

Tuscana Village Specific Plan Mitigated Negative Declaration

Prepared for:
City of Ontario
303 East "B" Street
Ontario, CA 91762

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1.0 INTRODUCTION

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1.1 DOCUMENT PURPOSE AND SCOPE

This Initial Study/Mitigated Negative Declaration (IS/MND) addresses potential impacts associated with the proposed Tuscana Village Specific Plan Project (the Project). The Project proposes the construction of a pedestrian-oriented urban village comprised of mixed use development, which would provide commercial, business park, and residential uses within the 44-acre Project area. It is the intent of the Specific Plan to implant urban design concepts that will highlight and preserve the heritage of the sites past vineyard uses and the presence of the existing San Antonio Winery located on the site. As envisioned, the Specific Plan would allow for development of up to 255,404 square feet of commercial uses, 693,327 square feet of business park uses, and up to 200 residential units.

The Project site is located on the eastern edge of the City of Ontario, in San Bernardino County. Specifically, the site is located west of Milliken Avenue, between SR-60 and Riverside Drive. A complete description of the Project is presented in Section 2.0, “Project Description,” of this IS/MND.

This Initial Study was prepared pursuant to Section 15063 of the California Environmental Quality Act (CEQA) Guidelines. Although this Initial Study was prepared with consultant support, all analysis, conclusions, findings and determinations presented in the Initial Study 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 is solely responsible for approval of the proposed Project. As part of the decision making process, the City is required to review and consider the potential environmental effects that could result from the Project.

The potential environmental effects of the proposed Project have been evaluated in this IS/MND consistent with §10563 of the CEQA Guidelines. Article 6 of the CEQA Guidelines discusses the Mitigated Negative Declaration Process, which is applicable to the Project. As stated in Article 6:

“A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

- (a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- (b) The initial study identified potentially significant effects, but:
 - (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.”

As supported by the Initial Study presented herein, the City has determined that the Project may result in or cause potentially significant effects. However, compliance with existing policies, plans and regulations, and applicable revisions to the Project plans, together with design features and mitigation measures incorporated in the proposal would avoid the effects or mitigate the effects to a point where no significant impacts would occur. The City has consequently determined that a Mitigated Negative Declaration (MND) should be prepared for the proposed Project.

The City has the authority to review and approve the proposed Project. This IS/MND is intended to be an informational document, providing the City's decision-makers, other public agencies, and the public with an objective assessment of the potential environmental impacts that could result from implementation of the proposed Project.

1.2 DOCUMENT ORGANIZATION

This IS/MND includes the following sections:

Introduction: This section (1.0) describes the format of the IS/MND and provides summary findings of the environmental analysis

Project Description: This section (2.0) describes the Project and its objectives, and outlines the existing regulations that will affect development of the Project.

Environmental Setting: This section (3.0) describes the existing physical context of the Project, providing the baseline conditions for assessment of the Project's potential environmental effects.

Environmental Evaluation: This section (4.0) presents the environmental checklist and responses. Answers provided for items in the checklist are substantiated qualitatively in all instances, and quantitatively where feasible and appropriate. Additionally, for environmental considerations identified as "potentially significant unless mitigation incorporated," the checklist discussion identifies specific potential environmental impacts of the Project, proposes mitigation measures that reduce potentially adverse environmental effects, and indicates levels of significance subsequent to the application of proposed mitigation measures.

Determination: This section (5.0) responds to questions relating to mandatory findings of impact significance and presents the determination regarding the appropriate environmental document for the proposed Project.

Mitigation Monitoring Plan: This section (6.0) presents the Project Mitigation and Monitoring Plan (MMP). The MMP summarizes potentially significant impacts of the Project together with the specific mitigation measures incorporated in the proposal that avoid or reduce potentially significant environmental effects of the proposal.

The MMP also identifies mitigation timing, and parties responsible for implementing and monitoring of mitigation measures.

1.3 DISPOSITION OF THIS DOCUMENT

This Mitigated Negative Declaration and supporting Initial Study will be circulated by the City of Ontario for 30 days for public and agency review. Comments received on the IS/MND will be considered by the City in their review of the proposed Project. The general public is encouraged to contact the City for responses to specific questions regarding the CEQA process and its administration for the proposed Project.

1.4 POTENTIAL ENVIRONMENTAL EFFECTS

The analysis presented in this IS/MND indicates that the Project could result in or cause potentially significant effects related to air quality, biological resources, cultural resources, geology and soils, and noise. However, mitigation measures incorporated in this document, together with design features in the proposal would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur. On the basis of this finding, a Mitigated Negative Declaration will be prepared for the proposed Project.

2.0 PROJECT DESCRIPTION

2.0 PROJECT DESCRIPTION

Primary aspects and characteristics of the Tuscana Village Specific Plan Project are summarized within this Section.

2.1 PROJECT LOCATION

The approximately 44-acre Project site is located in the City of Ontario in western San Bernardino County, as shown in Figure 2.1-1, “Regional Location.” Specifically, the site is located west of Milliken Avenue, between SR-60 and Riverside Drive. Please also refer to Figure 2.1-2, “Project Vicinity.”

2.2 EXISTING LAND USES

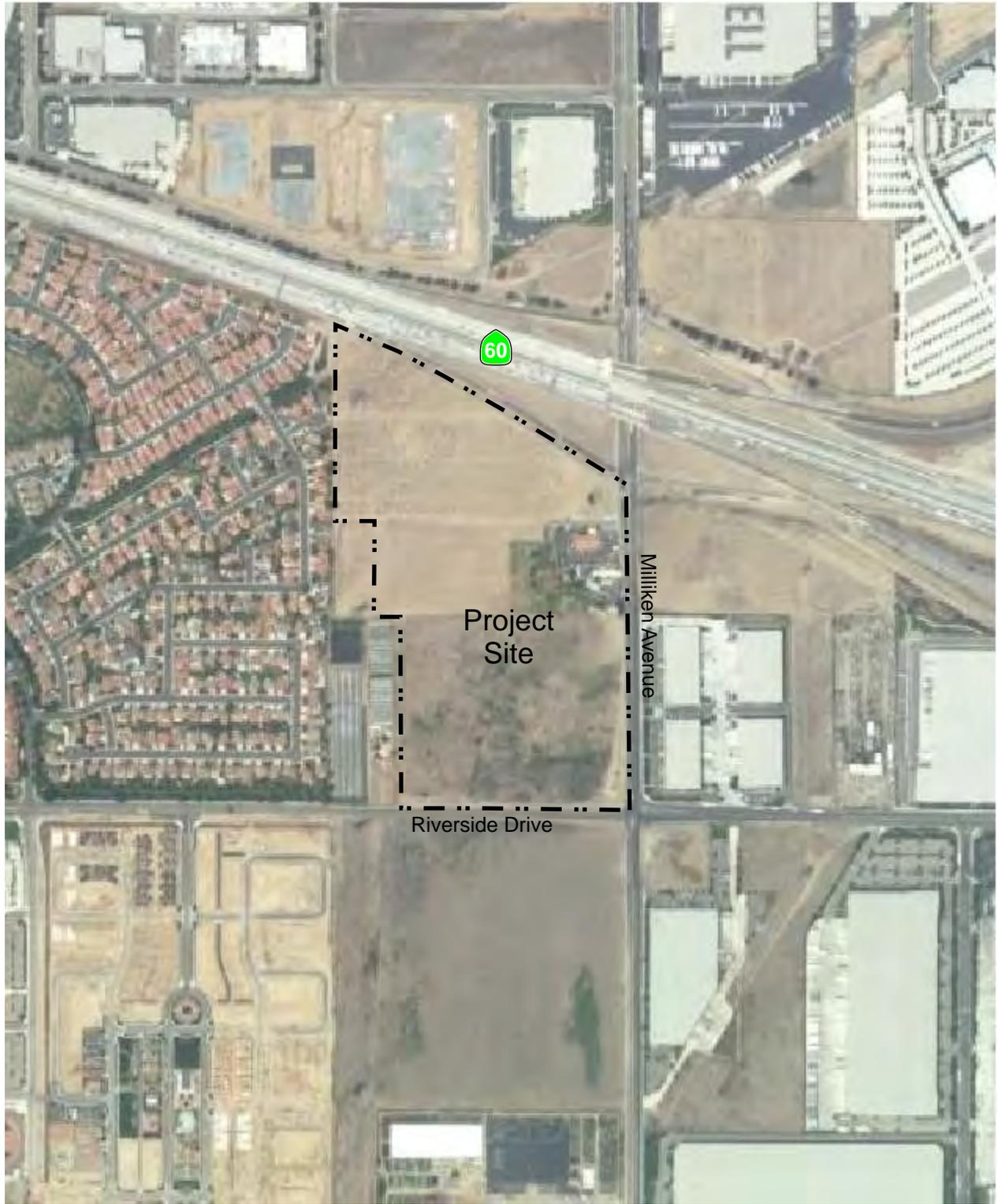
The City’s recently adopted General Plan, referred to as “The Ontario Plan,” designates the majority of the Project site as Mixed Use, with the exception of a strip of land along the site’s western boundary totaling approximately 4.33 acres. This area contains a Southern California Edison (SCE) easement, and is designated as Open Space. The Project area is identified as “Mixed Use Area 12” on the City’s General Plan Land Use Map, and referred to as the “Hamner/SR-60 Mixed Use Area” in the General Plan Land Use Designations Summary Table (Table LU-02). This Table indicates that “[t]he Hamner/SR-60 Mixed Use Area is envisioned as a mixture of retail and office uses that will create identify and place along the SR-60 corridor.” Development intensity is identified as an average floor-to-area ratio (FAR) of 1.0. Within the context of the site’s existing land use designation (Mixed Use), varying combinations of commercial, office, and residential uses, as defined by the Specific Plan, are considered acceptable, provided that their combined FAR (defined as building area divided by lot area) does not exceed 1.0.



NOT TO SCALE

Source: Applied Planning, Inc.

Figure 2.1-1
Regional Location



NOT TO SCALE

Source: Google Earth, Applied Planning, Inc.

Figure 2.1-2
Project Vicinity

Additionally, for planning purposes, the City assumed a “high-intensity” development scenario of 1,334,034 square feet of office uses for the Project site in preparation of the transportation modeling that was the basis of the General Plan’s Transportation Element. Similar to the preceding discussion of land use assumptions, it is presumed that varying combinations of commercial, office, and residential development would be acceptable within the Specific Plan, provided that the Project’s total trip generation does not exceed the assumptions of the City’s General Plan.

