

**Initial Study**  
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

October 2022

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# **1.0 INTRODUCTION**

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# 1.0 INTRODUCTION

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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.

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 Initial Study (IS) 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 IS 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.

## **1.2 PURPOSE AND DISPOSITION OF THIS DOCUMENT**

This IS was prepared pursuant to Section 15063 of the California Environmental Quality Act (CEQA) Guidelines. Although this IS was prepared with consultant support, all analysis, conclusions, findings and determinations presented in the IS fully represent the independent judgment and position of the City of Ontario, acting as Lead Agency under CEQA. In accordance with the provisions of CEQA and the State and local CEQA Guidelines, as the Lead Agency, the City of Ontario is solely responsible for approval of the Project. As part of the decision-making process, the City is required to review and consider the Project's potential environmental effects. This IS is an informational document, providing the City of Ontario decision-makers, other public agencies, and the public with an assessment of the potential environmental impacts that could result from the Project.

The City of Ontario (Lead Agency) specifically recognizes previous Certified CEQA documentation<sup>1</sup> and analysis prepared for the RHSP and its Amendments – as well as related State *CEQA Guidelines* Section 15162 limits and mandates (excerpted below) governing preparation of EIRs when a previous EIR has been Certified for a project. Lead Agency findings (italicized) for these criteria are summarized following each of the listed considerations. Based on the Lead Agency findings presented below and supporting analysis presented in this IS, a new EIR will be prepared that will analyze and disclose potential environmental impacts of the proposed 2022 Specific Plan Amendment.

*CEQA Guidelines* Section 15162:

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

*As substantiated in this IS, substantial changes to the previous project are proposed under the RHSP 2022 SPA. These changes include, but are not limited to: land use re-designations and land use reconfigurations, increased industrial development, and modified residential development. These changes could result in potentially new or different significant environmental impacts not considered or addressed in previous CEQA documentation prepared for the RHSP and its amendments.*

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<sup>1</sup> *Rich Haven Specific Plan Environmental Impact Report*, July 3, 2007 (SCH No. 2006051081); Rich Haven Specific Plan Amendments: 2015, 2016, 2018, 2021 - evaluated as Addendums to Certified EIRs.

*Substantive changes proposed by the Project are detailed at IS Section 2.0, Project Description. IS Section 3.0, Environmental Evaluation discusses and evaluates potentially significant impacts that could result from the Project.*

- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

*Changes in circumstances warranting major revisions of the previous EIR include recent adoption of The Ontario Plan 2050 (TOP 2050) and associated General Plan Update. TOP 2050 and the General Plan Update represent a new context for the RHSP that could result in new significant environmental effects or a substantial increase in the severity of previously-identified significant effects presented in the previous RHSP EIR(s). Moreover, changes in circumstances from a regulatory perspective indicate that previous analyses for the RHSP and its Amendments have become increasingly decoupled from evolving CEQA analytic topics and protocols, diminishing the value and applicability of these analyses. These latter changes in circumstances contribute further to the likelihood that the Project could result in new or substantially different or increased impacts than were analyzed in the previous EIR.*

- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

- (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR.
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce

one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative;  
or

- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

*Please refer to discussions at preceding Items (a) (1) (2).*

Based on the preceding, potential environmental impacts of the Project will be evaluated and documented in a Project-specific Environmental Impact Report (EIR).

This IS and accompanying Notice of Preparation (NOP) for the EIR will be available for review for 30 days from October 17, 2022 to November 15, 2022 and can be accessed or obtained by contacting:

City of Ontario  
Planning Department  
303 East "B" Street  
Ontario, CA 91764  
Attention: Charles Mercier, Principal Planner

The public is encouraged to contact the City of Ontario for information regarding the Project and related CEQA processes.

### **1.3 DOCUMENT ORGANIZATION**

This IS includes the following sections:

**Introduction:** This Section (1.0) describes the CEQA context of the Project, the IS format, and provides a summary of the findings of the IS.

**Project Description:** This Section (2.0) describes the Project and its Objectives. Discretionary actions, permits, and consultation necessary to realize the Project are also identified.

**Environmental Evaluation:** This Section (3.0) provides background information regarding the Project and Lead Agency, and presents responses to each question on the CEQA Initial Study Checklist regarding the possible environmental impacts of the Project. Answers provided in the checklist are substantiated qualitatively in all instances, and quantitatively where feasible and appropriate.

**Determination:** This Section (4.0) summarizes the results of the IS, and presents the determination regarding the appropriate environmental document for the Project. Source information cited within this IS is available through, or by contacting, the City of Ontario Planning Department.

#### 1.4 POTENTIAL ENVIRONMENTAL EFFECTS

The analysis presented in this IS indicates that the Project may result in or cause potentially significant effects related to:

- Air Quality;
- Biological Resources;
- Cultural/Tribal 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.

Consistent with the conclusion and findings of this IS, an EIR will be prepared for the Project. At a minimum, the EIR will evaluate the Project's potential environmental impacts under the topical areas identified above. Additional issues or concerns that may be identified pursuant to the EIR NOP process and/or scoping meeting(s) conducted for the Project will also be evaluated and addressed in the EIR.

## **2.0 PROJECT DESCRIPTION**

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## 2.0 PROJECT DESCRIPTION

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### 2.1 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 2.1-1. The location and boundaries of the 2022 RHSP Specific Plan Amendment evaluated in this Initial Study (IS) 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 Initial Study (IS) proposes a new amendment of the RHSP as described herein.



----- Specific Plan Boundary

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



Figure 2.1-1  
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 IS 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 2.1-1.

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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 will be developed.

**Table 2.1-1**  
**2022 Specific Plan Amendment Land Use Summary**

<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	294	12.0	-	-
1C	Medium Density Residential	60.6	1,031	17.0	-	-
SCE 1	Edison Parcel	20.0	-	-	-	-
2A	Public Park	27.0	-	-	-	-
2B	Low-Medium Density Residential	8.1	190	23.5	-	-
2C	Light Industrial	23.4	-	-	-	560,617
3A	Low-Medium Density Residential Open Space-Non Recreation	36.1 8.3	560	15.5	-	-
3B	Low-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

The discussions presented in this IS reflect information in the preliminary 2022 Specific Plan Amendment, and reflect the range and types of uses envisioned under this Project. Based on the findings of this IS, the Project may result in certain potentially significant environmental impacts (see IS Section 3.0, *Environmental Evaluation*). Accordingly, potential environmental impacts of the Project will be evaluated and documented in a Project Environmental Impact Report (EIR). Within the subsequent Project EIR, discussions will be revised to reflect any substantive changes that may occur as the 2022 Specific Plan Amendment is further defined.

## **2.2 EXISTING CONDITIONS**

### **2.2.1 THE ONTARIO PLAN (TOP) 2050**

#### **2.2.1.1 TOP 2050 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.

#### **2.2.2 EXISTING LAND USES**

Existing land uses within, and adjacent to, the Project site are illustrated at Figure 2.2-1 and are described below. Representative photos of existing Project site conditions are presented at Figures 2.2-2 through 2.2-5.

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



----- Specific Plan Boundary

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

Figure 2.2-1  
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.

### **2.2.2.1 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 IS, 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 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.

