>	<p>Existing GHG emissions conditions would be maintained. This Alternative would realize no new development and would generate no additional GHG emissions. This Alternative would result in reduced GHG emissions impacts when compared to the Project impacts.</p>	<p>GHG emissions impacts under this Alternative would be comparable to the Project impacts.</p> <p>This Alternative would implement GHG emissions mitigation per the 2022 CCAP Update. Compliance with the 2022 CCAP Update ensures that this Alternative would not conflict with any applicable plan or strategy for controlling or reducing GHG emissions. Impacts</p>	<p>Total GHG emissions would be reduced when compared to the Project. However, the potential to contribute considerably (either individually or cumulatively) to global climate change impacts through GHG emissions would be significant and unavoidable.</p> <p>This Alternative would implement GHG emissions mitigation per the 2022 CCAP Update. Compliance with the 2022 CCAP Update</p>

**Table 5.2-4  
Summary of Potential Impacts, Alternatives Compared to Project, By Topic**

<b>EIR Topic: Project Impacts</b>	<b>No Project Alternative: No Build</b>	<b>No Project Alternative: Existing Specific Plan Land Uses</b>	<b>Reduced Intensity Alternative</b>
not conflict with any applicable plan or strategy for controlling or reducing GHG emissions. Impacts of this Alternative in this regard would be less-than-significant.		of this Alternative in this regard would be less-than-significant.	ensures that this Alternative would not conflict with any applicable plan or strategy for controlling or reducing GHG emissions. Impacts of this Alternative in this regard would be less-than-significant.
<b>Energy</b>			
Energy impacts would be less-than-significant.	Existing energy conditions would be maintained. This Alternative would realize no new development and would not result in increased energy demands. This Alternative would result in reduced energy impacts when compared to the Project impacts.	Energy impacts would be similar to the Project impacts.	Based on the reduction in development intensity, total energy demands and energy consumption impacts would likely be reduced when compared to the Project impacts.
<b>Noise/Vibration</b>			
Construction-source noise/vibration impacts would be less-than-significant.  Operational-source noise/vibration impacts would be less-than-significant.  Vehicular-source impacts that could affect certain of the Project residential uses would be less-than-significant as mitigated.	Existing noise/vibration conditions would be maintained. This Alternative would realize no new development and would generate no additional noise/vibration. This Alternative would result in reduced noise/vibration impacts when compared to the Project impacts. No noise/vibration impact mitigation would be implemented under this Alternative.	Construction-source noise/vibration impacts would be similar to the Project impacts.  Operational-source noise/vibration impacts would be similar to the Project impacts.  Vehicular-source noise/vibration impacts would be similar to the Project impacts.	Construction-source noise/vibration impacts resulting from construction of off-site master plan infrastructure improvements would be similar to the Project impacts.  Operational-source noise/vibration impacts would be similar to the Project impacts.  Vehicular-source noise/vibration impacts would be similar to the Project impacts.
<b>Hazards/Hazardous Materials</b>			
Hazards/hazardous materials impacts would be less-than-significant as mitigated.	Existing hazards/hazardous materials conditions would be maintained. This Alternative would realize no new development and would generate no additional hazards/hazardous materials impacts. Potential existing adverse hazards/hazardous conditions affecting the subject site would persist.	Hazards/hazardous materials impacts would be similar to the Project impacts.	Hazards/hazardous materials impacts would be similar to the Project impacts.
<b>Hydrology/Water Quality</b>			
Hydrology/water quality impacts would be less-than-significant as mitigated.	Existing hydrology/water quality conditions would be maintained This Alternative would realize no new development and would	Hydrology/water quality impacts would be similar to the Project impacts.	Hydrology/water quality impacts would be similar to the Project impacts.