2.3 EXISTING ZONING

The Project site is currently zoned C3 (Commercial Service); R1, (One-Family Residential, one to five dwelling units per acre); and OS (Open Space). Upon approval of the Project, the zoning designation will be changed to Specific Plan. The Tuscana Village Specific Plan will provide the zoning regulations and development criteria for the site.

2.4 SURROUNDING LAND USES

As presented in the following Figure 2.4-1, land uses adjacent to Project site include:

- North: SR-60, existing industrial uses. The General Plan designation for these properties is Planned Industrial and the zoning is Specific Plan (Milliken Industrial Park Specific Plan).
- East: Industrial uses, in the recently incorporated City of Eastvale, formerly Riverside County.
- South: Vacant, approved Specific Plan uses. These properties have General Plan designations of General Commercial, Low Density Residential, and Green Belt. They are zoned Specific Plan (Edenglen).
- West: A small nursery, residential uses. Properties have a General Plan land use designation of Non-Recreational Open Space and Planned Residential and a zoning designation of Specific Plan (Creekside).



NOT TO SCALE

Source: Google Earth, Applied Planning, Inc.

Figure 2.4-1
Existing Land Uses

2.5 PROJECT ELEMENTS

Following are descriptions of the focal elements comprising the Tuscana Village Specific Plan Project, including activities and support systems necessary to its implementation and operations.

2.5.1 Site Preparation

The Project Site is located on gently sloping terrain, sloping naturally from the northeast corner towards the southwest corner at about one (1.0) percent. Any debris generated by site preparation activities will be disposed of and recycled consistent with provisions of the California Integrated Waste Management Plan Act (AB 939) and the City's Solid Waste Department *Refuse and Recycling Planning Manual*.¹

In order to avoid or minimize temporary construction-related traffic impacts, the Project Applicant is required to prepare and implement a construction traffic management plan. The construction traffic management plan must be reviewed and approved by the City prior to the issuance of the building permit.

Utility service lines within, or connecting to, the Project site will also likely require relocation and/or modification to accommodate proposed development. All utilities will be realigned/reconfigured pursuant to City and purveyor requirements.

2.5.2 Specific Plan Development Concept

The Specific Plan Land Use Concept is presented at Figure 2.5-1. The uses proposed under the Project are summarized in Table 2.5-1, and described in the following paragraphs.

¹ City of Ontario, California: Solid Waste Department Refuse and Recycling Manual, Updated July 30, 2010. <http://www.ci.ontario.ca.us/index.cfm/73722/44898>.

**Table 2.5-1
Land Use Summary**

Property	Acreage	Gross Buildable Area (GBA)	Residential	Business Park	Commercial	Total
Phase I (A)	12.0	522,720	--	--	117,176	116,276
Phase I (B)	8.0	378,480	200 units ¹	--	--	200 units
Phase I SUBTOTAL	12.0	901,200	--	--	117,176	117,176 s.f. / 200 units
Phase II (A)	8.37	364,597	--	242,821 s.f. ²	48,127 s.f. ³	290,948 s.f.
Phase II (B)	15.67 ⁴	682,585	--	450,506 s.f. ²	90,101 s.f. ³	540,607 s.f.
Phase II SUBTOTAL	24.04	1,047,182	--	693,327 s.f.	138,228 s.f.	831,555 s.f.
Total	44.04	1,948,382 s.f.	200 units	693,327 s.f.	255,404 s.f.	948,731 s.f. / 200 units

Notes:

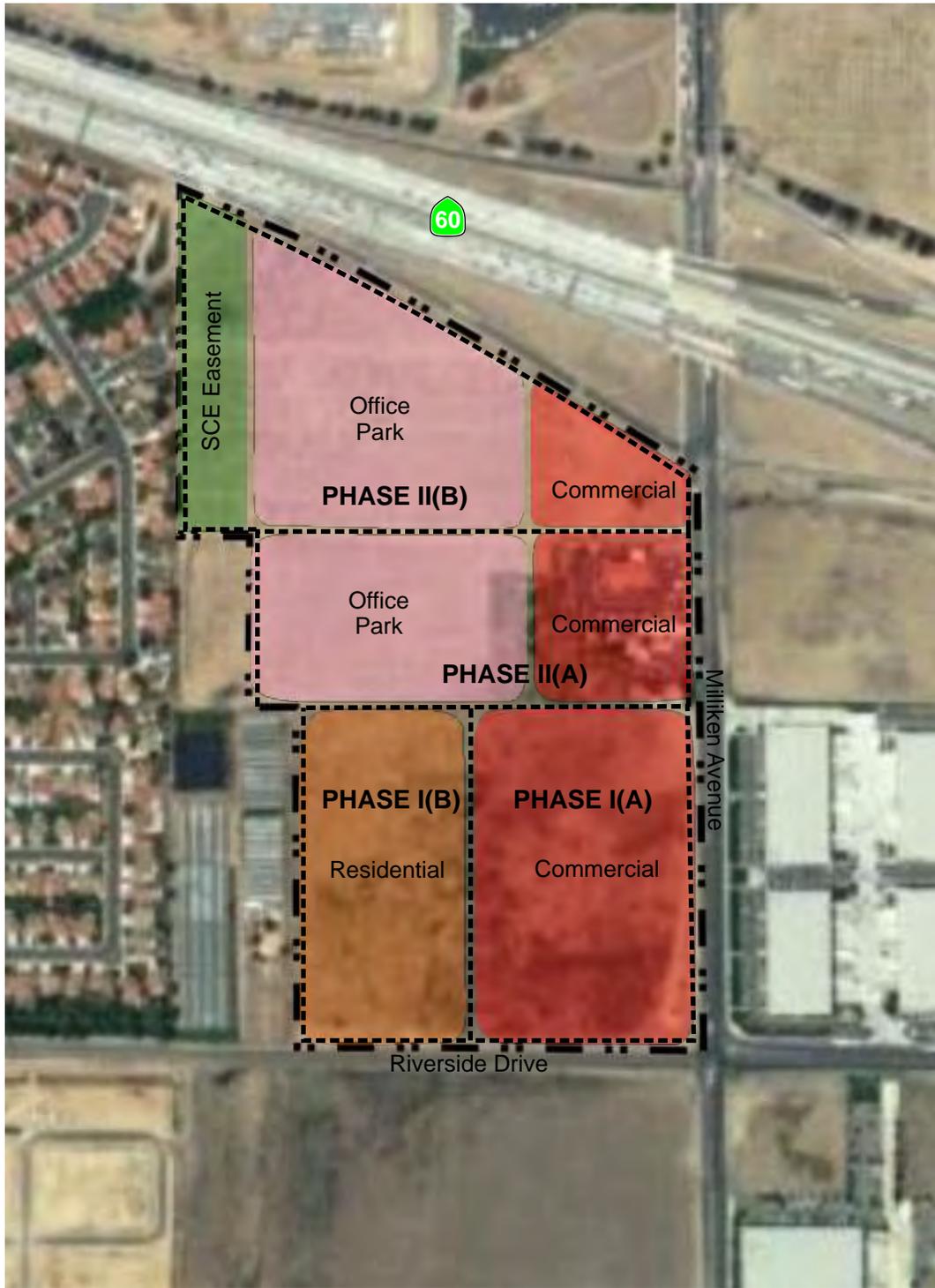
¹ The General Plan allows 25 dwelling units/acre, resulting in 200 allowable units.

² These calculations are based on two-thirds of the GBA at 1.0 FAR.

³ These calculations are based on the remaining one-third of the GBA at 0.40 FAR.

⁴ This area contains utility easements totaling 4.33 acres. This portion of the property will not be developed as part of the Specific Plan, but may be used for additional parking if necessary.

It may be noted that the Specific Plan is proposed to be developed in two (2) phases. As seen in Figure 2.5-1, Phase I includes the Project's southerly parcels, adjacent to Riverside Drive; the remainder of the site is included in Phase II. For the purposes of this analysis, it is presumed that all development proposed as part of Phase I would be constructed concurrently, and that following the completion of Phase I, all Phase II uses would be constructed concurrently. Letter distinctions (A, B) within each phase reflect the separate property ownerships that are discussed in the Specific Plan. Because the Property is not planned to be consolidated prior to development, the actual timing of improvements may be less compacted within each phase. Nonetheless, in order to provide a conservative analysis of the Project's potential impacts, the air quality and traffic analyses included in this document have presumed the "worst-case" or maximum potential development impact scenarios within each phase.



NOT TO SCALE

Source: Google Earth, Applied Planning, Inc.

Figure 2.5-1
Specific Plan Land Use and Phasing Concept

2.5.2 Commercial Development

The Tuscana Village Specific Plan establishes development regulations and design guidelines to permit development of up to 255,404 square feet of commercial uses to be located within the easterly portion of the Project site. Commercial uses within Phase II are still in the preliminary planning stages, therefore specific types of tenants are not known at this time. Tenants of the Phase I(A) commercial property are anticipated to include a mix of office, shops, restaurants, and a gas station with a convenience store. Initially, the northern portion of this parcel will be developed with permanent uses such as restaurants, a small event center, and outdoor courtyard. Additionally, temporary uses could include a farmers market, nursery sales, and educational gardens including a petting zoo.

2.5.4 Residential Uses

Residential development within Phase I(B) would provide for up to 200 dwelling units, in the southwestern portion of the site. Residential products will include 1, 2, and 3 bedroom townhomes, ranging from 780 to 1,335 square feet each. The community will be oriented toward open space amenities and designed to promote walkability and interaction among residents. Private recreational facilities, including a community clubhouse, exercise room, putting green, pool and jacuzzi area, outdoor fireplace, and children's outdoor play equipment will also be provided within the Project's residential development area.

2.5.3 Business Park Uses

The Tuscana Village Specific Plan would establish up to 693,327 square feet of business park uses within Phase II(A) and II(B). As seen in Figure 2.3-1, these proposed uses are located in the northwesterly portion of the Project site, and would be designed to be compatible with adjacent residential and commercial uses to be located within the Specific Plan area.

2.5.6 Circulation and Access

The Specific Plan area is bounded by Milliken Avenue on the east and Riverside Drive to the south, which will provide access to and from the Project site. The Project will incorporate roadway improvements to both Riverside Drive and Milliken Avenue, and will provide a network of private streets within the Specific Plan, as described in the following paragraphs.