### **2.2.2.2 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.

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

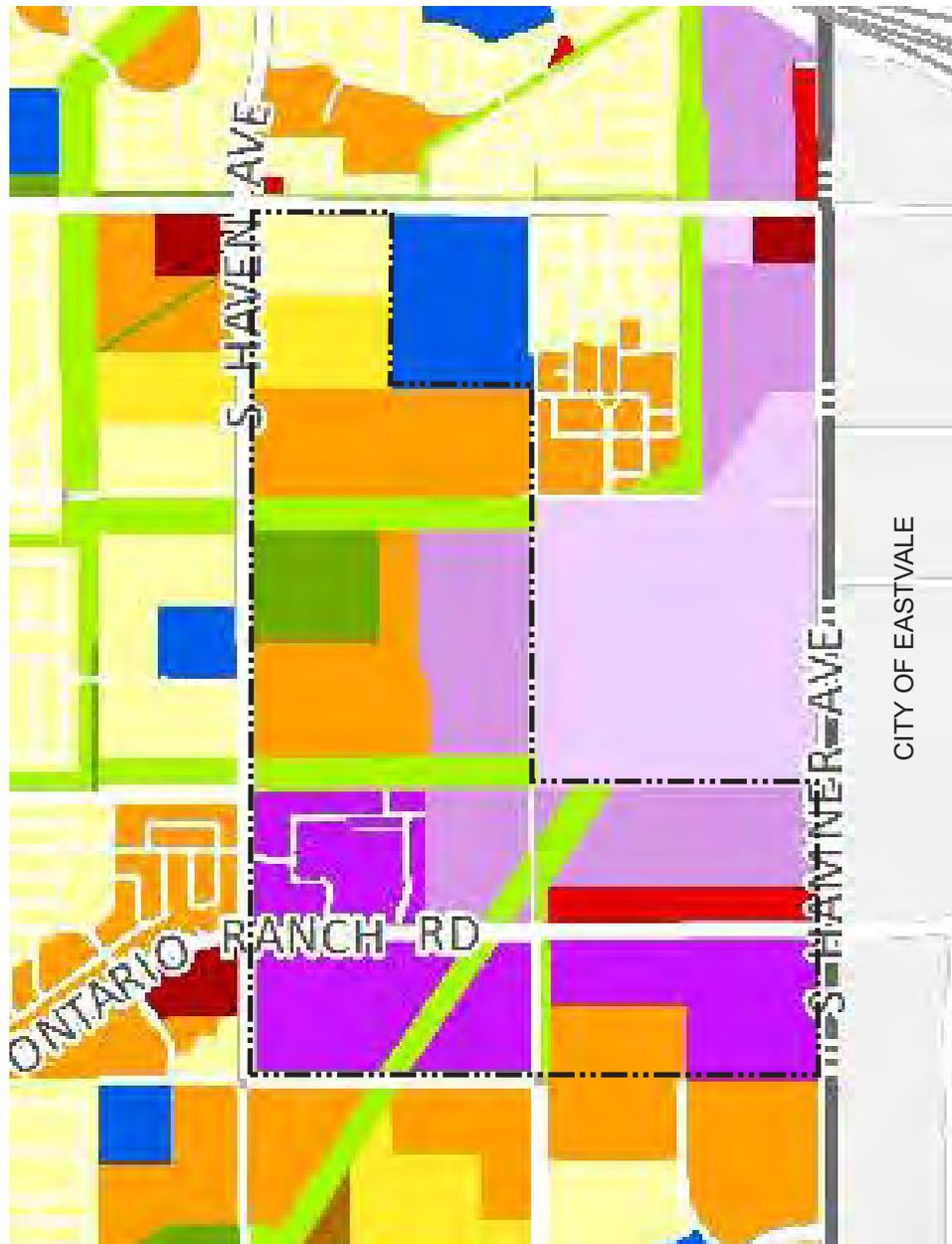
### **2.3.1 Project Site**

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

TOP 2050 Policy Plan Land Use designations for the Project site and surrounding areas are presented at Figure 2.3-1. Policy Plan Land Uses proposed by the Project are consistent with TOP 2050 Policy Plan Land Use designations for the Project site.

#### **Zoning Designations**

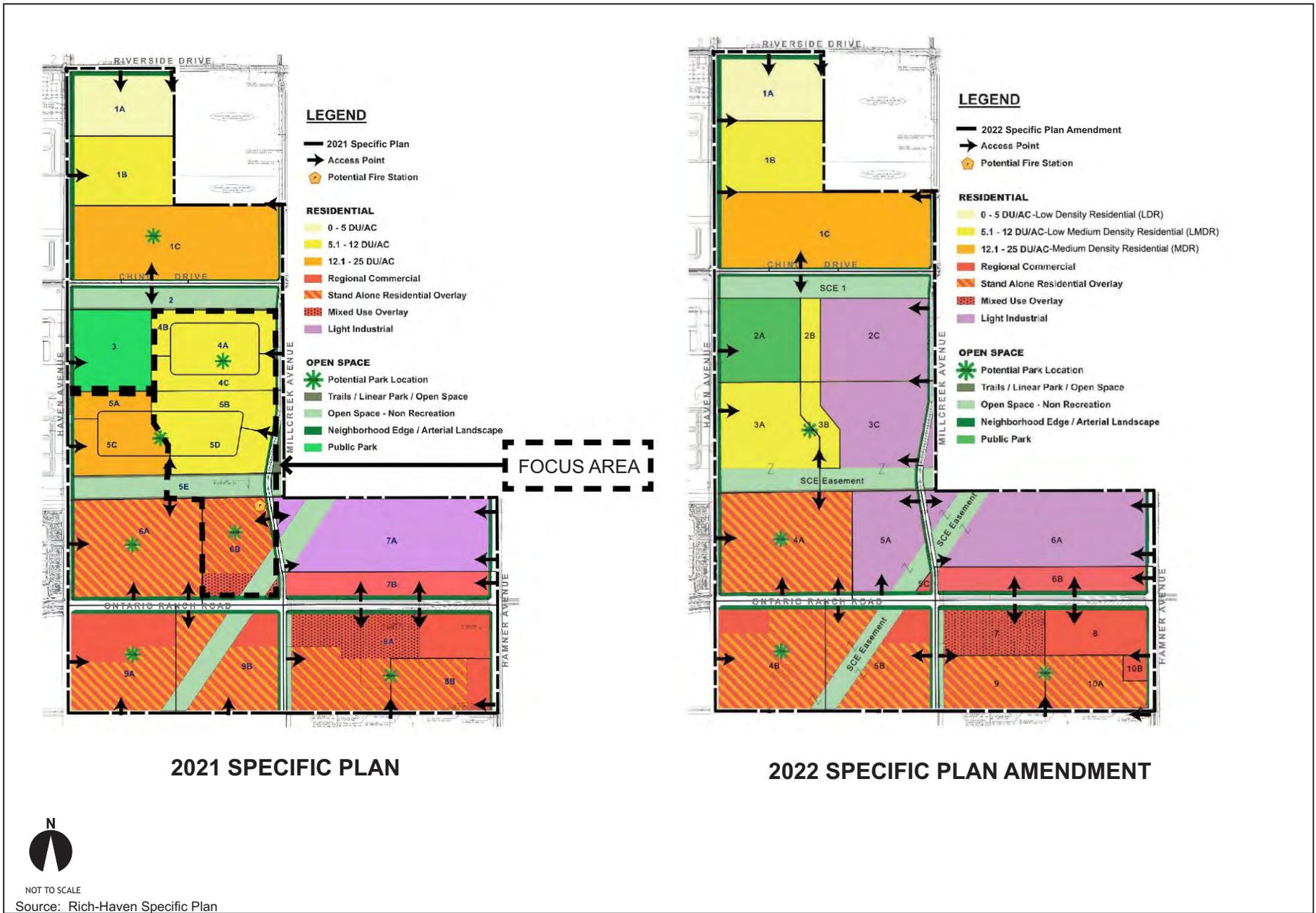
Existing Zoning of the Project site is established by the 2021 Specific Plan. Zoning of the Project site would be modified by the 2022 Specific Plan Amendment described herein. The 2021 Specific Plan and 2022 Specific Plan Amendment are compared at Figure 2.3-2.



- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li> Ontario City Boundary</li> <li> County Boundary</li> <li> Rail Network</li> <li><b>Overlay Zones</b></li> <li> Business Park</li> <li> Industrial</li> <li> Landfill Impact Area</li> <li><b>Proposed Land Use</b></li> <li><b>Residential</b></li> <li> RR Rural Residential</li> <li> LDR Low Density Residential</li> <li> LMDR Low Medium Density Residential</li> <li> MDR Medium Density Residential</li> <li> HDR High Density Residential</li> <li><b>Mixed-Use</b></li> <li> MU Mixed Use</li> </ul> | <ul style="list-style-type: none"> <li><b>Commercial</b></li> <li> NC Neighborhood Commercial</li> <li> GC General Commercial</li> <li> OC Office Commercial</li> <li> HOS Hospitality</li> <li><b>Employment</b></li> <li> BP Business Park</li> <li> IND Industrial</li> <li><b>Other</b></li> <li> OS-NR Open Space - Non-Rec</li> <li> OS-R Open Space - Recreation</li> <li> OS-W Open Space - Water</li> <li> PF Public Facility</li> <li> PS Public School</li> <li> ARPT Airport</li> <li> LF Landfill</li> <li> Rail</li> </ul> |
|---|--|

NOT TO SCALE
   
 Source: TOP 2050

Figure 2.3-1  
TOP 2050 Policy Plan Land Use Designations



N

NOT TO SCALE

Source: Rich-Haven Specific Plan

Figure 2.3-2  
2021 Specific Plan vs. 2022 Specific Plan Amendment

### 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*)

## **2.4 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.

### **2.4.1 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. Configurations and mix of these uses will be identified in the EIR as the Project is further defined.