**Table 5.2-4  
Summary of Potential Impacts, Alternatives Compared to Project, By Topic**

EIR Topic: Project Impacts	No Project Alternative: No Build	No Project Alternative: Existing Specific Plan Land Uses	Reduced Intensity Alternative
	generate no additional hydrology and water quality impacts.		
<b>Geology and Soils</b>			
Geology and soils impacts would be less-than-significant as mitigated.	Existing geology and soils conditions would be maintained. This Alternative would realize no new development and would result in no new or additional geology and soils impacts. This Alternative would result in reduced geology and soils impacts when compared to the Project impacts.	Geology and soils impacts would be similar to the Project impacts.	Geology and soils impacts would be similar to the Project impacts.
<b>Biological Resources</b>			
Biological resources impacts would be less-than-significant as mitigated.	Existing biological resources conditions would be maintained. This Alternative would realize no new development and would have no incremental effects on biological resources. This Alternative would result in reduced biological resources impacts when compared to the Project impacts.	Biological resources impacts would be similar to the Project impacts.	Biological resources impacts would be similar to the Project impacts.
<b>Cultural Resources/Tribal Cultural Resources</b>			
Cultural resources/tribal cultural resources impacts would be less-than-significant as mitigated.	Existing cultural resources/tribal cultural resources conditions would be maintained. This Alternative would realize no new development and would result in no new or additional cultural resources/tribal cultural resources impacts. This Alternative would result in reduced cultural resources/tribal cultural resources impacts when compared to the Project impacts.	Cultural resources/tribal cultural resources impacts would be similar to the Project impacts.	Cultural resources/tribal cultural resources impacts would be similar to the Project impacts.
<b>Utilities &amp; Service Systems</b>			
Impacts associated with Project infrastructure improvements would be less-than-significant. <i>Note:</i> Mitigation for potential impacts to area storm drain systems are addressed above under the topic: <i>Hydrology and Water Quality</i> .	Existing utilities and service systems conditions would be maintained. This Alternative would realize no new development and would result in no new or additional utilities and service systems impacts. This Alternative would result in reduced utilities and service systems impacts when compared to the Project impacts.	Utilities and service systems impacts would be similar to the Project impacts.	Utilities and service systems impacts would be similar to the Project impacts.

**Table 5.2-4  
Summary of Potential Impacts, Alternatives Compared to Project, By Topic**

EIR Topic: Project Impacts	No Project Alternative: No Build	No Project Alternative: Existing Specific Plan Land Uses	Reduced Intensity Alternative
<b>Relative Attainment of Project Objectives</b>			
All Project Objectives would be attained.	Existing site conditions would be maintained. None of the Project land uses or development concepts would be implemented. None of the Project Objectives would be realized.	This Alternative would not support implementation of TOP 2050 Policy Plan Land Use Plan, and would require amendment of the Land Use Plan. This Alternative would not support development of the Ontario Ranch area of the City as envisioned under TOP 2050. Other project objectives would likely be achieved,	<p>Due to the reduction in scope under this Alternative, the Reduced Intensity Alternative would impede or substantially restrict attainment of the following Project Objectives:</p> <ul style="list-style-type: none"> <li>• <b>Implement a Specific Plan development providing a broad range of employment opportunities.</b> <i>The comparative 25 percent reduction in development intensity under the Reduced Intensity Alternative would diminish the number and diversity of potential employment opportunities otherwise provided by the Project. The noted reduction in scope and would also restrict potential synergy between uses at this location and other vicinity uses.</i></li> <li>• <b>Implement Specific Plan developments providing a broad range of additional construction employment opportunities.</b> <i>The comparative 25 percent reduction in development intensity under the Reduced Intensity Alternative would diminish the number and diversity of potential construction employment opportunities otherwise provided by the Project. The noted reduction in scope and would also restrict potential synergy between uses at this location and other vicinity uses.</i></li> <li>• <b>Support TOP 2050 vision for urbanization of the Ontario Ranch area of the City.</b> <i>The comparative 25 percent reduction in development intensity under the Reduced Intensity Alternative would limit development potential of prime urban properties within the City. In this respect, the subject site is designated and anticipated for development types and intensities such as are proposed by the Project; is bounded by similar compatible urban development; and is served by all necessary</i></li> </ul>