Milliken Avenue

Milliken Avenue borders the Project site on the east. Milliken Avenue is a designated 8-Lane Divided Arterial with an ultimate right-of-way of 142 feet. The Project will improve the western half-section of this roadway (71 feet) consistent with the City's Functional Roadway Classification Plan. This includes 58 feet of pavement (with four vehicular travel lanes and a proposed 14-foot median), plus a 13-foot parkway that includes a 5-foot sidewalk.

Riverside Drive

Riverside Drive forms the southern boundary of the Project site, and is a designated 6-Lane Minor Arterial. This roadway's ultimate right-of-way is 128 feet west of the intersection with Milliken Avenue, narrowing to 106 feet west of the proposed Project entry at 'A' Street. The Project will improve the northern half-section of this roadway (54 feet adjacent to the Project's residential uses, and 64 feet between 'A' Street and Milliken Avenue), to include 42 to 52 feet of paved area, plus a 12-foot parkway with a 5-foot sidewalk.

'A' Street

'A' Street is a private street that will provide the Project's major entry from Riverside Drive. It is a north/south street, located in the central portion of the Specific Plan. This roadway also serves to separate the residential portion of the Specific Plan from the commercial uses proposed to the east. 'A' Street will be designed as a 66-foot section, with a total 40-foot wide paved area curb-to-curb. On each side of the travel area will be an 8-foot wide landscaped parkway adjacent to the curb, followed by a 5-foot wide sidewalk. 'A' Street will be improved as part of the initial phase of the Specific Plan, but will initially terminate at the boundary between phases I and II.

'B' Street

'B' Street is a private street that will provide the Project's second major entry from Milliken Avenue. It is an east/west street, located in the central portion of the Specific Plan. 'B' Street will be developed as an 88-foot section, including 64 feet of paved area, a 12-foot landscaped parkway adjacent to the curb which includes a 5-foot sidewalk. 'B' Street is planned to be improved when the northern properties are developed and shall align with the existing driveway on the east side of Milliken Avenue.

Project Access

Access to the Project site will be provided by two (2) driveways on Milliken Avenue and two (2) driveways on Riverside Drive. These driveways will provide unsignalized, right-turn in, right-turn out access to the Project site, in order to distribute vehicular traffic from the public arterials efficiently into on-site land uses.

2.5.7 Transit and Non-Vehicular Transportation

Public transit in the Project area is provided by Omnitrans. A bus turnout is proposed near the Project's entry on Riverside Drive, and additional transit stops will be provided as required by Omnitrans and the City. Pedestrian access to the site will be provided via the sidewalks to be constructed as part of the parkways that set pedestrians safely apart from vehicles on Riverside Drive and Milliken Avenue. Off-street pedestrian circulation linking the various land uses will be available throughout the Tuscana Village by means of an interconnected, paved sidewalk system within the internal roadways. Pursuant to the City's Functional Roadway Classification Plan, dedicated bicycle lanes are not planned in either Riverside Drive or Milliken Avenue adjacent to the Project site. Nonetheless, bicycle racks will be provided within the Project's commercial areas consistent with adopted City of Ontario standards.

2.5.8 Parking

The Specific Plan is required to provide adequate parking on-site for all proposed uses. Residential uses will require a minimum of 1.75 spaces per one bedroom unit, 2 spaces per two bedroom unit, and 2.5 spaces per three bedroom unit. One space in a garage or carport is required for one- and two-bedroom units; while three-bedroom units require two

covered parking spaces. Guest parking is also required, at the rate of one space for every six (6) units. Parking for the Specific Plan's commercial and office park uses will be provided pursuant to the parking standards identified in the City of Ontario Development Code.

2.5.9 Landscaping

Drought-resistant landscaping will be provided along streets and pedestrian linkages, at Project entries, and major intersections within the site. The Landscape Design Guidelines contained in Section 7 of the Tuscana Village Specific Plan detail the landscape palette and placement of landscaping within the Specific Plan area. The Specific Plan notes that "Landscape Streetscape improvements for the Tuscana Village Specific Plan shall establish a landscape theme reminiscent of the regional landscape character of the surrounding area." Automatic irrigation systems designed to minimize water use and, where available, connected to non-potable recycled water, are required for irrigation of all Project landscaping within public rights-of-way.

2.5.10 Lighting

Lighting along pedestrian walkways within the Specific Plan area will include a mixture of post lighting and bollards. Parking lot lighting will be designed to provide adequate illumination for safety. Service area lighting will be positioned out of public view. Lighting used on walls and walkways, including ambient lighting, will focus light downward to minimize glare. All lighting fixtures will be selected for their compatibility with the architectural theme of the Specific Plan area.

2.5.10 Infrastructure and Utilities

Water

Domestic water is provided to the Project site by the City of Ontario. Existing 12-inch and 18-inch water lines are located in Riverside Drive, and an 18-inch line is located in Milliken Avenue. These will provide adequate water for the Specific Plan. Within the Project site, a mainline 12-inch line will be installed within 'A' Street from Riverside Drive, with a 12-inch connection within an easement through the southern commercial parking lot, easterly

toward Milliken Avenue. A 12-inch stub will be constructed going north at the intersection of 'A' and 'B' Streets for future development within Phase II. Additionally, a network of 6-inch and 8-inch water lines will be installed for domestic and fire sprinkler/hydrant uses.

Recycled water will be supplied in the future by Inland Empire Utilities Agency (IEUA) from their facilities at Westwind Park. These lines will be charged with domestic water until such time as recycled water is available from IEUA. An existing 8-inch recycled water line is located in Riverside Drive, coming from the west and terminating at the easterly edge of the SCE Easement. As part of the Project, this existing line will be extended easterly to the intersection with Milliken Avenue. An 8-inch line will also be installed within 'A' Street northerly to the intersection with 'B' Street. A stub will be constructed for future development within Phase II. All interior irrigation systems will feed from these lines.

Wastewater

Wastewater collection (sewer service) is provided to the Project site by the City of Ontario. An existing 8-inch sewer line is located within Riverside Drive, coming from the west and terminating at the western edge of the SCE Easement. As part of the Project, this line will be extended along Riverside Drive to its intersection with 'A' Street. The line will continue northerly to the intersection of 'A' Street and 'B' Street, where a stub will be constructed for future development within Phase II. These proposed lines were sized for sewer capacity assuming buildout of the entire Specific Plan with commercial uses.

Drainage

Drainage from the Project area currently flows into the County Line Channel in the City's Master Plan of Drainage. Presently, there is an existing 48-inch storm drain in Riverside Drive extending to the easterly edge of the SCE Easement that ultimately connects to the Channel. This line will be extended along Riverside Drive to 'A' Street. A 42-inch line will be installed within 'A' Street, northerly, to the intersection of 'B' Street. The line will be stubbed for future development of Phase II. An underground detention/infiltration system will be installed in combination with water quality filter vaults, in order to maintain water quality and reduce the Project's stormwater runoff.

Electricity

Southern California Edison will provide electricity to the Project site from existing facilities in the vicinity. Proposed new facilities to serve the Project will be owned and operated by the SCE and located underground.

Natural Gas

The Gas Company will provide natural gas to the Project site. Gas mains will be installed to the site by the Gas Company as necessary.

Communication Systems

Verizon is the existing telephone service provider to the Project site. The City will provide fiber optics to the homes that will enable telephone, voice mail and cable services, as well as video on demand. Proposed on site facilities will be placed underground.

The City of Ontario will be providing OntarioNet, a fiber optic telecommunications system capable of providing advanced internet/data services to all homes and businesses within the site. OntarioNet will provide community related services including traffic management, on line civic services, meter reading, educational services, and a variety of other community services. OntarioNet and the high speed data services it provides will allow residents of the Tuscana Village Specific Plan to effectively telecommute to their jobs and in general provide a significant economic benefit to Ontario.

Solid Waste

The City of Ontario Public Works Agency currently, by request, provides solid waste collection and disposal to the Project site.

2.5.11 Infrastructure Phasing

Backbone infrastructure to serve all areas of Tuscana Village will be installed by the developer(s) in accordance with the City's respective adopted Master Plans. Infill service mains will be installed/constructed in phases as development proceeds and conditioned by the City Engineer's office to support individual phases of development, which may require installation of off-site infrastructure improvements beyond a given phase boundary. In

recognition that certain backbone infrastructure improvements will be needed during the initial phase of development and that these improvements will benefit future phases, the Specific Plan includes a reimbursement component.

Commercial Area

Infrastructure required to serve the commercial development area will be installed by the developer. The timing for installation of infrastructure and utilities and the provision of public services for this area will be determined as part of the City's approval of tentative maps or development plans. Facilities will be constructed and services made available in a timely manner as development progresses.

Business Park Area

Infrastructure required to serve the areas designated for business park uses will be installed by the developers of these areas. The timing for installation of infrastructure and utilities and the provision of public services for the development within these areas will be determined as part of the City's approval of tentative maps or development plans for these properties. Facilities will be constructed and services made available in a timely manner as development progresses.

Residential Area

Grading and installation of infrastructure to serve the residential portion of the Tuscana Village is anticipated to be completed as a single phase. The timing for installation of infrastructure and utilities and the provision of public services for the residential development will be determined as part of the City's approval of tentative maps or development plans. Facilities will be constructed and services made available in a timely manner as development progresses.

2.6 DISCRETIONARY APPROVALS AND PERMITS

Discretionary actions and permits necessary to realize the Project include, but are not limited to:

- Adoption of this Mitigated Negative Declaration;
- A General Plan Amendment to change the allowable land uses within the General Plan Hamner/SR-60 Mixed Use Area to allow Medium Density Residential (maximum 25 du/ac);
- A zone change from C3 (Commercial Service), R1 (One-Family Residential) and OS (Open Space) to SP (Specific Plan);
- Adoption of the Tuscana Village Specific Plan;
- Parcel Map approval to create eight (8) lots;
- Approval of a Tentative Tract Map to create condominium lots on the residential component;
- Development Permit approval for the residential component;
- Development Permit approval for the farm operations, including on-site alcohol consumption and live music;
- Possibly, approval of a Development Agreement; and
- Approval of various permits, including but not limited to construction, grading, and encroachment permits allowing the implementation of Project facilities.

3.0 ENVIRONMENTAL SETTING

3.0 ENVIRONMENTAL SETTING

Following is a brief description of the Project's existing setting. Characteristics described within these topics establish baseline conditions for assessment of the Project's potential environmental impacts.