- 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).

### **2.4.2 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.

### **2.4.3 Residential Land Uses**

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

### **2.4.4 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.

## **2.5 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. Within the subsequent Project EIR, discussions will be revised to reflect any substantive changes that may occur as the 2022 Specific Plan Amendment is further defined.

### **2.5.1 DEVELOPMENT SEQUENCING**

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:

1. Light industrial/commercial uses; and
2. Residential products and community amenities including parks/open space uses.

## **2.5.2 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.

## **2.5.3 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*.

### **2.5.3.1 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.

### **2.5.3.2 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.

### **2.5.3.3 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>.

## **2.5.4 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.

## **2.5.5 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.

## **2.5.6 INFRASTRUCTURE/UTILITIES**

### **2.5.6.1 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. 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 area would be served by OMUC 930/1050 Pressure Zones for recycled water. A range of recycled water lines would be constructed both on-site and off-site to service the Project. 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*.

### 2.5.6.2 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 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

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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)

Sewer System Master Plan. Please refer also to 2022 Specific Plan Amendment Section 4.3, *Sewer Master Plan*.

### **2.5.6.3 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 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*.

#### **2.5.6.4 Solid Waste Management**

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

#### **2.5.6.5 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.

#### **2.5.6.6 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.

#### **2.5.6.7 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)).

#### **2.5.6.8 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.

#### **2.5.7 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).

#### **2.5.8 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. The Plan and its requirements would also be required to be provided to all contractors as one component of building plan/contract document packages.

### **2.5.9 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.

## 2.6 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.

### **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.

## **2.7 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.

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

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

### **2.7.2 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.

## **3.0 ENVIRONMENTAL EVALUATION**

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## **3.0 ENVIRONMENTAL EVALUATION**

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### **3.1 PROJECT TITLE**

Rich-Haven Specific Plan Project (Project)  
PSPA22-001

### **3.2 LEAD AGENCY NAME AND ADDRESS**

City of Ontario, Planning Department  
303 East “B” Street  
Ontario, CA 91764  
Contact: Charles Mercier, Principal Planner

### **3.3 PROJECT APPLICANT**

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

### **3.4 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 2.1-1. The location and boundaries of the 2022 RHSP Specific Plan Amendment evaluated in this Initial Study (IS) 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 (Project, Project) evaluated in this Initial Study (IS) 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 IS evaluates potential environmental impacts of 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.

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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 will be developed.

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

The discussions presented in this IS reflect preliminary 2022 Specific Plan Amendment information available to date, and reflect the range and types of uses envisioned under this Project. Based on the findings of this IS, the Project may result in certain potentially significant environmental impacts. Accordingly, potential environmental impacts of the Project will be evaluated and documented in a Project EIR. Within the subsequent Project EIR, discussions will be revised to reflect any substantive changes that may occur as the 2022 Specific Plan Amendment is further defined. Please refer also to the detailed discussion of the Project characteristics and attributes presented at IS Section 2.0, *Project Description*.

### **3.5 PREVIOUS ENVIRONMENTAL DOCUMENTATION, DOCUMENTS INCORPORATED BY REFERENCE**

Section 15150 of the State *CEQA Guidelines* permits and encourages that an environmental document incorporate by reference other documents that provide relevant data. The documents outlined in this Section are hereby incorporated by reference, and the pertinent material is summarized throughout this Initial Study. All documents incorporated by reference are available through the City of Ontario Planning Department.

#### **The Ontario Plan 2050 (TOP 2050), TOP 2050 Supplemental Environmental Impact Report (TOP 2050 SEIR), TOP 2050 Policy Plan (General Plan) Component**

As one component of The Ontario Plan 2050 (TOP 2050), the City has updated the City Policy Plan (General Plan). Concurrent with the General Plan approval process, the City has certified the TOP 2050 Supplemental Environmental Impact Report (TOP 2050 SEIR) addressing the potential impacts of the General Plan as updated under TOP 2050. TOP 2050 and TOP 2050 SEIR<sup>2</sup> can be accessed at: <https://www.ontarioplan.org/top2050/>.

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<sup>2</sup> TOP 2050 SEIR comprises TOP 2050 Draft SEIR, TOP 2050 Final SEIR, and all supporting technical analyses. These documents can be accessed at <https://www.ontarioplan.org/top2050/>, or by contacting the City of Ontario.

As noted at IS Section 2.0, *Project Description*, the Project has been planned and designed to be consistent with TOP 2050 and would therefore not likely result in impacts not currently identified and addressed in TOP 2050 SEIR. Within this analysis, unless otherwise noted, TOP 2050 and TOP 2050 SEIR are the basis for the Project's potential environmental impacts. TOP 2050 SEIR is a Supplemental EIR tiering off of TOP 2010 Certified EIR. TOP 2050 SEIR identifies potentially significant impacts resulting from TOP 2050 not already considered and addressed in TOP 2010 Certified EIR. As a corollary, impacts that are identified as less-than-significant under TOP 2050 SEIR are also less-than-significant under TOP 2010 Certified EIR.

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

The 2022 Rich-Haven Specific Plan Amendment is the Project evaluated in this IS. To the extent practical, substantive provisions of the Project have been summarized in this IS (see: IS Section 2.0, *Project Description*). The 2022 Specific Plan Amendment is currently in draft form, and when completed, will be appended to the Project EIR.

### **3.6 EXPLANATION OF CHECKLIST CATEGORIES**

"No Impact" applies where the impact simply does not apply to projects like the one involved. For example, if the project site is not located in a fault rupture zone, then the item asking whether the project would result in or expose people to potential impacts involving fault rupture should be marked as "No Impact."

"Less-Than-Significant Impact" applies where the impact would occur, but the magnitude of the impact is considered insignificant or negligible. For example, a development that would nominally increase the amount of surface water runoff generated at a project site would be considered to have a less-than-significant impact on surface water runoff.

"Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-Than-Significant Impact." Incorporated mitigation measures should be outlined within the checklist and a discussion should be provided which explains how the

measures reduce the impact to a less-than-significant level. This designation is appropriate for a Mitigated Negative Declaration, where potentially significant issues have been analyzed and mitigation measures have been recommended.

“Potentially Significant Impact” applies where the project has the potential to cause a significant and unmitigable environmental impact. If there are one or more items marked as “Potentially Significant Impact,” an EIR is required.

### 3.7 INITIAL STUDY CHECKLIST AND SUBSTANTIATION

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>I. AESTHETICS.</b> Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to trees, rocks, outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In a non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect the day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Substantiation:**

a, c) *Less-Than-Significant Impact.* There are no scenic vistas within the Project site, nor would the Project otherwise adversely affect a designated scenic vista. Views of the San Gabriel Mountains, located to the north of the City, are the dominant scenic resource in the area.

The Project is located in an urbanized area and would be subject to those provisions of TOP 2050 General Plan and City of Ontario Development Code governing scenic quality. TOP 2050 General Plan Community Development

Element establishes multiple policies that protect scenic resources and promote high quality, visually compatible development. For example, TOP General Plan 2050 Community Design Element Policy CD-1.5 requires that “all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City’s visual identity and a key to geographic orientation. Such views should be free of visual clutter, including billboards and may be enhanced by framing with trees”; Policy CD-2.1 encourages “all development projects to convey visual interest and character . . .”; Policy CD-2.15 supports “excellence in design and construction quality through collaboration with trade and professional organizations that provide expertise, resources and programs for developers, builders and the public” (TOP 2050 Policy Plan, p. 91).

TOP 2050 General Plan policies governing scenic quality, including those noted above, ensure protection of scenic resources and promote visually compatible and appealing development. These policies are implemented through the City of Ontario Development Code (Development Code Chapter 6.0 *Development and Subdivision Regulations*, et al.). The City would assure that the Project as implemented would conform to applicable provisions of the Project including the Project Development Regulations and Design Guidelines. The Project Development Regulations and Design Guidelines would, at a minimum, be required to conform to provisions of TOP 2050 General Plan and Development Code. Conformance with the Project would minimize the potential for the Project to adversely affect scenic resources or result in development that would conflict with applicable zoning and other regulations governing scenic quality.

