



**CHAPTER 6.0  
ENVIRONMENTAL REVIEW**

## 6.0 ENVIRONMENTAL REVIEW

### 6.1 INTRODUCTION

This plan qualifies as a "Project" as defined by Section 15378 of the California Environmental Quality Act (CEQA) Guidelines and is, therefore, subject to environmental review as determined by the Lead Agency, the City of Ontario.

The project site is relatively small (5.5 acres) and is surrounded by relatively large industrial development projects: California Commerce Center, UPS facility, and the Acco Airport property. Full Environmental Impact Reports (EIRs) have been prepared for each of these projects. Haven Avenue and a portion of Jurupa Street were constructed as part of an assessment district. These capital improvement projects received detailed levels of environmental review.

Below are brief statements regarding each of the different categories that comprise the environmental checklist (Initial Study) as depicted by Appendix I contained in the CEQA Guidelines.

### 6.2 EARTH

The proposed project may result in minor changes to earth conditions, surface topographic changes, or increase in soil erosion, specifically during construction. Any such impacts would have a less than significant impact on or off the site. The USDA classifies the existing soil as Delhi Fine Sand, a surface soil with very limited agricultural value. The subject site is located within the Chino Basin, which is an alluvial fill area. This basin is bounded on the north by the Cucamonga Fault Zone, on the west by the Chino-Elsinore Fault Zone, and on the south by the San Jacinto Fault Zone. The site is not subject to liquefaction due to the absence of a consistently high water table and other contributing factors.

### 6.3 AIR

The proposed project will not result in substantial air emissions, further deterioration of the ambient air quality, objectionable odors, or alteration of air movement, moisture, and temperature.

Very strong season winds called "Santa Anas" develop mostly in the fall and winter. Wind speeds in excess of 50 miles per hour can be expected during these periods. Gusts have been known to reach 100 miles per hour during extreme conditions.

Orientation of structures and parking areas should be designed so that potential damage caused by the wind may be minimized. For example, unprotected primary entrance doors should not face north or east, and parking lots should be protected by the structures and landscape windrows if possible.

As this project is located within the San Bernardino County Dust Control District, the provisions of County Ordinance 2069 must be followed.

#### 6.4 WATER

The proposed project will not result in changes to the direction, amount, and quality of either surface or groundwater.

#### 6.5 PLANT LIFE

The site is a historic vineyard. However, operation and productivity ceased several years ago. The proposed project will introduce new plant species as a result of new landscape materials. However, these materials have been deemed compatible for the area in that they reflect the approved materials for the surrounding developments and capital improvement projects.

#### 6.6 ANIMAL LIFE

The site is currently occupied by a vineyard. In addition, it is exposed to traffic traveling along Haven Avenue and Jurupa Street. Therefore, it does not provide ideal habitat for animal species. However, Delhi Fine Sands (soil type) are found on the site, and therefore warranted a U.S. Fish and Wildlife Service (FWS) protocol survey for the possible presence of Delhi sands flower-loving fly (*Raphiomidas terminatus abdominalis*). The Delhi fly was listed as an endangered species in September of 1993. The U.S. Fish and Wildlife Service (FWS) has stated that the presence of Delhi Sands is the baseline criteria (suitable habitat) for investigating the potential for the fly. The site survey has been completed, and no flies were found.

A summary of this survey report is attached as Appendix A.

#### 6.7 NOISE

The proposed project will not result in an increase of existing noise level nor will it expose people to severe noise levels. The site is located within the 65 to 70 CNEL noise contours. Commercial uses are deemed compatible with this range. In order to provide adequate noise attenuation for non-residential uses, the criteria in Table 4.D will apply.

**Table 4.D - Noise Standards**

<b>Use</b>	<b>Sound Level, LEQ 12<sup>1</sup></b>
Private Offices	40 - 55 dBA
General Offices, Reception, Typing, Clerical	45 - 55
Banks, Retail	50 - 55
Other Uses and Areas for manufacturing, Assembly, Testing, etc.	55 - 65

### **6.8 LIGHT AND GLARE**

The proposed project may result in the construction of multistory buildings. However, the site is located in an area that will ultimately be developed with large industrial and commercial structures. In addition, both Haven Avenue and Jurupa Street are large arterials that will serve to reduce any potential visual impacts associated with vertical structures.