3.1 AESTHETICS

The northern portion of the Project site currently contains a wine shop associated with the San Antonio Winery, as well as a restaurant, small church, and an animal farm adjacent to Milliken Avenue. Existing vineyards are located to the west and north of these uses. The southern portion of the site is vacant. Areas surrounding the Project site are developed with a variety of uses. As seen in Specific Plan Figure 3-2, "Existing Land Uses," these include SR-60 and existing industrial uses beyond the freeway to the north. To the east, across Milliken/Hammer Avenue, existing and future industrial properties are located within the recently incorporated City of Eastvale. To the south, across Riverside Drive, parcels are currently vacant but have been approved for development under the City's Edenglen Specific Plan, which allows General Commercial, Low Density Residential and Greenbelt uses. To the west, a strip of land containing a Southern California Edison easement (designated as Non-Recreational Open Space) and a small nursery operation borders the Project. Beyond this easement area, parcels contain existing single-family residential uses, developed as part of the Creekside Specific Plan.

There are no designated scenic vistas or significant natural features in the vicinity of the Project site. Figures 3.1-1 through 3.1-3 provide photographs of the site in its current state.



Photo 1: View facing north from Riverside Drive at Milliken Avenue.



Photo 2: View to west, across site's southern boundary.

Source: Applied Planning, Inc.



Photo 3: View to south from site's easterly midpoint.



Photo 4: View to east, from mid-point of the Project site's eastern boundary.

Source: Applied Planning, Inc.



Photo 5: Existing San Antonio Winery Facilities onsite.



Photo 6: Existing church and restaurant uses onsite.

Source: Applied Planning, Inc.

3.2 AGRICULTURAL RESOURCES

The City of Ontario's General Plan EIR notes that, "[h]istorically, agricultural lands made up much of the City of Ontario, including land for citrus, olive, dairy farms, and vineyards. Agriculture has remained an important heritage for the City, but many of the developed portions of the [City] have replaced agricultural land uses with industrial, commercial, and residential land uses." Several large parcels of land in the City, including a portion of the Project site, were put into grape production in the early 1900s. The remainder of one such vineyard associated with the Galleano Winery is located within the northern portion of the Project site. Additional vineyards remain on the central portion of the site, just west of the San Antonio Winery wine shop. Based on review of aerial photography conducted as part of the Phase I Environmental Site Assessment prepared for the southern portion of the Project (included as MND Appendix C), agricultural uses were discontinued on the site's southernmost 20 acres between 1953 and 1968.

A central portion of the Project site, configured over roughly the same ten-acre area that contains the vineyard remnants discussed above, has been designated as Prime Farmland by the California Department of Conservation. The site does not contain areas identified as Unique Farmland or Farmland of Statewide Importance, nor are any Williamson Act contracts in place for the subject site.

3.3 AIR QUALITY

3.3.1 Jurisdictional Setting

The Project site is located in the South Coast Air Basin (SCAB, Basin) within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is responsible for bringing air quality in areas under its jurisdiction (including all of Orange County and the non-desert portions of Los Angeles, San Bernardino and Riverside counties) into conformity with federal and state air quality standards. The SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east.

3.3.2 Climate

The regional climate, along with the temperature, wind, humidity, precipitation, and amount of sunshine significantly influences the air quality in the SCAB. The annual average temperatures throughout the Basin vary from the low to middle 60s (degrees Fahrenheit). January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F.

Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide to sulfates is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71 percent along the coast and 59 percent inland.

More than 90 percent of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately nine (9) inches in Riverside to 14 inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB with frequency being higher near the coast.

Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year there are approximately 10 hours of possible sunshine, and on the longest day of the year there are approximately 14-1/2 hours of possible sunshine.

The importance of seasonal winds to air pollution is considerable, as the direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants.

A detailed discussion of wind flows in the Project area is provided in the Air Quality Impact Analysis (Appendix A). In summary, during the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five (5) to 10 periods of strong, dry offshore winds, locally termed “Santa Anas” each year.

Existing air quality is measured based upon National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. The determination of whether a region’s air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the State and federal standards.

3.3.3 Global Climate Change (GCC) Context

Global Climate Change (GCC) refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation and storms. Increased concentrations of greenhouse gases (GHG) in the atmosphere have been linked to global warming, which can lead to climate change. The construction and operation of the proposed Project would incrementally contribute to GHG emissions along with past, present and future activities. As such, impacts of GHG emissions are analyzed here on a cumulative basis.

Currently, there is no adopted standard for determining the cumulative significance of a project’s GHG emissions on global climate change. However, the scientific evidence suggests that even without a net increase in GHG emissions, effects would remain significant due to past and existing emissions levels.

Pursuant to the direction of SB 97, OPR released preliminary draft CEQA Guideline amendments for GHG emissions on January 8, 2009, and submitted its final proposed guidelines to the Secretary for Natural Resources on April 13, 2009. The Natural Resources Agency adopted the Guideline amendments and they became operative on January 1, 2010.

Of note, the new guidelines state that a lead agency shall have discretion to determine whether to use a quantitative model or methodology, or in the alternative, rely on a qualitative analysis or performance based standards. New CEQA Guideline § 15064.4(a)“ A lead agency shall have discretion to determine, in the context of a particular project, whether to: (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use . . . ; or (2) Rely on a qualitative analysis or performance based standards.”

On February 3, 2011, the SCAQMD released the California Emissions Estimator Model (CALEEMOD) Emissions Inventory Model™. The purpose of this new model is to more accurately calculate air quality and greenhouse gas (GHG) emissions from direct and indirect sources and quantify applicable air quality and GHG reductions achieved from mitigation measures. As such, the latest version of CALEEMOD™ was used for this Project. The CalEEMod™ model includes GHG emissions from the following source categories: construction, area, energy, mobile, waste, water.

3.4 BIOLOGICAL RESOURCES

The Ontario General Plan EIR describes the City’s general biologic setting as follows: “Native habitats and vegetation communities are virtually absent throughout Ontario. The Original Model Colony (OMC) area, the part of the City north of Riverside Drive, consists primarily of structures and paved surfaces and supports very little vegetation. At one time, the developed OMC portion of the City was a major agricultural area. Native alluvial sage scrub was removed from the region in the late 1800s and early 1900s for vineyards and other forms of cultivation, including citrus groves and field crops. However, agricultural uses in the OMC have been replaced by urban land uses. The plants that are present—turf, weeds, nonnative grasses, and nonnative trees and plants used for landscaping—have limited biological resource value.”

Sensitive wildlife species (i.e., those listed as rare, threatened or endangered by State or federal agencies) with the potential to occur on the Project site are limited to nesting birds, burrowing owls (*athene cunicularia*) and the Delhi sands flower-loving fly (*Rhaphiomidas terminatus*), described further below.

The Delhi sands flower-loving fly (DSFLF) is a federally listed endangered species. The DSFLF is endemic to an area identified as the “Colton Dunes,” which are comprised of the Delhi soil series. Delhi soils are fine sandy soils, often wholly or partly sand dunes stabilized by sparse native vegetation. These soils cover approximately 40 square miles in Riverside and San Bernardino Counties, underlying portions of the City of Ontario and other neighboring cities. Although the DSFLF has not been observed in the City, approximately 22 square miles, including the Project site, have been designated as a “Recovery Unit” (RU) for the DSFLF. Restorable habitat for the DSFLF has been identified as occurring along the Southern California Edison (SCE) right-of-way, and at a few other locations in the Ontario RU. The General Plan EIR notes that “[t]he planned recovery of the DSFLF is partially dependent upon the restoration, management, and preservation of such areas.” The Oakmont Industrial Group HCP was established for the protection of the DSFLF on approximately 19 acres immediately north of the Project site, across SR-60. This is the City’s only approved Habitat Conservation Plan.

3.5 CULTURAL RESOURCES

Evidence of prehistoric human occupation and historic resources is widespread within the City of Ontario. The City is home to four sites that are included on the “National Register of Historic Places,” and has identified numerous historic districts and more than 80 “Designated Historic Landmarks” within the City. Additionally, the City’s General Plan EIR identifies a high potential for historical archaeology sites, ethnic sites, and cultural landscapes to occur within the City, with a moderate to high possibility of paleontological resources (fossils) to occur.

Although no historic districts or structures have been identified on-site or in the immediately surrounding area, the vineyards located on the Project site could be considered of historic interest as a cultural landscape associated with significant businesses, San Antonio Winery and Galleano Winery. A 1938 aerial photograph included as part of the *Phase I Environmental Site Assessment* prepared for the southern portion of the Project (Orion Environmental Inc., May 2004), indicates nearly all of the Project site was covered with vineyards. In addition, there are two (2) buildings on the central portion of

the site which are more than 50 years of age; one (1) commercial building, which houses the restaurant and church, and one (1) residential building.

3.6 GEOLOGY AND SOILS

The Project site is located within the Upper Santa Ana River Valley, consisting of a series of coalescing alluvial fans formed by streams flowing out of the San Gabriel Mountains to the north. The junction of the Upper Valley and the San Gabriel Mountains marks the boundary between two geomorphic provinces. The valley, including the City of Ontario, lies within the Peninsular Ranges geomorphic province, characterized by northwest-trending mountains and valleys and extending south into Mexico. The San Gabriel Mountains are part of the Transverse Ranges province, a set of east-west-trending mountain ranges extending from Santa Barbara County on the west to San Bernardino and Riverside Counties on the east.

The near-surface deposits in the Project vicinity are indicated to be comprised of “Young Eolian Deposits (Qye),” or wind-deposited Holocene sediments consisting of silt and fine-to medium grained sand. These are generally about 10 feet thick, and are underlain by Pleistocene Older Alluvium deposits.