**Table 5.2-4  
Summary of Potential Impacts, Alternatives Compared to Project, By Topic**

EIR Topic: Project Impacts	No Project Alternative: No Build	No Project Alternative: Existing Specific Plan Land Uses	Reduced Intensity Alternative
			<p>services and utilities. The Reduced Intensity Alternative would fail to take advantage of these site attributes. Further, this Alternative would conflict with or impede TOP Policy Plan vision for urbanization of the Ontario Ranch area of the City. Potential contrary effects would include:</p> <ul style="list-style-type: none"> <li>• A reduction in residential, commercial-office, light industrial, and community facilities development opportunities otherwise available under the Project.</li> <li>• A reduction in the range and variety of residential, commercial-office, light industrial developers and tenants that would be attracted to the City.</li> <li>• Diminished potential for development of the site with uses and at an intensity the City considers to be the highest and best use for the subject property.</li> <li>• Diminished fiscal benefits available to the City of Ontario.</li> <li>• Diminished job creation. Related diminished potential for improvement of the regional jobs/housing balance condition.</li> <li>• Diminished residential opportunities. This Alternative would reduce residential products types and the total quantity of available housing within the City. To these ends, this Alternative would conflict with residential goals, strategies, and opportunities outlines in TOP 2020 Housing Element. By reducing the potential for residential development there is also the potential for this Alternative to conflict with SB 330, Skinner. Housing Crisis Act of 2019.<sup>4</sup></li> </ul>

<sup>4</sup> SB 330, until January 1, 2025, with respect to land where housing is an allowable use would prohibit a county or city, from enacting a development policy, standard, or condition, as defined, that would have the effect of (A) changing the land use designation or zoning of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing zoning district below what was allowed under the general plan or specific plan land use designation and zoning ordinances of the county or city as in effect on January 1, 2018.

## 5.2.6 Environmentally Superior Alternative

### **No Project Alternative: No Build Eliminated from Consideration**

As indicated at Table 5.2-4, the No Project Alternative: No Build would achieve none of the Project Objectives, and under certain topics, may increase the severity of, or create additional impacts not otherwise occurring under the Project. This Alternative is therefore eliminated from consideration as the “Environmentally Superior Alternative.”

### **No Project Alternative: Existing Specific Plan Land Uses Eliminated from Consideration**

As indicated at Table 5.2-4, the No Project Alternative: Existing Specific Plan Land Uses scenario would provide no significant reduction in environmental impacts when compared to the Project, and may increase the severity of, or create additional impacts not otherwise occurring under the Project. It is specifically noted that Land Use designations under this Alternative are inconsistent with TOP 2050, and this Alternative would require amendment of TOP 2050 Land Use Plan. This Alternative is therefore eliminated from consideration as the “Environmentally Superior Alternative.”

### **Reduced Intensity Alternative Considerations**

As also indicated at Table 5.2-4, the Reduced Intensity Alternative scenario would incrementally reduce certain of the Project’s environmental impacts. Significant and unavoidable environmental impacts under the Project would persist under the Reduced Intensity Alternative, though the degree of these impacts would be diminished. Relative merits of the Reduced Intensity Alternative are summarized below:

### ***Reduced Intensity Alternative Would Reduce but Would not Eliminate Significant Impacts***

The Reduced Intensity Alternative would reduce, but not eliminate the Project’s significant impacts regarding air quality and GHG emissions. More specifically:

- The magnitude of operational-source air quality impacts (VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>) would be diminished but would remain significant and unavoidable. PM<sub>2.5</sub> emissions impacts would be reduced below significance thresholds.
- Total GHG emissions would be reduced. However, GHG emissions would still exceed the SCAQMD 3,000 MTCO<sub>2e</sub> screening threshold. Impacts in this regard would remain significant and unavoidable.