### **6.9 LAND USE**

The proposed project is consistent with the Planned Commercial designation of the City's General Plan. Therefore, the proposed project will serve to implement, in part, the City's General Plan. The remaining corner properties of the Haven/Jurupa intersection have similar designations, with the exception of the northwest corner, which is the UPS tarmac.

### **6.10 NATURAL RESOURCES**

The proposed project will not result in significant increases in the rate of any natural resources.

### **6.11 HAZARDS**

The proposed project will not involve a risk of an explosion or the release of hazardous substances.

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<sup>1</sup> Where LEQ12 is the Energy Equivalent Sound Level during the hours of 7:00 a.m. to 7:00 p.m.

The Milliken Landfill has been the focus of various studies, such as for the UPS facility and the Haven Gateway Specific Plan proposal. These studies indicate that gas migrates laterally from the landfill below surface. The EIR (87-2) prepared for the UPS-Ontario Air Cargo Hub did not state that landfill gas migration would impact the site.

In the Haven Gateway Specific Plan area, insignificant levels of methane were recorded up to 650 feet from the boundary of the landfill (LSA, 1987). Although the City does not have a regulation defining a "safe" distance from the landfill boundary that a structure can be developed, the County of Los Angeles Building Code stipulates 1,000 feet from a landfill border as the distance within which a registered civil engineer would need to certify construction as safe (§ 308c). The nearest boundary of the project site from the border of the landfill is approximately 2,000 feet.

Due to the significant distance the project site is located from the landfill and the planned separation of the project site from the landfill by a six lane arterial (Haven Avenue), gas migration from the Milliken Landfill is not anticipated to be of concern for the subject site.

#### **6.12 POPULATION**

The proposed project will not alter the location, distribution, density, or growth rate of the human population of the surrounding area.

#### **6.13 HOUSING**

The proposed project will not cause the removal of or the need for housing.

#### **6.14 TRANSPORTATION/CIRCULATION**

The proposed project will not generate a significant amount of traffic that could cause an adverse impact on the surrounding circulation system both locally and regionally. All parking will be on site and constructed to meet the needs of the individual uses.

#### **6.15 PUBLIC SERVICES**

The project will not have an adverse impact on police and fire protection, school capacities, parks, or other governmental services. According to the City of Ontario Fire Department, the project site is well within the ten minute service radii.

**6.16 ENERGY**

The proposed project will not result in a substantial increase in demand upon existing energy sources nor will it require the development of new energy sources.

**6.17 UTILITIES**

The proposed project will be adequately served by water, wastewater, storm drain, electrical, natural gas, and telephone utilities that are located in Haven Avenue and Jurupa Street.

**6.18 HUMAN HEALTH**

The proposed project will not create any health hazard or potential health hazard nor will it expose people to potential health hazards.

**6.19 AESTHETICS**

The proposed project will not result in the obstruction of any scenic vista or view open to the public nor will it create an aesthetically offensive site open to public view.

**6.20 RECREATION**

The proposed project will not result in an impact upon the quality or quantity of existing recreational opportunities.

**6.21 CULTURAL RESOURCES**

The project site has been recently disturbed and does not contain any cultural or historical value.

**6.22 SUMMARY**

The proposed project would not have a significant adverse impact to the surrounding environment due to its size and urban context. Indeed, the project may be impacted by surrounding projects. These projects have been analyzed through EIRs, and the information contained in these EIRs should be incorporated by reference pursuant to Section 15150 of the CEQA Guidelines.

It is recommended that the JURUPA HAVEN AIRPORT CENTRE Specific Plan receive a Negative Declaration, since there is no substantial evidence that the project

may have a significant impact on the environment pursuant to Section 15070 of the CEQA Guidelines, as amended.