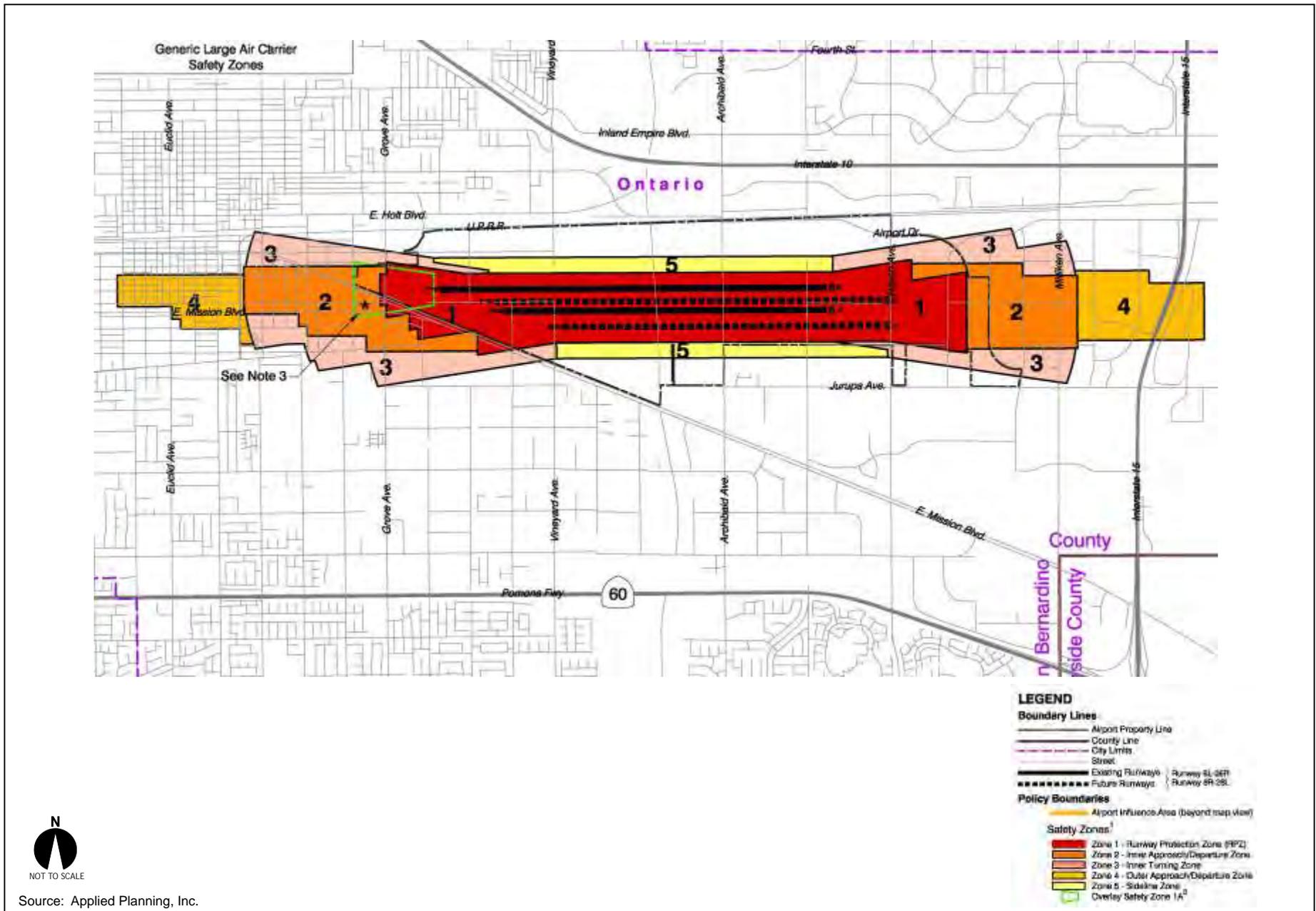
The nearest significant regional faults are located outside the City of Ontario, and identified in the Ontario General Plan EIR as including the Chino-Central Avenue Fault (trending from the northwest to southeast between the cities of Pomona and Corona), the Cucamonga Fault (trending roughly west to east along the northern boundaries of Upland, Rancho Cucamonga and Fontana). The City’s General Plan EIR notes that there are no Alquist-Priolo Earthquake Fault Zones in the City of Ontario. The nearest such zones to the City are along the Chino Fault, approximately 3 miles southwest of the City; and along the Cucamonga Fault, approximately 4.5 miles north of the City.

3.7 HAZARDS AND HAZARDOUS MATERIALS

The Project site is within the Ontario International Airport's (ONT) Airport Influence Area (AIA). Specifically, the site is located approximately 1.9 miles southerly of ONT and approximately 2.8 miles from the nearest runway (RW 8R-26L). The Airport Land Use Compatibility Plan (ALUCP) for ONT defines the 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 was evaluated in accordance with the compatibility polices of the ALUCP. As shown in Figure 3.1-4, the Project site is located outside the ONT safety zones.

The San Antonio Winery wine shop, located on-site, is currently permitted by the County of San Bernardino as a hazardous material handler and generator. The Phase I Environmental Site Assessment (ESA) prepared for the southerly 20 acres of the Project site (included as MND Appendix C) indicates that “[n]o releases have been reported and no underground structures are permitted at this property.” The ESA further notes that the former Milliken Sanitary Landfill is located approximately one-quarter mile to the north of the site. This Landfill, which operated from 1956 to 1999, is identified in the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) list as a “non-NPL site with state-lead cleanup activities.” The Phase I ESA states that “[a] site reassessment was completed in February 2003. There were no indications of releases to groundwater from this landfill in the regulatory agency database review.” Several other sites containing contaminated soils were identified within one-quarter mile of the Project site as part of a database search; however, each of these was located downgradient or crossgradient to the site. The ESA concludes that “[b]ecause these sites have not been shown to impact groundwater, releases from these properties would not likely impact the subject site.”

The Project site is not listed as a hazardous material site, nor does the Project propose the handling of hazardous materials above those which are pre-packaged in limited quantities for retail consumption and use (e.g. pesticides, fertilizer, and the like). The Project site is not located within an area of high fire hazard.



NOT TO SCALE

Source: Applied Planning, Inc.

Figure 3.1-4
ONT Airport Safety Zones

3.8 HYDROLOGY AND WATER QUALITY

The City is in a generally flat area trending south within the upper Santa Ana Valley, which is east of and contiguous with the San Gabriel Valley. The City falls within the northern portion of the Prado Basin and within the San Bernardino Valley. Ontario lies within the broad alluvial fan originating from the southern flank of the San Gabriel Mountains, and dips gradually southward to the confluence of San Antonio Channel, Cucamonga Channel/Mill Creek, and the Santa Ana River at the Prado Dam Flood Control Basin in Riverside County. The Santa Ana River flows to the south of the City and Cucamonga Creek and Deer Creek traverse north to south through the City. The natural contour combined with existing flood control facilities, such as existing retention basins, meet the City's basic needs for flood control. The City's General Plan EIR identifies Flood Hazard Areas in Figure 5.9-2, and illustrates that the Project site is located outside areas designated as within the 100- and 500-year floodplain. The site is also outside the identified San Antonio Creek Dam Failure Inundation zone.

As with most urban areas, the City is largely developed with impervious surfaces, such as paved areas and structures. During storm events, the first few hours of moderate to heavy rainfall will wash a majority of pollutants from the paved areas where they enter storm drains, subsequent channels, creeks, and other larger bodies of water. The majority of pollutants currently entering the storm drain system in this manner are dust and motor oil. Between periods of rainfall, surface pollutants tend to accumulate, and runoff from the first significant storm of the year ("first flush") will likely have the largest concentration of pollutants.

Currently, the on-site drainage pattern flows south toward Riverside Drive before being conveyed by a network of existing manmade systems.

3.9 LAND USE AND PLANNING

Land uses within the City of Ontario are organized into five (5) categories: Residential, Mixed Use, Retail/Service, Employment (including business park and industrial) and Other (including open space, public facilities, airport and rail facilities). The General Plan land

use designation of the site is Mixed Use. The Mixed Use land use designation provides for a wide range of uses to serve both the needs of the City and the region. According to the General Plan, this designation is intended for “[a]n intense mixture of uses that, when concentrated, create focal points for community activity and identity and facilitate the use of transit. The Mixed Use land use category accommodates a horizontal and/or vertical mixture of retail, service, office, restaurant, entertainment, cultural, and residential uses.”

Zoning for the northern portion of the Project site is C-3, Commercial Service; while the remainder of the site is zoned for R1, One-Family Residential development. The existing on-site development is permitted under this zoning designation.

3.10 MINERAL RESOURCES

Mineral resources in the City of Ontario are limited to construction aggregates such as sand and gravel. Areas containing aggregate materials are located to the north of the Project site, above SR-60, but no identified mineral resources are located within or adjacent to the Project site. On this basis, it is unlikely that any new mineral resources will be discovered or impacted by the proposed Project.

3.11 NOISE

3.11.1 Introduction

Noise has been simply defined as “unwanted sound.” Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm, or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise sources by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear.

3.11.2 Noise Descriptors

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most commonly used figure is the equivalent level (Leq). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (Leq) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. In addition, the hourly Leq is the noise metric used to collect short-term noise level measurement samples and to estimate the 24-hour Community Noise Equivalent Levels (CNEL).

The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time of day corrections require the addition of 5 decibels to dBA Leq sound levels in the evening from 7 p.m. to 10 p.m., and the addition of 10 decibels to dBA Leq sound levels at night between 10 p.m. and 7 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when sound appears louder. CNEL does not represent the actual sound level heard at any particular time, but rather represents the total sound exposure.

3.11.3 Noise Control

Noise control is the process of obtaining an acceptable noise environment for a particular observation point or receiver by controlling the noise source, transmission path, receiver, or all three. This concept is known as the source-path-receiver concept. In general, noise control measures can be applied to any and all of these three elements.

3.11.4 Ground Absorption

To account for the ground-effect attenuation (absorption), two types of site conditions are commonly used in traffic noise models, soft site and hard site conditions. Soft site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. A drop-off rate of 4.5 dBA per doubling of distance is typically observed over soft ground with landscaping, as compared with a 3.0 dBA drop-off rate over hard ground such as asphalt, concrete, stone and very hard packed earth.

3.11.5 Noise Barrier Attenuation

Effective noise barriers can reduce noise levels by 15 to 20 dBA, cutting the loudness of traffic noise in half. A noise barrier is most effective when placed close to the noise source or receiver. Noise barriers, however, do have limitations. For a noise barrier to work, it must be high enough and long enough to block the view of the noise source.

3.11.6 Community Response to Noise

Approximately ten (10) percent of the population has a very low tolerance for noise, and will object to any noise not of their own making. Consequently, even in the quietest environment, some complaints will occur. Another 25 percent of the population will not complain even in very severe noise environments. Thus, a variety of reactions can be expected from people exposed to any given noise environment.

Despite this variability in behavior on an individual level, the population as a whole can be expected to exhibit the following responses to changes in noise levels. An increase or decrease of 1.0 dBA cannot be perceived except in carefully controlled laboratory experiments. A 3.0 dBA increase may be perceptible outside of the laboratory. An increase of 5.0 dBA is often necessary before any noticeable change in community response (i.e., complaints) would be expected.