Lastly, 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. TOP 2050 SEIR concludes that the potential for TOP 2050 General Plan to adversely affect scenic vistas or conflict with zoning or other regulations governing scenic quality would be less-than-significant (TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.1, *Aesthetics*).

Based on the preceding, the potential for the Project to have a substantial adverse effect on a scenic vista or to conflict with applicable zoning and other regulations governing scenic quality is considered less-than-significant.

- b) *Less-Than-Significant Impact.* The City of Ontario is served by three freeways, including Interstate 10 (I-10), Interstate 15 (I-15), and State Route 60 (SR-60). The segments of these freeways located within the City are not designated as scenic highways by the California Department of Transportation. There are no scenic resources, including, but not limited to trees, rocks, outcroppings, and historic buildings within a state scenic highway located within the Project site. Nor does the Project propose or require facilities or operations that would otherwise substantially damage such resources.

Lastly, 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. TOP 2050 SEIR concludes that the potential for TOP 2050 General Plan to adversely affect scenic resources would be less-than-significant (TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.1, *Aesthetics*).

On this basis, the potential for the Project to substantially damage scenic resources, including, but not limited to trees, rocks, outcroppings, and historic buildings within a state scenic highway is considered less-than-significant.

- d) *Less-Than-Significant Impact.* The Project would create new sources of lighting, including ground, building-mounted, wall-mounted, and pole-mounted lighting fixtures. The Project would also provide illuminated exterior signs. The City would assure that the Project, as implemented, contains Development Regulations and Design Guidelines that would, at a minimum, conform to City regulations addressing lighting and light overspill (see: Development Code, Division 6.01 – *District Standards and Guidelines, Lighting*). All subsequent development within the Project area would be required to conform with the Project Regulations and Design

Guidelines addressing light, glare and overspill. Conformance with the Project would minimize the potential for the Project to result in adverse light and glare impacts.

Lastly, 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. TOP 2050 SEIR concludes that the potential for TOP 2050 General Plan to create a new source of substantial light or glare, which would adversely affect the day or nighttime views in the area would be less-than-significant (TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.1, *Aesthetics*).

Based on the preceding, the potential for the Project to create a new source of substantial light or glare, which would adversely affect the day or nighttime views in the area is considered less-than-significant.

**Sources:** *City of Ontario Policy Plan, A Component of The Ontario Plan 2050 (Placeworks); The Ontario Plan 2050 DSEIR, SCH No. 2021070364 (Placeworks) May 2022; City of Ontario Development Code; Project Application Materials.*

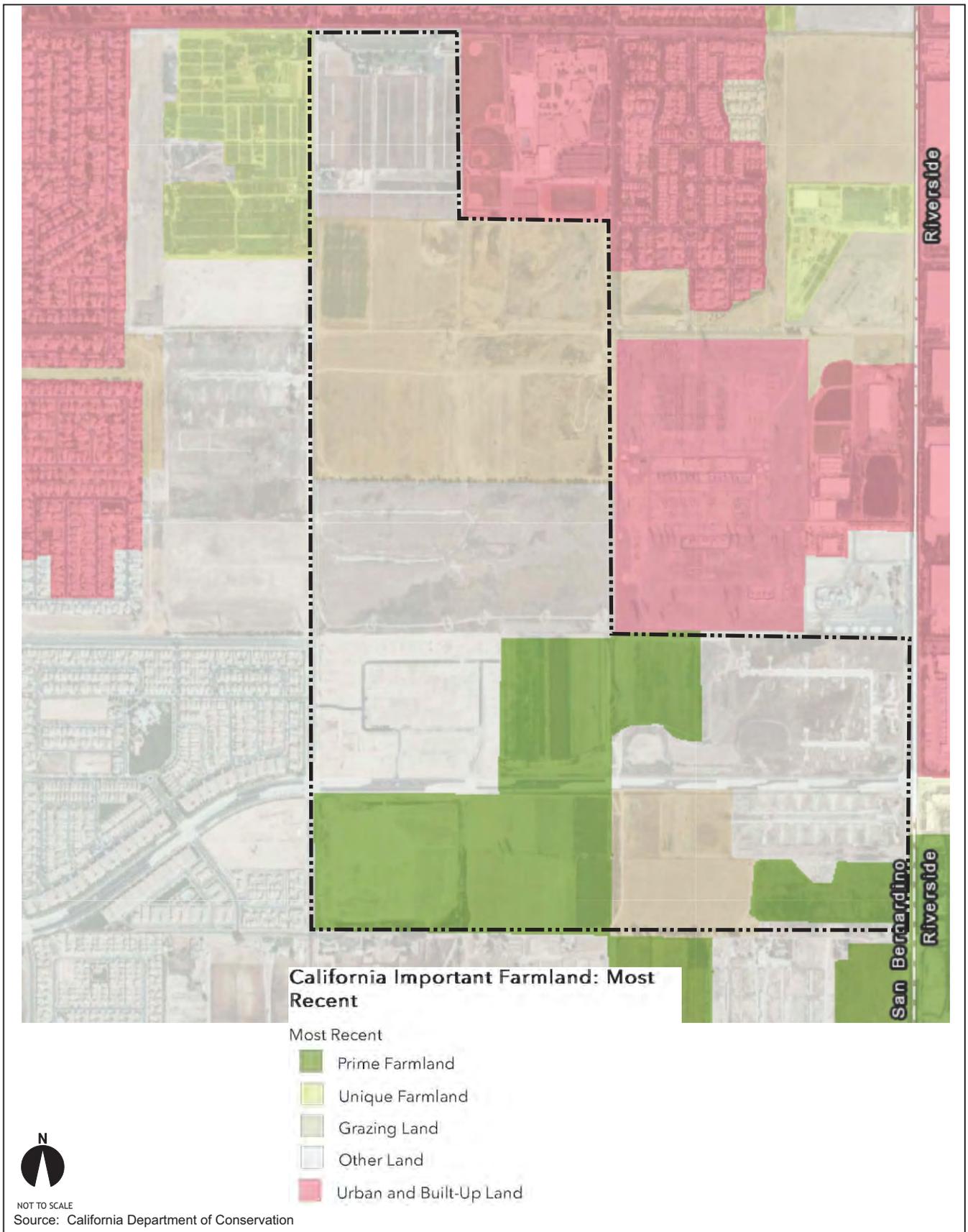
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	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>II. AGRICULTURE AND FOREST RESOURCES</b> - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy				

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Substantiation:**

- a) *Less-Than-Significant Impact.* The California Department of Conservation (CDC) Farmland Mapping and Monitoring (FMMP) System designates properties within the Project site as: “Prime Farmland,” “Grazing Land,” and “Other Land.” Please refer to Figure II-1. See also: <https://maps.conservation.ca.gov/dlrp/ciff/>.



The City of Ontario does not prohibit the transition of agricultural land to urban uses. While existing agricultural uses are allowed to persist and are accommodated as transitional uses under the City's Agricultural Overlay District, the City Land Use Plan does not formally designate or allocate any areas of the City as "Agricultural" land uses.

The City of Ontario has acknowledged the planned transition of existing agricultural uses to urbanized uses pursuant to TOP 2050 Land Use Plan (Land Use Plan). As discussed in TOP 2050 DSEIR, "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 DSEIR, p. 5.2-14).

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. These requirements support the City's planned orderly transition of existing agricultural uses to urban uses. These requirements include, but are not limited to:

- Project setback and screening standards that act to buffer and separate potentially incompatible uses.
- 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).

Based on the preceding, the potential for the Project to result in adverse impacts related to conversion of Farmlands to non-agricultural use would be less-than-significant.

b) *Less-Than-Significant Impact.*

***Agricultural Zoning***

The Project site is Zoned “Specific Plan.” The Project does not propose or require uses or activities that would otherwise result in potentially adverse effects at agriculturally-zoned properties. Based on the preceding, Project impacts to or affecting agricultural-zoned properties would be less-than-significant.

***Williamson Act Contracts***

The California Land Conservation Act of 1965 (the Williamson Act, Government Code Sections 51200 through 51297.4) encourages the preservation of agricultural lands through tax incentives due to the increasing trend toward the conversion of agricultural lands to urban uses. The Act enables counties and cities to designate agricultural preserves (Williamson Act lands) and within these preserves offer preferential taxation to agricultural landowners based on the agricultural income-producing value of the property.