### ***Reduced Intensity Alternative Would Marginalize Attainment of Project Objectives***

Based on the reduction in overall development scope, the Reduced Intensity Alternative would broadly restrict attainment of all Project Objectives. Where quantifiable (e.g., additional sales tax revenues, job creation, incremental property tax revenues), this reduction in attainment of Objectives would be approximately 25 percent less than would be otherwise realized under the Project. Qualitatively, development of the subject site under the Reduced Intensity Alternative fails to optimize use of a significant vacant property, and is not considered by the Lead Agency to represent the highest and best use of the subject site.

## **Summary and Conclusions**

### ***Reduced Intensity Alternative Identified as the Environmentally Superior Alternative***

In conclusion, the Reduced Intensity Alternative would result in potential incremental reduction in certain significant environmental impacts otherwise occurring under the Project, but would not eliminate these impacts. The Reduced Intensity Alternative would allow for limited attainment of the Project Objectives. On this basis, the Reduced Intensity Alternative is identified as the environmentally superior alternative.

### ***Other Considerations***

Countering its potential environmental benefits, the Reduced Intensity Alternative would broadly and substantially diminish attainment of the Project Objectives, with related diminishment of socio-economic benefits to the City and region. CEQA indicates that socioeconomic effects (while not lone determinants) are important considerations for

decision-makers in evaluating and considering EIR Alternatives. With respect to socioeconomics, the Project and the Reduced Intensity Alternative would each have beneficial effects for the area. Either of these scenarios would contribute to area employment and the City's overall tax base. However, as noted previously, because the scope and variety of land uses would be reduced by approximately 25 percent under the Reduced Intensity Alternative, the resulting effective realization of the Project Objectives, to include economic benefits to the City and region, would likely be similarly diminished.

Additionally, at an approximate 25 percent reduction in the Project's development scope, the Reduced Intensity Alternative would not recognize the site's value as one of the remaining undeveloped properties within the City; or take advantage of the site's available acreage and consequently would not result in development of the subject site in a manner considered to be its highest and best use.

### **5.3 GROWTH-INDUCING IMPACTS OF THE PROPOSED ACTION**

#### **5.3.1 Overview**

*CEQA Guidelines* Section 15126.2 (e) *Growth-Inducing Impact of the Proposed Project* requires that an EIR:

“Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a recycled water plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is



necessarily beneficial, detrimental, or of little significance to the environment.”

Potential growth-inducing aspects and elements of the Project are discussed below and would include:

- Housing opportunities and population growth;
- Commercial-office, light industrial development and employment growth; and
- Economic stimulus/other.

### **5.3.2 Housing Opportunities and Population Growth**

The Project would construct new housing and could therefore facilitate City population growth. The Project Land Uses, development concepts, and housing are consistent with TOP 2050. Population growth resulting from the Project would therefore not exceed TOP 2050 Policy Plan population forecasts for the subject site and the City. Project population and any associated growth are therefore reflected in TOP Policy Plan and impacts of such growth are considered and addressed in TOP 2050 SEIR. Project population and associated growth would not result in impacts not already considered and addressed in TOP 2050 SEIR.

### **5.3.3 Commercial-Office, Light Industrial Development and Employment Growth**

The Project would construct new commercial-office and light industrial uses and could therefore facilitate City employment growth. In general terms, employment growth furthers growth via wages, salaries, and general fiscal benefits; increased demands for housing; and increased demands for consumer goods and services. The Project Land Uses and development concepts are consistent with TOP 2050. Project employment growth would therefore not exceed TOP 2050 Policy Plan employment forecasts for the subject site and the City. Project employment and any associated growth are therefore reflected in TOP Policy Plan and impacts of such growth are considered and addressed in TOP 2050 SEIR. Project employment growth would not result in impacts not already considered and addressed in TOP 2050 SEIR.

### **Economic Stimulus/Other**

Construction and operation of the Project would act generally as economic stimulus for the City and region. As noted above, Project job creation would provide local and regional fiscal benefits and would contribute generally to increased demands for housing, goods, and services. Salaries and wages paid to employees, taxes, and other revenue streams generated by the Project would provide incentive for creation of second tier businesses with accompanying economic stimulus, which in turn would create third tier businesses, with accompanying economic stimulus, etc.