Community responses to noise may range from registering a complaint by telephone or letter, to initiating court action, depending upon each individual's susceptibility to noise and personal attitudes about noise. Several factors are related to the level of community annoyance including:

- Fear associated with noise producing activities;
- Socio-economic status and educational level of the receptor;
- Noise receptor's perception that they are being unfairly treated;
- Attitudes regarding the usefulness of the noise-producing activity;
- Receptor's belief that the noise source can be controlled.

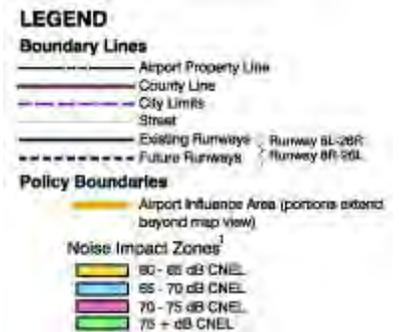
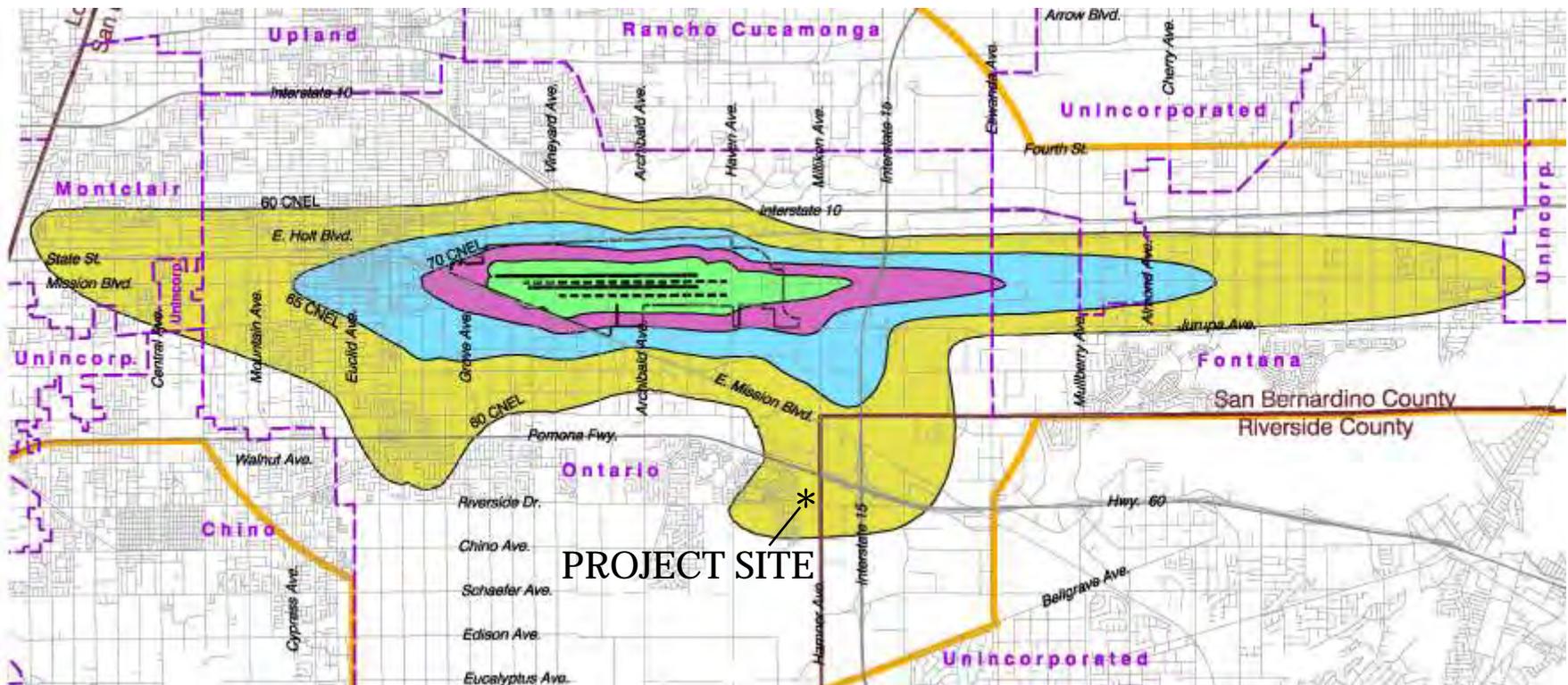
3.11.7 Land Use Compatibility with Noise

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches and residences are more sensitive to noise intrusion than are commercial or industrial activities. As ambient noise levels affect the perceived amenity or livability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process.

3.11.8 Land Use Consistency with the Ontario Airport Land Use Compatibility Plan

The Project site is located within ONT's AIA and has been evaluated in accordance with the noise policies of the ALUCP. The Project site is located within the 60db CNEL Noise Contour, as shown in Figure 3.1-5. The proposed land uses are allowed if proper interior noise attenuation is attained. Specifically, as required by Policy N4 of the ALUCP, interior levels for residential uses must not exceed 45 dB, while commercial/office interior levels must not exceed 50 dB.

Additionally, residential development within the 60dB CNEL requires the recording of an overflight notification running with the land as a condition of approval. Airport proximity disclosure information should be provided in accordance with state law (Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353. See Section 6.4.4 (b) and Appendix A of the ONT ALUCP for information on these laws). State Law provides the following disclosure language:



NOT TO SCALE

Source: Applied Planning, Inc.

Figure 3.1-5
Airport Land Use Noise Compatibility

NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

3.12 POPULATION AND HOUSING

Based on statistical data provided by the Southern California Association of Governments (SCAG), between 2000 and 2008 the total City of Ontario population increased by over 15,000, reaching 173,690 in 2008. This equates to a growth rate of ten percent, which is approximately half the San Bernardino County rate of 20 percent.

During this same time frame, the total number of households within the City increased by just over 2,000, or approximately five percent. In 2008, the average Ontario household size was 3.8. In contrast, the County's household growth rate was 15 percent and the average household was 3.4.

Between the years of 2000 and 2006, median home sale prices in Ontario increased from \$138,000 to almost \$408,000, an increase of 295 percent. Median home prices dropped by approximately 62 percent between 2006 and 2008. By 2008, the median home price in Ontario was \$255,000, \$30,000 higher than the median home price within San Bernardino County.

Based on 2008 data, the total number of jobs in Ontario was 107,069. Manufacturing is the largest sector, accounting for 16 percent of all jobs within the City. Other major sectors include professional and management (14 percent); transportation, warehousing and utilities (14 percent); and retail (13 percent). The smallest sector is agriculture, accounting for approximately one percent of the total number of jobs within the City.

3.13 PUBLIC SERVICES AND UTILITIES

The City of Ontario provides its own fire and police protection services. The Ontario Fire Department provides fire protection and emergency medical services for the City. Within the City, the Department operates eight stations. The station nearest the Project site is Fire Station 6, located at 2931 E. Philadelphia Avenue, less than two miles to the northwest. Each station in the City has one fire engine and one company (4 personnel) on duty at any given time. The Ontario Fire Department has “Automatic Aid Agreements” with the cities that border Ontario, including Upland, Rancho Cucamonga, Fontana, and Chino, and a mutual aid agreement with the City of Los Angeles to provide additional support for the Los Angeles/Ontario International Airport (LAONT). The Ontario Fire Department participates in the State of California Master Mutual Aid System, which provides statewide resources if necessary. LAONT shares fire suppression and emergency medical service with the Ontario Fire Department. The Ontario Fire Department provides fire services for all structural fires and Advanced Life Support.

The Ontario Police Department, with headquarters located at 2500 South Archibald Avenue, provides police protection and law enforcement services to the City. The only area in the City that the Ontario Police Department does not cover is LAONT, which is serviced by the Los Angeles Airport Police. The Department currently employs approximately 230 sworn police officers, 109 civilian personnel, and four K-9 units.

There are a total of 36 public schools and ten private schools in the City of Ontario serving grades K through 12. The City is served by five public school districts: Ontario Montclair Elementary School District in the northwest portion of the City, Cucamonga Elementary School District in the northeast portion of the City, Mountain View Elementary School District in the southwest portion of the City (including the Project site), Chino Valley Unified School District, which serves the southwest portion of the City, and the Chaffey Joint Union High School District, which covers the entire City.

The Project site is currently served or within the service areas of the following utilities:

- Domestic Water (City of Ontario);
- Recycled Water (Inland Empire Utilities Agency, IEUA);
- Sewer (City of Ontario, providing local sewer lines and services and the IEUA providing regional collection lines and wastewater treatment services);
- Storm water management (City of Ontario and San Bernardino County Flood Control District);
- Solid waste collection (City of Ontario);
- Electricity (SCE);
- Natural gas (Southern California Gas Company); and
- Telecommunications (various private services, including Verizon Communications, AT&T, and Time Warner Telecommunications).

3.14 RECREATION

The City of Ontario contains nearly 600 acres of parkland, providing a variety of recreational opportunities in the City and nearby open space areas, including City parks, county parks, community centers, school recreation facilities, private parks, private golf courses, and recreational trails for bicycles, horses, and hiking.

The City's parks range in size from the 180-acre Cucamonga-Guasti Regional Park, in the northeastern portion of the City, providing open space for activities including swimming, fishing, hiking, mountain biking, boating, volleyball, and picnicking; to the 0.5-acre Nugent Park, providing open turf and six horseshoe courts. The Los Angeles and San Bernardino National Forests, located within 15 miles to the north of the City, provide additional regional recreational opportunities and open space.

3.15 TRAFFIC AND CIRCULATION

3.15.1 Regional Access

Regional access to the site is provided by the Pomona Freeway (State Route 60, SR-60) which runs in a northeast to southwest alignment in the Project vicinity. The Milliken Avenue ramps from the SR-60 form the site's northerly boundary. Less than one-quarter mile to the east of the Project site is Interstate 15, a generally north-to-south trending freeway. A high-level interchange exists between the two freeways, allowing full access to and from the north, south and east.

3.15.2 Local Access

Immediate access to the site is provided by Milliken Avenue and Riverside Drive, with support from Mill Creek Avenue and Cantu-Galleano Road, as discussed in the Project's Traffic Impact Analysis (TIA, included as MND Appendix E), and summarized below.