One property within the Project site (APN 0218-161-13) is currently under a Williamson Act Contract (Contract No. 71-235). Buildout of the Project site would require the cancellation or nonrenewal of Contract No. 71-235.

The Project has been designed to be consistent with TOP 2050. Buildout of the Project site and cancellation or nonrenewal of Contract No. 71-235 are consistent with development anticipated under TOP 2050 as evaluated in TOP 2020 SEIR. In this regard, TOP 2050 SEIR concluded that development of the City (including the Project site) pursuant to TOP 2050 would result in City-wide cancellation or nonrenewal of Williamson Act contracts. The Project would not result in further impacts to Williamson Act lands beyond those already considered and addressed in TOP 2050

SEIR. As such, impacts from the Project in this respect would be less than significant. See also: TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.2, *Agriculture and Forestry Resources*.

Based on the preceding, Project impacts to, or affecting, Williamson Act Contract properties would be less-than-significant.

- c, d) *No Impact*. There is currently no land in the City of Ontario that qualifies as forest land or timberland. Neither TOP 2050 General Plan nor the City’s Development Code provide such designations. As such, the Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland, or result in the loss or conversion of forest land.
- e) *No Impact*. The Project does not involve other changes to the environment that could result in the conversion of farmland or forest land to other uses beyond those identified under the preceding discussions.

**Sources:** *City of Ontario Policy Plan, A Component of The Ontario Plan 2050 (Placeworks); The Ontario Plan 2050 DSEIR, SCH No. 2021070364 (Placeworks) May 2022; City of Ontario Development Code; Project Application Materials.*

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>III. AIR QUALITY</b> - Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
project region is non-attainment under an applicable federal or state ambient air quality standard?				
c) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Substantiation:**

a) *Potentially Significant Impact.* The Project site is located within the South Coast Air Basin (Basin), which includes all of Orange County, and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The SCAQMD is locally responsible for administration and implementation of the Air Quality Management Plan (AQMP). Development of the Project could result in the production of additional criteria air pollutants which may interfere with, or obstruct, implementation of the AQMP. These potential impacts will be addressed in the Air Quality Impact Analysis (AQIA) prepared as part of the Project EIR. Mitigation measures will be developed to address any potentially significant impacts.

b, c) *Potentially Significant Impact.* Project demolition activities would result in site disturbance and generation of fugitive dust, and could also result in disturbance and release of asbestos, lead or other toxic materials that may be present in existing on-site structures or in subsurface improvements. Project construction activities would generate fugitive dust and construction equipment emissions.

The implemented Project land uses would generate vehicular trips and associated vehicular-source air pollutant emissions. Project truck traffic would generate diesel emissions and diesel particulate matter (DPM). DPM is a known carcinogen that could result in, or contribute to, adverse health effects. On-site Project operations

would result in energy consumption and byproduct air pollutant emissions. Construction-source and operational-source emissions resulting from the Project may contribute to existing and projected regional exceedances of criteria pollutants within the Basin. Localized concentrations of construction-source and operational-source emissions could adversely affect sensitive receptors.

These potential impacts will be addressed in the Project EIR AQIA. Mitigation measures will be developed to address any potentially significant impacts.

- d) *Less-Than-Significant Impact.* Temporary, short-term odor releases are potentially associated with Project construction activities. Potential sources of odors associated with construction activities would include, but not be limited to: asphalt/paving materials, glues, paint, and other architectural coatings. Construction-source odor impacts are minimized through compliance with established regulations (Code of Federal Regulations [CFR], Subpart H-*Materials Handling, Storage Use and Disposal*, et al.) addressing construction materials storage, use, and disposal. In pertinent part the isolation/containment devices or mechanisms specified under these regulations prevent significant release of odors. The Project would be required to comply with these regulations.

Uses typically considered to be sources of odors or other emissions that could adversely affect a substantial number of people include agricultural operations, cement plants, wastewater treatment plants, and the like. The Project proposes none of these. Rather, the Project would implement contemporary residential, commercial, light industrial, parks, and open-space uses.

Refuse generated by the Project uses could be a source of localized odors. Project refuse is required to be collected, contained, and disposed of as stipulated in the City of Ontario Municipal Code (see: Municipal Code, Chapter 3: *Integrated Solid Waste Management*). Per the Municipal Code, refuse is to be disposed of in covered receptacles and routinely removed, thereby limiting the escape of odors to the open

air. Any odors generated would be temporary and transient, with little or no potential to adversely affect a substantial number of people.

Further, all Project construction activities, uses and occupancies would be required to conform to SCAQMD Rule 402. Rule 402 provides in pertinent part that there shall be no “discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”

Lastly, 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 result in other emissions (such as those leading to odors) adversely affecting a substantial number of people would be less-than-significant (TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.3, *Air Quality*).

Based on the preceding discussion, the potential for the Project to result in other emissions (such as those leading to odors) adversely affecting a substantial number of people is considered less-than-significant.

**Sources:** *City of Ontario Policy Plan, A Component of The Ontario Plan 2050* (Placeworks); *The Ontario Plan 2050 DSEIR, SCH No. 2021070364* (Placeworks) May 2022; City of Ontario Development Code; Code of Federal Regulations; SCAQMD Rule 402; Project Application Materials.

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES.</b> Would the Project:				
a) 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 Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) though direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Substantiation:**

a – f) *Potentially Significant Impact.* Historic and on-going ground-disturbing activities within, and in areas adjacent to, the Project site have substantially altered the Project site from its natural state. Notwithstanding, certain biological resources may be adversely affected by the Project. Special status species that have the potential to occur within the Project or that could be otherwise affected by Project construction and operations include, but are not limited to: the Delhi Sands Flower Loving Fly, the San Bernardino Kangaroo Rat, and the Burrowing Owl. Therefore, there is a potential for the Project to result in a range of potentially significant biological resources impacts. Accordingly, a Biological Resources Assessment will be conducted as part of the Project EIR. The Assessment will evaluate all potential biological resources impacts listed above that could result from Project construction and operations. The results of the Assessment, along with any necessary mitigation measures, will be presented in the Project EIR.

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	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>V. CULTURAL RESOURCES.</b> Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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**Substantiation:**

- a, b) *Potentially Significant Impact.* There are no known historic structures or archaeological resources located within the Project site nor would the Project affect any known off-site resources of historical or archaeological significance. However, TOP 2050 SEIR indicates the potential for discovery of as yet unknown archeological and paleontological resources within the General Plan area is high (TOP 2050 DSEIR, p. 5.7-23).

In areas affected by Project development, historic or archaeological resources may persist in a buried context. These resources could be disturbed during Project site-disturbing activities. The Project EIR will include a Cultural Resources Assessment of potential historical and archaeological resources impacts that could result from the Project. The Assessment will evaluate and address all potential on-site and off-site cultural resources impacts that could result from the Project. The results of the Assessment, along with any necessary mitigation measures, will be presented in the Project EIR.

- c) *Less-Than-Significant Impact.* There are no known formal cemeteries or informal burial sites within the Project site or in off-site areas that would likely be affected by Project construction activities. The likelihood of encountering human remains in the course of Project development is therefore considered minimal. Further, as required under California Health and Safety Code Section 7050.5 (b) should human remains be encountered in the course of Project development, “there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined . . . that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or

her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.”

Additionally, California Health and Safety Code Section 7050.5 (c) provides that “[i]f the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.” All Project activities would be required to comply with provisions of the California Health and Safety Code and Public Resources Code as summarized above, minimizing or avoiding the potential to disturb human remains.

Lastly, 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 adversely affect human remains would be less-than-significant (TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.5, *Cultural Resources*).

Based on the preceding, the potential for the Project to disturb any human remains, including those interred outside of formal cemeteries would be less-than-significant.

**Sources:** *City of Ontario Policy Plan, A Component of The Ontario Plan 2050* (Placeworks); *The Ontario Plan 2050 DSEIR, SCH No. 2021070364* (Placeworks) May 2022; City of Ontario Development Code; California Health and Safety Code; California Public Resources Code; Project Application Materials.