Economic stimulus and related growth resulting from the Project would create additional demands for City services. As noted previously, growth resulting from the Project is comprehensively reflected in TOP Policy Plan, and environmental impacts of this growth, including demands on City services are considered and addressed in TOP 2050 SEIR. Growth due to Project economic stimulus factors would not result in impacts not already considered and addressed in TOP 2050 SEIR.

Moreover, the Project Economic/Fiscal Impact Analysis substantiates that the Project would be self-supporting in terms of its fiscal impacts on City services, and would not result in undue or unaddressed demands for services. Further, the Project would be required to comply with TOP 2050 Policy Plan Policy LU-4.3 *Infrastructure Timing*. Policy LU-4.3 requires that necessary infrastructure and services be in place prior to or concurrent with new development. New development that may be facilitated by availability of infrastructure constructed by the Project would therefore not result in adverse impacts to infrastructure systems themselves or to customers served by those infrastructure systems.

The Project would not otherwise encourage or facilitate known or probable activities that could significantly and adversely affect the environment, either individually or cumulatively. To the satisfaction of the City, as-yet unknown activities or developments that may derive from the Project would be independently required to evaluate and address their potential environmental impacts.

## Summary

The Project could induce growth through the construction of housing, commercial-office uses, light industrial uses, job creation, and economic stimulus. The Project land uses and associated development are consistent with and anticipated under TOP 2050. Growth inducement resulting from the Project would not exceed projections developed under TOP 2050. Any Project-induced growth would not result in environmental impacts not already considered and addressed in TOP 2050 SEIR.

The Project would not otherwise encourage and facilitate known or probable activities that could significantly affect the environment, either individually or cumulatively. To the satisfaction of the City, as-yet unknown activities or developments that may derive from the Project would be independently required to evaluate and address their potential environmental impacts.

### 5.4 SIGNIFICANT ENVIRONMENTAL EFFECTS

An EIR must identify any significant environmental effects that would result from the Project. (Pub. Resources Code, §21100, subd. (b)(2)(B).) Significant environmental effects of the Project are summarized below.

#### 5.4.1 Significant Air Quality Impacts

EIR Section 4.3, *Air Quality*, details the Project's potential air quality impacts. As discussed in that Section, even after compliance with applicable regulations and requirements, and application of mitigation measures, the Project would result in the following significant and unavoidable air quality impacts:

- Project construction-source NO<sub>x</sub> and CO emissions would exceed applicable SCAQMD regional thresholds and per AQMD criteria would be significant. Per SCAQMD criteria, development-level impacts that are significant are also cumulatively considerable. Project construction-source NO<sub>x</sub> emissions threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone) for which the region is non-attainment. These is a cumulatively significant and unavoidable air quality impact.

- Project construction-source NO<sub>x</sub> and CO emissions would exceed applicable SCAQMD regional thresholds and per AQMD criteria would be significant. Per SCAQMD criteria, development-level impacts that are significant are also cumulatively considerable. Project construction-source NO<sub>x</sub> emissions threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone) for which the region is non-attainment. These is a cumulatively significant and unavoidable air quality impact.
- Project operational-source VOC, NO<sub>x</sub>, CO, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions would exceed applicable SCAQMD regional thresholds and per AQMD criteria would be significant. Per SCAQMD criteria, Project-level impacts that are significant are also cumulatively considerable. Project operational-source VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone and PM<sub>10</sub>/PM<sub>2.5</sub>) for which the Project region is non-attainment. These are cumulatively significant and unavoidable air quality impacts.
- Construction-source and operational-source emissions threshold exceedances under the Project would impede air quality attainment strategies and goals outlined in the AQMP. On this basis, the Project would be inconsistent with the AQMP. This is a significant and unavoidable impact. Per SCAQMD criteria, Project-level impacts that are significant are also cumulatively considerable.