Milliken Avenue (also known as Hamner Avenue) is a north-south arterial bordering the Project on the east. It currently has varying curb-to-curb widths of approximately 90 feet north of Riverside Drive and 55 feet south Riverside Drive and a posted speed limit of 40 miles per hour. Milliken Avenue has four travel lanes north of Riverside Drive and two travel lanes south of Riverside Drive and carries approximately 17,700 vehicles per day south of SR-60. Milliken Avenue is on the border of City of Ontario and the newly incorporated City of Eastvale. In the Project area, signalized intersections exist at the ramp intersections with SR-60, and at Riverside Drive and at Cantu-Galleano Ranch Road to the south of Project. The Ontario General Plan Update classifies Milliken Avenue as an 8-lane divided arterial in the Project vicinity.

Riverside Drive is an east-west arterial bordering the Project on the south. It has varying curb-to-curb widths throughout the study area and a posted speed limit of 50 miles per hour. Riverside Drive has two to four travel lanes in the Project area and carries approximately 9,300 vehicles per day. In the Project area, signalized intersections exist at

Riverside Drive and at Mill Creek Avenue. The Ontario General Plan Update classifies Riverside Drive as a 6-lane standard arterial in the Project vicinity.

Mill Creek Avenue is a north-south arterial located west of the project site. It has varying curb-to-curb widths of approximately 40 feet north of Riverside Drive and 65 feet south Riverside Drive and a posted speed limit of 35 miles per hour. Mill Creek Avenue has two travel lanes north of Riverside Drive. The Ontario General Plan Update classifies Mill Creek Avenue south of Riverside Drive as a 4-lane standard arterial, and as a local street north of Riverside Drive.

Cantu-Galleano Ranch Road is an east-west arterial in Riverside County, intersecting with Milliken (Hamner) Avenue approximately one mile south of the Project. This street provides local access to the I-15 with an interchange at Cantu-Galleano Ranch Road. It has curb-to-curb widths of approximately 80 feet and a posted speed limit of 35 miles per hour.

3.15.3 Transit System

Currently, no transit serves the site directly. The closest transit line is Route 81 which runs between Chaffey College and the Civic Center with stops at Ontario Mills, along Haven Avenue and then Riverside Drive, approximately one mile west of the Project.

3.15.4 Non-Vehicular Transportation

Pedestrian circulation in the Project vicinity is restricted by the fact that neither Milliken Avenue nor Riverside Drive adjacent to the site are fully improved at this time, and sidewalks, along with specific bicycle facilities, are not currently provided adjacent to the site. The General Plan Update's proposed Multi-Purpose Trail and Bicycle Corridor Plan designates Haven Avenue, approximately one mile to the west, as a bicycle corridor. A multi-purpose trail is proposed along Riverside Drive west of Mill Creek Avenue in the future.

4.0 ENVIRONMENTAL EVALUATION

4.0 ENVIRONMENTAL EVALUATION

4.1 PROJECT TITLE

Tuscana Village Specific Plan

4.2 LEAD AGENCY NAME AND ADDRESS

City of Ontario

Attention: John Hildebrand, Associate Planner

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4.3 PROJECT APPLICANT

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4.4 PROJECT LOCATION

The Project site is located in the City of Ontario in western San Bernardino County, as shown in Figure 2.1-1, "Regional Location." Specifically, the site is located west of Milliken Avenue, between SR-60 and Riverside Drive. Please refer also to Figure 2.1-2, "Project Vicinity."

4.5 GENERAL PLAN AND ZONING DESIGNATIONS

Land use information from the Ontario General Plan designates the majority of the Project site as Mixed Use, Area 12, with a 4.3-acre SCE easement area along the site's western

boundary, which is designated as Non-Recreational Open Space. Existing zoning for the site includes Commercial Service (C3) to the north; One-Family Residential (R1) to the south; and Open Space (OS) along the northwestern boundary.

4.6 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 which would only slightly 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.

4.7 INITIAL STUDY CHECKLIST AND SUBSTANTIATION

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
I. AESTHETICS. Would the proposal:				
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) Substantially degrade the existing visual character or quality of the site and its surroundings?	<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,b) *Less-Than-Significant Impact.* There are no designated scenic vistas, scenic resources, or significant natural features in the vicinity of the Project site. Project development is expected to improve the conditions of the site and views from Riverside Drive and Milliken Avenue, as nearby properties and passing motorists will have attractive views of a cohesively designed and landscaped development. Please refer to Figures 3.1-1 through 3.1-3, presented previously. Substantial effects are not likely to occur.
- c) *Less-Than-Significant Impact.* The Project site is located in an urbanized area, but with the exception of the vineyards, existing San Antonio Winery wine shop, a restaurant, and a small church on the site's Milliken Avenue frontage, the 44-acre Project site is undeveloped. Implementation of the Specific Plan would result in a cohesive mix of

residential, commercial and business park uses that are considered visually appropriate for the site. The Project does not represent a detrimental alteration of the existing visual attributes of the site or vicinity. Potential impacts in this regard would be less-than-significant.

- d) *Less-Than-Significant Impact.* The Tuscana Village Specific Plan provides a lighting plan that is consistent with City lighting standards. The Specific Plan notes that “[l]ighting along pedestrian walkways within the Specific Plan area will include a mixture of post lighting and bollards. Parking lot lighting shall provide adequate illumination for safety. Service area lighting shall be positioned out of public view. Lighting within the residential portion of the Specific Plan shall be appropriately themed. Lighting used on walls and walkways, including ambient lighting, shall focus light downward to minimize glare.” Because the site is currently surrounded by existing or planned urban development, Project lighting will not substantially change the overall lighting level in the area. Compliance with City standards will ensure that any potential light and glare impacts remain at a less-than-significant level and do not adversely impact surrounding areas.

Sources: Tuscana Village Specific Plan; The Ontario Plan; The Ontario Plan Environmental Impact Report, State Clearinghouse No. 2008101140, July 2009.

	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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II. AGRICULTURE AND FOREST RESOURCES - 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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a) *Less-Than-Significant Impact.* The Project site currently contains a wine shop, a restaurant, a church, and vineyards to the north and west of these uses. No Unique

Farmland or Farmland of Statewide Importance is present within or adjacent to the Project site; however, an area of approximately ten (10) acres within the north-central portion of the Project site has been designated as Prime Farmland. Despite this designation, the City of Ontario acknowledges the planned transition of the site to urbanized uses through its General Plan and Zoning designations.

In this regard, the Ontario General Plan EIR acknowledged that adoption of the Ontario Plan would result in a significant and unavoidable impact associated with the conversion of existing Prime Farmland, Unique Farmland, and Farmland of Statewide Importance within the City to nonagricultural uses. The General Plan EIR examined several alternatives designed to result in increased preservation of agricultural land, including the retention of on-site agricultural uses, the replacement of agricultural resources off-site, the relocation of Prime Farmland topsoil, the establishment of conservation easements or preserves, and the transfer of development rights. However, no feasible alternatives or mitigation measures were identified to minimize this significant impact.

Implementation of the Project would not result in impacts to agricultural lands beyond those previously addressed by the City's General Plan EIR. On this basis, the Project's conversion of Prime Farmland to non-agricultural use is considered less-than-significant.

- b) *No Impact.* The majority of the Project site is currently zoned for Commercial Service (C3) and One-Family Residential (R1) uses. An Open Space zoning designation exists on a strip of land located within an SCE easement, along the Project's western boundary. No Williamson Act contracts are in place for the subject site. The Project will therefore not conflict with any existing agricultural zoning designations, nor affect any existing Williamson Act contract(s).

- c) *No Impact.* As described above, the majority of the Project site is currently zoned for commercial or residential uses. The 4-acre area designated as Open Space is within an

SCE easement, and contains no forest or timberland. As such, the Project will not conflict with existing zoning for, or cause rezoning of, forest land or timberland.

- d) *No Impact.* No forest land is located on the Project site or in the vicinity. Development of the Project will have no effect on forest land.
- e) *Less-Than-Significant Impact.* As discussed in the preceding paragraph IIa, the Project would have no effect on agricultural lands beyond those previously addressed by the City's 2009 General Plan EIR. The Project does not involve other changes to the environment which could result in the conversion of farm land or forest land to other uses.

Sources: Tuscana Village Specific Plan; The Ontario Plan; The Ontario Plan Environmental Impact Report, State Clearinghouse No. 2008101140, July 2009.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a) *Less-Than-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 South Coast Air Quality Management District (SCAQMD) has jurisdiction over air pollution control for areas within the Basin, and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

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

The SCAQMD has published the Final 2007 AQMP, which was adopted by the SCAQMD Governing Board on June 1, 2007. In September 2007, the California Air Resources Board (CARB) adopted the SCAQMD 2007 AQMP as part of the State Implementation Plan (SIP). The purpose of the 2007 AQMP for the Basin (and those portions of the Salton Sea Air Basin under the SCAQMD’s jurisdiction) is to set forth a

comprehensive program that will lead these areas into compliance with federal and state air quality planning requirements for ozone and PM_{2.5}. On September 27, 2007, the CARB adopted the State Strategy for the 2007 SIP and the SCAQMD 2007 AQMP as part of the SIP. Additionally, the 2007 AQMP has been submitted to the U.S. Environmental Protection Agency (EPA) for approval; no timeline on the approval is available at this time.

The 2007 AQMP was based on assumptions provided by both CARB and SCAG in the new EMFAC2007 model for the most recent motor vehicle and demographics information, respectively. The air quality levels projected in the 2007 AQMP are based on several assumptions. For example, the 2007 AQMP has assumed that development associated with general plans, specific plans, residential projects, and wastewater facilities will be constructed in accordance with population growth projections identified by SCAG in its 2004 Regional Transportation Plan (RTP). The 2007 AQMP also has assumed that such development projects will implement strategies to reduce emissions generated during the construction and operational phases of development. Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993). The Project's consistency with the 2007 AQMP is discussed as follows:

- Consistency Criterion No. 1: The proposed Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- Consistency Criterion No. 2: The proposed Project will not exceed the assumptions in the AQMP in 2011 or increments based on the years of project build-out phase.

The violations that Consistency Criterion No. 1 refers to are the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). The City's recently adopted General Plan EIR acknowledged that, based on "long-term growth associated with buildout of the City of Ontario, cumulative emissions generated by construction and operation of individual projects would exceed the SCAQMD regional and localized thresholds." This inconsistency with Criterion 1 was identified as a significant and unavoidable impact of the General Plan. In adopting the General Plan and associated EIR, the City was required to prepare a Statement of Facts, Findings, and Overriding Considerations to identify the specific legal, social, technological, or other benefits of the General Plan update that would outweigh this unavoidable adverse impact and render it "acceptable." Because the Project's land use intensity and trip generation are both consistent with and reflected in the recently adopted Ontario General Plan, no additional impact or inconsistency with the AQMP beyond that identified in the Ontario General Plan EIR would occur based on Project development.