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	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>VI. ENERGY.</b> Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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**Substantiation:**

a, b) *Potentially Significant Impact.* The Project would allow for development and operation of various new residential, light industrial, and commercial uses. When compared to existing conditions, construction and operation of the Project would result in increased consumption of energy resources. The Project EIR will analyze the potential for Project consumption of energy resources to result in environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy. Potential for the Project to conflict with state or local energy plans for renewable energy or energy efficiency will also be evaluated in the Project EIR. Mitigation measures will be proposed for those impacts determined to be potentially significant.

**Sources:** Project Application Materials.

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>VII. GEOLOGY AND SOILS. Would the Project:</b>				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Substantiation:**

a. i) *Less-Than-Significant Impact.* TOP 2050 DSEIR Figure 5.7-2, *Regional Faults and Fault Zones* identifies active and/or potentially active fault zones in the region, none of which are located within the City. There are no 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.

Lastly, 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 cause potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault would be less-than-significant (TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.7, *Geology and Soils*).

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 rupture of a known earthquake fault is considered less-than-significant.

a. ii – iii) *Potentially Significant Impact.* The Project does not propose actions or facilities that would exacerbate known or probable adverse strong seismic ground shaking, or seismic-related ground failure conditions. However, Southern California in general, including the Project site and surrounding areas, is generally susceptible to seismic events. Therefore, there is a 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, and/or seismic-related ground failure (including liquefaction). As part of the Project EIR, a Preliminary Geotechnical Investigation will be prepared, addressing these potential impacts. Mitigation will be proposed for any impacts determined to be potentially significant.

- a. iv) *Less-Than-Significant Impact*. 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.

Lastly, 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 exacerbate geologic hazards in the City, such as on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse would be less-than-significant (TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.7, *Geology and Soils*).

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 landslides is considered less-than-significant.

- b) *Less-Than-Significant Impact*. 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 City-approved 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.

Lastly, 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 result in substantial soil erosion or the loss of topsoil would be less-than-significant (TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.7, *Geology and Soils*).

Based on the preceding, the potential for the Project to result in substantial soil erosion or the loss of topsoil is considered less-than-significant.

c, d) *Potentially Significant Impact.* Adverse/unstable soils or subsurface conditions may exist within the Project site and would be considered potentially significant impacts. As part of the Project EIR, a Preliminary Geotechnical Investigation will be prepared, addressing these potential impacts. Mitigation will be proposed for any impacts determined to be potentially significant.

- e) *Less-Than Significant Impact.* The Project uses would be served by municipal sewer services. No septic tanks or other alternative wastewater disposal systems are proposed by the Project.

Moreover, 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 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 would be less-than-significant (TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.7, *Geology and Soils*).

On this basis, the potential for the Project to affect or be affected by soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems would be less-than-significant.

- f) *Potentially Significant Impact.* No known paleontological resources or unique geological features exist within the Specific Plan area. However, such resources may exist within the Project site and could be affected by site-disturbing activities. As part of the Project EIR, a Paleontological Resources Assessment will be prepared. This Assessment, in combination with the Project Geotechnical Investigation, will evaluate and substantiate the potential for the Project to directly or indirectly destroy a unique paleontological resource or site or unique geological feature. Pending information indicating otherwise, there is the potential for the Project to directly or indirectly destroy a unique paleontological resource or site or unique geological feature. The Project EIR will evaluate these impacts and mitigation will be proposed for those impacts determined to be potentially significant.

**Sources:** *City of Ontario Policy Plan, A Component of The Ontario Plan 2050 (Placeworks); The Ontario Plan 2050 DSEIR, SCH No. 2021070364 (Placeworks) May 2022; City of Ontario Development Code; Project Application Materials.*

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>VIII. GREENHOUSE GAS EMISSIONS.</b> Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Substantiation:**

a, b) *Potentially Significant Impact.* Project construction and operations would generate Greenhouse Gas (GHG) emissions. The Project’s contribution to greenhouse gas emissions may be potentially significant, both as a source of environmental impacts and in context of applicable plans, policies and regulations adopted for the purpose of reducing GHGs. Accordingly, a Greenhouse Gas Analysis (GHGA) will be prepared as part of the Project EIR. The GHGA findings, together with any necessary mitigation measures, will be presented within the Project EIR.

**Source:** Project Application Materials.

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>IX. HAZARDS AND HAZARDOUS MATERIALS.</b>				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for the people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Substantiation:**

- a – c) *Potentially Significant Impact.* Implementation of the Project would not require the transportation, use, storage, or disposal of hazardous or potentially hazardous materials beyond those typically employed for the construction and maintenance of the Project uses. However, the Project site could be affected by or 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.

Prior to, or concurrent with construction of the Project facilities, remediation of existing significant hazards/hazardous materials conditions would be required. These remedial actions could create a significant hazard to the public or the environment through the routine transport or disposal of hazardous materials; could 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; and could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The Project EIR will evaluate these potential impacts and will propose mitigation for those impacts determined to be potentially significant.

- d) *Less-Than-Significant Impact.* 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, ensuring that hazards/hazardous materials impacts are maintained at levels that would be less-than-significant.

Moreover, 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

result in development of sites that are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment would be less-than-significant (TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.9, *Hazards and Hazardous Materials*).

On this basis, the potential for the Project to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 is considered less-than-significant.

- e) *Less-Than-Significant Impact*. 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.

Moreover, 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 (TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.9, *Hazards and Hazardous Materials*).

Based on the preceding, the potential for the Project to result in a safety hazard for the people residing or working in the project area is considered less-than-significant.

Please refer also to discussions addressing airport/aircraft-source noise presented at Checklist Item XIII. *Noise (c)*.

- f) *Less-Than-Significant Impact*. 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.

Moreover, 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 impair implementation of or physically interfere with an adopted emergency response plan would be less-than-significant (TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.9, *Hazards and Hazardous Materials*).

Based on the preceding, the potential for the Project to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan is considered less-than-significant.

- g) *Less-Than-Significant Impact*. 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.

Lastly, 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 people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires would be less-than-significant (TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.9, *Hazards and Hazardous Materials*).

Based on the preceding, the potential for the Project to result in significant risk of loss, injury or death involving wildland fires is considered less-than-significant. Please also refer also to the discussions at subsequent Checklist Item XX, *Wildfire*.

**Sources:** *City of Ontario Policy Plan, A Component of The Ontario Plan 2050 (Placeworks); The Ontario Plan 2050 DSEIR, SCH No. 2021070364 (Placeworks) May 2022; City of Ontario Development Code; Project Application Materials.*

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	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>X. HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Substantiation:**

a, e) *Potentially Significant Impact.* Runoff from the Project area may include oils from paved areas and other chemicals which may contribute to degradation of surface and groundwater quality. The Project may also conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, thereby resulting in potentially significant environmental impacts. Analysis of potential impacts in regard to water quality standards/waste

discharge requirements, and consistency with an applicable water quality control plan and/or sustainable groundwater management plan will be included in the Project EIR. Mitigation measures will be incorporated to address any potentially significant impacts.

- b) *Less-Than-Significant Impact*. 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.<sup>3</sup> 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.

Moreover, 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 substantially decrease groundwater supplies or interfere substantially with groundwater recharge and thereby impede sustainable groundwater management of the basin would be less-than-significant (TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.10, *Hydrology and Water Quality*).

Based on the preceding, the potential for the Project to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin is considered less-than-significant.

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<sup>3</sup> Water supply availability to the Project generally is discussed at Checklist Item XIX, *Utilities and Service Systems*.

- c (i) *Less-Than-Significant Impact*. Please refer to previous discussions at Checklist Item VII, *Geology and Soils* (b).
- c (ii, iv) *Potentially Significant Impact*. The Project would implement new structures and surface improvements that could result in substantially increased rates of surface runoff, with resulting increased on-site or off-site flooding potential. Similarly, Project structures and surface improvements could alter existing area stormwater runoff patterns in a manner that would create, impede, or redirect flood flows. The Project EIR will address these potential impacts. Mitigation will be proposed for impacts determined to be potentially significant.
- c (iii) *Potentially Significant Impact*. The increase in impervious surfaces created by development of the Project site would result in decreased absorption rates and increased surface runoff. Development of the Project site could also substantially alter the existing drainage pattern of the site or area in a manner that could 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. The Project EIR will address these potential impacts. Mitigation will be proposed for impacts determined to be potentially significant.
- d) *Potentially Significant Impact*. As shown at TOP 2050 DSEIR Figure 5.10-2, *Flood Hazard Zones*, the Project site is not located proximate to a 100-year flood plain. The Project site does however lie within the dam inundation zone for the potential San Antonio Dam (see: TOP 2050 DSEIR Figure 5.10-3, *Dam Inundation Zones*). The Project uses would include limited on-site storage of conventional materials such as petroleum products, landscape fertilizer, cleaning products, etc. that could be released should the Project site be inundated. On this basis, there is a potential risk of release of pollutants due to inundation of the Project site. This impact will be evaluated in the Project EIR. Mitigation will be proposed if the impact is determined to be potentially significant.