#### **5.4.2 Significant GHG Emissions Impacts**

EIR Section 4.4, *Greenhouse Gas Emissions*, details the Project's potential GHG emissions impacts. As discussed in that Section, even after compliance with applicable regulations and requirements, and application of mitigation measures, Project GHG emissions would exceed the SCAQMD 3,000 MTCO<sub>2</sub>e/year screening threshold. On this basis, the Project's potential to contribute considerably (either individually or cumulatively) to global climate change impacts through GHG emissions is considered significant and unavoidable.

## 5.5 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

The *CEQA Guidelines* §§ 15126, subd. (c), 15126.2, subd. (c), 15127, require that for certain types or categories of projects, an EIR must address significant irreversible environmental changes that would occur should the Project be implemented. As presented at *CEQA Guidelines* §15127, the topic of Significant Irreversible Environmental Changes need be addressed in EIRs prepared in connection with any of the following activities:

- (a) The adoption, amendment, or enactment of a plan, policy, or ordinance of a public agency;
- (b) The adoption by a local agency formation commission of a resolution making determinations; or
- (c) A project which will be subject to the requirements for preparing of an environmental impact statement pursuant to the requirements of the National Environmental Policy Act of 1969, 42 U.S.C. 4321-4347.

The Project qualifies under *Guidelines* §15127 (a) in that an amendment to the current (2021) Rich-Haven Specific Plan is required in order to implement the Project. As such, this EIR analysis addresses significant irreversible environmental changes which could be involved in the proposed action should it be implemented [*Guidelines*, Sections 15126(e) and 15127]. An impact would fall into this category if:

- A project would involve a large commitment of nonrenewable resources;
- The primary and secondary impacts of a project would generally commit future generations to similar uses;
- A project involves uses in which irreversible damage could result from any potential environmental incidents associated with the project; or
- The proposed consumption of resources is not justified (e.g., the project results in wasteful use of energy).

With regard to the above considerations, various natural resources, in the form of construction materials and energy resources, would be used in the construction of the Project, but their use is not expected to result in shortfalls in the availability of these resources. Development of the site with the Project uses will commit the property to such uses for the foreseeable future, and thereby limit the site's prospective alternative uses. Notwithstanding, given the following, commitment of the site to uses proposed by the Project is considered appropriate.

- The Project site is currently zoned for Specific Plan development. The Project proposes Specific Plan development.
- The Project and the Project development intensities are consistent with development intensities envisioned under TOP 2050 Policy Plan Land Use designations.
- Urbanization of the subject site as proposed under the Project is a compatible infill continuation of urbanizing surrounding properties.

The Project presents no significant possibility of irreversible environmental damage "from any potential environmental incidents associated with the project." That is, the Project does not propose facilities or uses that would result in potentially significant environmental incidents. Moreover, all feasible mitigation is incorporated in the Project to reduce its potential environmental effects. As discussed herein, the Project would not result in or cause unwarranted or wasteful use of resources, including energy.

## **6.0 ACRONYMS AND ABBREVIATIONS**

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## 6.0 ACRONYMS AND ABBREVIATIONS

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ACMs	Asbestos Containing Materials
ADT	Average Daily Traffic
ALUCP	Airport Land Use Compatibility Plan
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
AST	above-ground storage tank
AVO	Average Vehicle Occupancy
BAT	best available technology
BCT	best conventional pollutant control technology
BMP	Best Management Practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalARP	California Accidental Release Prevention Program
CalEPA	California Environmental Protection Agency
CALINE4	California Line Source Dispersion Model
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CC&Rs	Covenants, Conditions and Restrictions



CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
cfs	cubic feet per second
CH <sub>4</sub>	Methane
CIWMB	California Integrated Waste Management Board
CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
CO	Carbon monoxide
CO <sub>2</sub>	Carbon dioxide
CPUC	California Public Utilities Commission
CRA	Community Redevelopment Agency
CRWQCB	California Regional Water Quality Control Board
CTP	Comprehensive Transportation Plan
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DHS	California Department of Health Services
DIF	Development Impact Fees
DOT	U. S. Department of Transportation
DPM	Diesel Particulate Matter
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FCAA	Federal Clean Air Act