**Sources:** *City of Ontario Policy Plan, A Component of The Ontario Plan 2050 (Placeworks); The Ontario Plan 2050 DSEIR, SCH No. 2021070364 (Placeworks) May 2022; City of Ontario Development Code; Project Application Materials.*

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	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>XI. LAND USE AND PLANNING.</b> Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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**Substantiation:**

- a) *Less-Than-Significant Impact.* 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 discussion, the Project’s potential to disrupt or divide the physical arrangement of an established community is considered less-than-significant.

- b) *Potentially Significant Impact.* The Project comprises an amendment to the current Rich-Haven Specific Plan. The proposed Specific Plan Amendment is intended to achieve land use designations that best represent the development and land use activities contemplated by the Project.

When a project includes amendments to the applicable land use designation(s), inconsistency with the existing designation(s) is an element of the project itself, which then requires a legislative policy decision of the agency. The request and subsequent approval of a change in designation in this regard does not of itself signify a potential environmental effect. Land use changes proposed by the Project could however result in physical changes translating to potentially significant environmental impacts, as discussed elsewhere in this IS. These potential impacts, as well as Project consistency with applicable land use policies addressing environmental effects, will be evaluated in the Project EIR.

**Sources:** *City of Ontario Policy Plan, A Component of The Ontario Plan 2050 (Placeworks); The Ontario Plan 2050 DSEIR, SCH No. 2021070364 (Placeworks) May 2022; City of Ontario Development Code; Project Application Materials.*

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>XII. MINERAL RESOURCES.</b> Would the project:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Substantiation:**

a, b) *Less-Than-Significant Impact.* 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 (TOP 2050 DSEIR, p. 5.12-2). TOP 2050 DSEIR at Figure 5.12-1, *Areas of Mineral Resource Significance*, indicates that the Project site is

classified pursuant to the California Geological Survey as Mineral Resource Zone 3 (MRZ-3). The Project does not propose or require facilities or operations that would affect the availability of locally important or regionally important mineral resources.

Moreover, 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 result in the loss of availability of a known mineral resource would be less-than-significant (TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.12, *Mineral Resources*).

On this basis, the potential for the Project 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; or 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 is considered less-than-significant.

**Sources:** *City of Ontario Policy Plan, A Component of The Ontario Plan 2050 (Placeworks); The Ontario Plan 2050 DSEIR, SCH No. 2021070364 (Placeworks) May 2022; Project Application Materials.*

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>XIII. NOISE.</b> Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b) Generation of excessive groundborne vibration or groundborne noise?				
c) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Substantiation:**

a - c) *Potentially Significant Impact.* Construction of the Project would temporarily increase localized noise levels, and occupation of Project facilities will establish long-term stationary operational noise sources. These noise sources could adversely affect sensitive receptors. Further, Project traffic may increase noise levels along affected area roadways, with potentially adverse effects at receiving land uses. Additionally, there is the potential for the Project land uses to be adversely affected by noise generated by operations of the Ontario International Airport.

Accordingly, a Noise Impact Analysis will be prepared as part of the Project EIR. The Analysis will evaluate and address all Project-source noise impacts. The Analysis will also address potential effects of noise generated by Ontario International Airport operations. Mitigation measures will be proposed for impacts determined to be potentially significant.

**Sources:** *City of Ontario Policy Plan, A Component of The Ontario Plan 2050 (Placeworks); The Ontario Plan 2050 DSEIR, SCH No. 2021070364 (Placeworks) May 2022; City of Ontario Development Code; Project Application Materials.*

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>XIV. POPULATION AND HOUSING.</b> Would the project:				
a) Induce substantial unplanned 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Substantiation:**

a) *Less-Than-Significant Impact.* 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.

Moreover, 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 induce substantial unplanned population growth in the area would be less-than-significant (TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.14, *Population and Housing*).

Based on the preceding, the potential for the Project to result in or induce substantial unplanned population growth, either directly or indirectly is considered less-than-significant.

- b) *Less-than-Significant Impact.* 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. That is, under both the 2021 Specific Plan and the proposed 2022 SPA, 7,194 dwelling units (all residential types) would be entitled. Locations and configurations of entitled residential uses would however be amended under the 2022 SPA. These amendments would not eliminate housing, diminish the potential for new housing, or displace persons from existing housing.

Moreover, the Project would be implemented consistent with TOP 2050. TOP 2050 SEIR concludes that the potential for TOP 2050 General Plan to displace people or housing, necessitating construction of replacement housing would be less-than-significant (TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.14, *Population and Housing*).

Based on the preceding, the potential for the Project to displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere is considered less-than-significant.

**Sources:** *City of Ontario Policy Plan, A Component of The Ontario Plan 2050* (Placeworks); *The Ontario Plan 2050 DSEIR, SCH No. 2021070364* (Placeworks) May 2022; City of Ontario Development Code; Project Application Materials.

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>XV. PUBLIC SERVICES.</b> Would the project result in substantial adverse physical impacts associated with the provision of the new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Substantiation:**

- a) *Less-Than-Significant Impact.* Fire suppression and emergency response services for the Project would be provided by the Ontario Fire Department (OFD). TOP 2050 SEIR recognizes the potential for development pursuant to The Ontario Plan, including development of the area encompassing the Project site to result in increased demands for fire protection services (TOP 2050 DSEIR, p. 5.15-3). TOP 2050 SEIR also recognizes that evaluation of potential environmental impacts resulting from the construction or expansion of new or modified fire protection facilities would be speculative until such time the location(s) of such facilities are determined. 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.

Lastly, 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. TOP 2050 SEIR concludes that the potential for TOP 2050 General Plan to result in substantial adverse physical impacts associated with the provision of the new or physically altered fire protection and emergency services would be less-than-significant (TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.15, *Public Services*).

Based on the preceding, the potential for the Project to result in substantial adverse physical impacts associated with the provision of the new or physically altered fire protection facilities is considered less-than-significant.

- b) *Less-Than-Significant Impact*. 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. Such design features would include secure building designs, defensible spaces, and area and facility security lighting. These design features would act to reduce Project demands for police protection services.

Lastly, 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. TOP 2050 SEIR concludes that the potential for TOP 2050 General Plan to result in substantial adverse physical impacts associated with the provision of the new or physically altered police protection services would be less-than-significant (TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.15, *Public Services*).

Based on the preceding, the potential for the Project to result in substantial adverse physical impacts associated with the provision of the new or physically altered police protection facilities is considered less-than-significant.

- c) *Less-Than-Significant Impact*. Public school services for the City of Ontario are provided by the following school districts:
- Chino Valley Unified School District;
  - Cucamonga Elementary School District;
  - Mountain View Elementary School District; and
  - Ontario-Montclair Elementary School District.

Occupancy of the Project residential uses would directly contribute to demands on school services. Indirectly, the Project may contribute to area demands for school

services if Project employees and their school age children would relocate to school districts serving the City.

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). Payment of school impact fees would reduce the Project's potential impacts to school services to levels that would be less-than-significant.

Lastly, 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. TOP 2050 SEIR concludes that the potential for TOP 2050 General Plan to result in substantial adverse physical impacts associated with the provision of the new or physically altered school facilities would be less-than-significant (TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.15, *Public Services*).

Based on the preceding, the potential for the Project to result in substantial adverse physical impacts associated with the provision of the new or physically altered school facilities is considered less-than-significant.

- d) *Less-Than-Significant Impact*. 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.

Moreover, 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. TOP 2050 SEIR concludes that the potential for TOP 2050 General Plan to result in substantial adverse physical impacts associated with the provision of the new or physically altered parks, recreational facilities, or recreational services would be less-than-significant (TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.16, *Recreation*).

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.

- e) *Less-Than-Significant Impact*. 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 potential for the Project to result in substantial adverse physical impacts associated with the provision of the new or physically altered other public facilities is considered less-than-significant.

**Sources:** *City of Ontario Policy Plan, A Component of The Ontario Plan 2050* (Placeworks); *The Ontario Plan 2050 DSEIR, SCH No. 2021070364* (Placeworks) May 2022; Project Application Materials.

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>XVI. RECREATION</b>				
a) Would the project 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Substantiation:**

a, b) *Less-Than-Significant Impact*. 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.

Moreover, 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. TOP 2050 SEIR concludes that the potential for TOP 2050 General Plan to result in substantial adverse physical impacts associated with the provision of the new or physically altered parks, recreational facilities, or recreational services

would be less-than-significant (TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.16, *Recreation*). Please refer also to discussions presented at Checklist Item XV. *Public Services* (d).

Based on the preceding, the potential for the Project 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; or to require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment is considered less-than-significant.

**Sources:** *City of Ontario Policy Plan, A Component of The Ontario Plan 2050* (Placeworks); *The Ontario Plan 2050 DSEIR, SCH No. 2021070364* (Placeworks) May 2022; Project Application Materials.

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>XVII. TRANSPORTATION.</b> Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Substantiation:**

- a) *Potentially Significant Impact.* The Project would generate auto, transit, pedestrian, and bicycle trips. The Project has the potential to result in increased demand on the local transportation system, including the roadway network, transit service, pedestrian and bicycle facilities.

New or modified land uses proposed under the Project could result in various changes to circulation patterns. Based on the preceding, the Project would have the potential to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

The Project EIR will evaluate and assess the potential for the Project to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and thereby result in potentially significant environmental impacts.

- b) *Potentially Significant Impact.* Project traffic may result in substantial additional vehicle miles traveled (VMT). The EIR will evaluate Project VMT impacts against per capita, per service population, or other VMT significance thresholds implemented by the Lead Agency. Mitigation will be developed for impacts determined to be potentially significant.

For informational purposes, and to facilitate Lead Agency planning of area transportation system improvements, the Project EIR will also present a summary of anticipated level-of-service (LOS) deficiencies, together with recommended improvements to address identified deficiencies.

- c, d) *Potentially Significant Impact.* Although preliminary review of the Project does not indicate elements or aspects that would be considered hazardous design features or result in inadequate emergency access, these considerations will be further evaluated in the Project EIR. Mitigation will be developed for impacts determined to be potentially significant.

**Source:** Project Application Materials.

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>XVIII. TRIBAL CULTURAL RESOURCES.</b>				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(i) Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Substantiation:**

a. i, ii) *Potentially Significant Impact.* There are no known Tribal Cultural Resources (TCRs) within the Project site. Nor is it anticipated that the Project would adversely affect off-site TCRs. However, detailed surveys confirming the presence or absence of these resources has not yet been conducted. A Tribal Cultural Resources Assessment of the Project site and potentially affected off-site areas will be prepared as an element of the Project EIR. Tribal Resources consultation with requesting Tribes will be conducted as provided for under AB 52, Gatto. Native Americans: California Environmental Quality Act. Pending completion of the Project Cultural Resources survey and any requested Tribal Consultation(s), the potential for the Project to cause a substantial adverse change in the

significance of a tribal cultural resource is considered potentially significant. The Project EIR will address these potential impacts. Mitigation will be proposed for impacts determined to be potentially significant.

**Source:** Project Application Materials.

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>XIX. UTILITIES AND SERVICE SYSTEMS.</b>				
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Substantiation:**

- a) *Potentially Significant Impact.* The Project would require new or altered infrastructure improvements for: water delivery, wastewater collection, storm water management, electric power distribution, natural gas service, and telecommunications service. Construction of or alteration of these facilities has the potential to cause significant environmental effects. The Project EIR will evaluate these potential impacts. Mitigation will be proposed for impacts determined to be potentially significant.
  
- b) *Potentially Significant Impact.* The City of Ontario water supply is derived from a combination of local and imported water, obtained primarily from Ontario wells and treatment in the Chino Groundwater Basin, the Chino Desalter Authority (CDA) wells and treatment in the Chino Groundwater Basin, treated State Water Project water 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 Project uses could increase demands on available water supplies. Water supply and availability are recognized as general issues of concern. The City will prepare a Water Supply Assessment (WSA) pursuant to the requirements of SB 610. The results of the WSA will be summarized within the Project EIR.

Pending completion of the Project WSA, the Project's potential impacts to water supplies and potential effects on the availability of water are considered potentially significant, and will be further addressed in the Project EIR. Mitigation measures will be proposed for those impacts determined to be potentially significant.

- c) *Potentially Significant Impact.* The City maintains a wastewater collection system and contracts with the Inland Empire Utilities Agency (IEUA) for wastewater treatment. The Project uses could result in increased wastewater treatment

demands that could exceed available wastewater treatment capacities. The Project EIR will evaluate the potential for the Project to generate wastewater exceeding available treatment capacities. Mitigation will be proposed for impacts determined to be potentially significant.

- d, e) *Potentially Significant Impact.* Solid waste collection services are currently provided to City residents by the City of Ontario Solid Waste Department. Solid Waste generated by the Project would be disposed of at the Mid-Valley Sanitary Landfill, located in the City of Rialto. Implementation of the Project would result in increased solid waste generation. The Project EIR will evaluate the potential for Project uses to generate waste in excess of state or local standards, or to conflict with federal, state, and local management and reduction statutes and regulations related to solid waste. Mitigation will be proposed for impacts determined to be potentially significant.

**Sources:** *City of Ontario Policy Plan, A Component of The Ontario Plan 2050 (Placeworks); The Ontario Plan 2050 DSEIR, SCH No. 2021070364 (Placeworks) May 2022; Project Application Materials.*

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>XX. WILDFIRE.</b> If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Substantiation:**

a - d) *Less-Than-Significant Impact.* CAL FIRE maintains California Fire Hazard Severity Zone Maps, including maps for State responsibility areas, as well as local responsibility areas.<sup>4</sup> 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.

Moreover, 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. TOP 2050 SEIR concludes that the potential for TOP 2050 General Plan to result in substantial adverse wildfire impacts would be less-than-significant

<sup>4</sup> <https://egis.fire.ca.gov/FHSZ/>

(TOP 2050 DSEIR Table ES-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*; TOP 2050 DSEIR Section 5.20, *Wildfire*).

Based on the preceding, the potential for the Project to substantially impair an adopted emergency response or evacuation plan, expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, involve infrastructure that may exacerbate fire risk, or result in significant post-fire risks is considered less-than-significant.

**Sources:** CAL FIRE; *City of Ontario Policy Plan, A Component of The Ontario Plan 2050 (Placeworks)*; *The Ontario Plan 2050 DSEIR, SCH No. 2021070364 (Placeworks)* May 2022; Project Application Materials.

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when reviewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Substantiation:**

- a) *Potentially Significant Impact.* Certain biological and cultural resources may be adversely affected by the Project. Potential impacts in this regard will be addressed within the Project EIR.
- b) *Potentially Significant Impact.* The Project has the potential to result in cumulatively considerable impacts. As discussed in the previous environmental evaluation, implementation of the Project may result in potentially significant impacts under the environmental topics of:
- Air Quality;
  - Biological Resources;
  - Cultural/Tribal 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.

Impacts of the Project, together with impacts of other known or probable related projects, may have considerably cumulative effects under the above-noted

environmental topics. The Project EIR will identify the Project's contribution to, and context within, potentially significant cumulative environmental impacts.

- c) *Potentially Significant Impact.* As indicated by this IS evaluation, the Project may cause or result in certain potentially significant environmental effects, resulting in potentially adverse effects to human beings. While adverse environmental effects that could affect human beings could, to some degree, be substantiated under all CEQA issue areas, Project impacts considered to be potentially significant and that could directly affect human beings include:

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

The Project EIR will address these environmental topics and present mitigation measures addressing potentially significant impacts.

## **4.0 DETERMINATION**

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## 4.0 DETERMINATION

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On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that although the project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described previously have been added to the project. A NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that the project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.	<input checked="" type="checkbox"/>
I find that the project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on an earlier analysis as described on attached sheets. If the effect is a potentially significant impact or potentially significant unless mitigated an ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that need to be addressed.	<input type="checkbox"/>
I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.	<input type="checkbox"/>

City of Ontario:

Signature \_\_\_\_\_



Date 10/10/2022

Printed Signature: Charles Mercier, City of Ontario Principal Planner