Fed/OSHA	Federal Occupational Safety and Health Administration
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
FIRM	Flood Insurance Rating Map
FMMP	Farmland Mapping & Monitoring Program
fpm	feet per minute
GCC	Global Climate Change
GHG	Greenhouse Gas
GMP	Growth Management Plan
gpd	gallons per day
HCM	Highway Capacity Manual
HDV	Heavy-Duty Vehicle
HOV	High Occupancy Vehicle
HRA	Health Risk Assessment
HSC	Health and Safety Code
HSWA	Hazardous and Solid Waste Amendments Act
HUD	U. S. Department of Housing and Urban Development
ICU	Intersection Capacity Utilization
IEUA	Inland Empire Utilities Agency
IS	Initial Study
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
kV	kilovolt
kVA	kilovolt-ampere
LBP	Lead-Based Paint
Ldn	day/night average sound level
LDV	Light-Duty Vehicle
LEA	Local Enforcement Agency
Leq	equivalent sound level
LEED	Leadership in Energy and Environmental Design

LOS	Level of Service
LST	Localized Significance Threshold
M	Richter Magnitude
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MOE	Measure of Effectiveness
MPE	maximum probable earthquake
mph	miles per hour
MPO	Metropolitan Planning Organization
MPODC	Master Plan and Overall Design Concept
MRF	Material Recovery Facility
msl	mean sea level
MSW	Municipal Solid Waste
MTA	Metropolitan Transit Authority
µg/m <sup>3</sup>	micrograms per cubic meter
NAAQS	National Ambient Air Quality Standards
NDFE	Non-Disposal Facility Element
NIH	National Institutes of Health
NO <sub>2</sub>	Nitrogen dioxide
NOI	Notice of Intent
NOP	Notice of Preparation
NO <sub>x</sub>	Oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRC	Nuclear Regulatory Commission
NTS	Natural Treatment System
O <sub>3</sub>	Ozone
OAP	Ozone Attainment Plan
OEHHA	California Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OSHA	Occupational Safety and Health Administration
PA	Preliminary Assessment
Pb	Lead

PCE	passenger car equivalency
PM <sub>2.5</sub>	Particulate Matter Less Than 2.5 Microns in Diameter
PM <sub>10</sub>	Particulate Matter Less Than 10 Microns in Diameter
ppm	parts per million
PV	Photovoltaic
RCRA	Resource Conservation and Recovery Act
REMEL	Reference Energy Mean Emission Level
RMP	Resources Management Plan
ROG	Reactive Organic Gases
RWMP	Regional Water Management Plan
RWQCB	Regional Water Quality Control Board
SARA	Superfund Amendments & Reauthorization Act
SARWQCB	Santa Ana Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCH	State Clearinghouse
SCUP	Special Conditional Use Permit
SIP	State Implementation Plan
SLM	Sound Level Meter
SO <sub>x</sub>	Oxides of sulfur
SRRE	Source Reduction and Recycling Element
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TDS	total dissolved solids
TEA-21	Transportation Equity Act for the 21st Century
TIA	Traffic Impact Analysis
TPD	tons per day
UBC	Uniform Building Code
UFC	Uniform Fire Code
USEPA	United States Environmental Protection Agency

USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
V/C	Volume to Capacity
VdB	vibration decibel
VMT	vehicle miles traveled
VOC	Volatile Organic Compound
WQMP	Water Quality Management Plan
WSA	Water Supply Assessment

## **7.0 REFERENCES**

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## PERSONS AND ORGANIZATIONS CONSULTED

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## DOCUMENTS CONSULTED

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- Consolidated Geotechnical Report to Support the Environmental Impact Report for the Rich-Haven Specific Plan, City of Ontario, California (LGC Geotechnical, Inc.) September 20, 2022*
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