In regard to Criterion 2, the assumptions of the AQMP used in projecting future emissions levels are based in part on land use data provided by lead agency general plan documentation. Projects that propose general plan amendments may increase the intensity of use and/or result in higher traffic volumes, thereby resulting in increased stationary area source emissions and/or vehicle source emissions when compared to the AQMP assumptions. If however, a project does not exceed the growth projections in the applicable local General Plan, then the project is considered to be consistent with the growth assumptions in the AQMP. The Ontario General Plan EIR acknowledged that "once The Ontario Plan is adopted and the SQMP is revised, SCAG and SCAQMD will incorporate the growth projections associated with the buildout of the Proposed Land Use Plan in their regional planning projections and The Ontario Plan would be consistent with the AQMP." Because the land use proposed by the Project is consistent with the City's General Plan Land Use Plan, the proposed Project is in compliance with Consistency Criterion No. 2.

Since the Project satisfies both of the two aforementioned criterion for determining consistency, the Project is deemed consistent with the AQMP and the impact is considered less-than-significant.

b,c) *Potentially Significant Unless Mitigation Incorporated.* The SCAQMD has developed regional and localized significance thresholds for regulated pollutants, as summarized at Table 4.7-1. The SCAQMD's CEQA Air Quality Significance Thresholds (March 2009) indicate that any projects in the Basin with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

Table 4.7-1
SCAQMD Maximum Daily Emissions Thresholds

Regional Thresholds		
Pollutant	Construction	Operational
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Localized Thresholds (4-acre scenario)		
NO _x	236.67 lbs/day	
PM ₁₀	12.67 lbs/day	
PM _{2.5}	7.67 lbs/day	
CO	1,872.67 lbs/day	

Source: *Tuscana Village Specific Plan Air Quality Impact Analysis* (Urban Crossroads) April 22, 2011.

The Project could impact air quality through emissions associated with short-term construction and long-term operational activity. The latest version of the SCAQMD's CalEEMod™ has been used to determine Project construction and operational air quality impacts (the entire Air Quality Impact Analysis is presented as Appendix A to

this MND). These issues are discussed below.

Construction

Regional Emissions

Construction activities associated with the Project will result in emissions of CO, VOCs, NO_x, SO_x, PM₁₀, and PM_{2.5}. Construction related emissions are expected from the following construction activities:

- Demolition
- Site Preparation
- Grading
- Building Construction
- Asphalt Paving
- Architectural Coatings (Painting)
- Construction Workers Commuting

Phase I of the Project will begin construction no earlier than 2011. This date is a conservative estimate and since construction equipment emissions will decrease with time due to technological advancements, this estimate would represent a “worst-case” analysis should construction begin any time after 2011. Project construction is expected to occur in six independent phases. (1): Demolition, (2): Site Preparation, (3): Grading, (4): Building Construction, (5): Paving; and (6): Painting. Please refer to specific detailed modeling inputs/outputs contained in Appendix A of the Air Quality Analysis.

Assuming a “worst-case” scenario for construction activity, the estimated maximum daily construction emissions are summarized on Table 4.7-2.

Table 4.7-2
Summary of Overall Construction Emissions (Max. Daily)

Year	VOC	NOx	CO	SOx	PM₁₀	PM_{2.5}
2011	13.33	110.93	59.49	0.10	22.96	14.56
2012	177.11	53.69	54.51	0.10	8.34	3.37
Maximum Daily Emissions	117.11	110.93	59.49	0.10	22.96	14.56
SCAQMD Regional Threshold	75	100	550	150	150	55
Significant?	YES	YES	NO	NO	NO	NO

Source: *Tuscan Village Specific Plan Air Quality Impact Analysis (Urban Crossroads)* April 22, 2011.

Emissions resulting from Project construction will exceed criteria pollutant thresholds established by the SCAQMD for VOCs and NOx. The following mitigation, excerpted from The Ontario Plan EIR, is required for the Project.

AQ-1 The Project shall require construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits.

AQ-2 The Project shall require Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A List of Super-Compliant architectural coating manufacturers can be found on the South Coast Air Quality Management District's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.

Additionally, although intended to reduce greenhouse gas emissions, Mitigation Measures GG-1 through GG-3 (presented in subsequent Section VII), would also result in a reduction of Project-related air emissions. The Project is also required to comply with the following regulatory requirements and best available control measures.

SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to: Rule 1113 (Architectural Coatings); Rule 431.2 (Low Sulfur Fuel); Rule 403 (Fugitive Dust); and Rule 1186 / 1186.1 (Street Sweepers).

The specific Rule 403 regulatory requirements that are applicable to this Project are as follows:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three times daily. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less to reduce PM₁₀ and PM_{2.5} fugitive dust haul road emissions.

Based on the inclusion of these requirements and application of the mitigation measures contained within The Ontario Plan EIR, mitigated construction emissions are presented in Table 4.7-3.

**Table 4.7-3
Summary of Overall Construction Emissions (Max. Daily) - Mitigated**

Year	VOC	NOx	CO	SOx	PM₁₀	PM_{2.5}
2011	9.56	62.84	57.81	0.10	10.53	7.09
2012	117.11	53.69	54.51	0.10	8.34	3.37
Maximum Daily Emissions	117.11	62.84	57.81	0.10	10.53	7.09
SCAQMD Regional Threshold	75	100	550	150	150	55
Significant?	YES	NO	NO	NO	NO	NO

Source: *Tuscana Village Specific Plan Air Quality Impact Analysis (Urban Crossroads)* April 22, 2011.

Even after the application of mitigation, the Project will exceed the SCAQMD threshold for VOC emissions. However, these emissions would be temporary,

short-term, and intermittent in nature and would cease upon completion of construction.

In adopting the General Plan and associated EIR, the City was required to prepare a Statement of Facts, Findings, and Overriding Considerations to identify the specific legal, social, technological, or other benefits of the General Plan update that would outweigh this unavoidable adverse impact and render it “acceptable.” Because the Project’s land use intensity is consistent with and reflected in the recently adopted Ontario General Plan, no additional impact beyond that identified in the Ontario General Plan EIR would occur based on Project construction.

Localized Emissions

The analysis makes use of methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* (Methodology) (SCAQMD, June 2003). The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as Localized Significance Thresholds (LSTs).

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of a project are above or below State standards. In the case of CO and NO₂, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM₁₀ and PM_{2.5}; both of which are non-attainment pollutants.

The SCAQMD established LSTs in response to the SCAQMD Governing Board’s Environmental Justice Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or

sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses.

LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects.

For this Project, the appropriate Source Receptor Area (SRA) for the LST is the Norco/Corona area (SRA 22). LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO₂), particulate matter ≤ 10 microns (PM₁₀), and particulate matter ≤ 2.5 microns (PM_{2.5}). The SCAQMD produced look-up tables for projects less than or equal to 5 acres in size; however, they can be used as screening criteria for larger projects to determine whether or not dispersion modeling may be required.

The proposed Project will not actively grade or disturb more than four (4) acres on any given day. The SCAQMD has issued guidance on LSTs for 4 acres of disturbance and the CalEEMod™ model reflects an equipment mix that can achieve 4 acres of disturbance per day. Thus, LSTs for a 4-acre site are applicable for the project.

The Methodology explicitly states that “it is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.” As such, LSTs for receptors at 25 meters are utilized in this analysis.

Table 4.7-4 presents the results of localized emissions during construction activity.

**Table 4.7-4
Localized Significance Summary - Construction**

Year	NOx	CO	PM₁₀	PM_{2.5}
2011	110.93	59.49	22.96	14.56
2012	53.69	54.51	8.34	3.37
Maximum Daily Emissions	110.93	59.49	22.96	14.56
SCAQMD LST	236.67	1,872.67	12.67	7.67
Significant?	NO	NO	YES	YES

Source: *Tuscan Village Specific Plan Air Quality Impact Analysis* (Urban Crossroads) April 22, 2011.

As indicated in Table 4.7-4, emissions of PM₁₀ and PM_{2.5} exceed localized thresholds for construction activity. Table 4.7-5, below, presents Project localized emissions with the incorporation of the Mitigation Measures AQ-1 and AQ-2 presented previously.

**Table 4.7-5
Localized Significance Summary - Construction – With Mitigation**

Year	NOx	CO	PM₁₀	PM_{2.5}
2011	62.84	57.81	10.53	7.09
2012	53.69	54.51	8.34	3.37
Maximum Daily Emissions	62.84	57.81	10.53	7.09
SCAQMD LST	236.67	1,872.67	12.67	7.67
Significant?	NO	NO	NO	NO

Source: *Tuscan Village Specific Plan Air Quality Impact Analysis* (Urban Crossroads) April 22, 2011.

Table 4.7-5 indicates that mitigated Project localized emissions will not exceed SCAQMD localized pollutant thresholds. The impact has been reduced to a less-than-significant level.

Operations

Regional Emissions

Operational activities associated with the Project will result in emissions of ROG, NOX, CO, SOX, PM₁₀, and PM_{2.5}. Operational emissions would be expected from the following primary sources:

- Vehicles
- Combustion Emissions Associated with Natural Gas and Electricity
- Fugitive dust related to vehicular travel
- Landscape maintenance equipment
- Emissions from Consumer Products
- Architectural coatings

Vehicles

Project operational (vehicular) impacts are dependent on both overall daily vehicle trip generation and the effect of the project on peak hour traffic volumes and traffic operations in the vicinity of the Project. The Project-related operational air quality impact centers primarily on the vehicle trips generated by the Project. Trip characteristics available from the report, *Traffic Impact Analysis Tuscana Village Specific Plan* (Mountain Pacific, Inc., October 2011) were utilized in this analysis.

Combustion Emissions Associated with Natural Gas and Electricity

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the Project area are located either outside the region (state) or offset through the use of pollution credits (RECLAIM) for generation within the Basin, criteria pollutant emissions from offsite generation of electricity is generally excluded from the evaluation of significance and only natural gas use is considered.

Fugitive Dust Related to Vehicular Travel

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust.

Landscape Maintenance Emissions

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project.

Emissions from Consumer Products

Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants.

Architectural Coatings

Over a period of time the buildings that are part of this project will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of project maintenance.

The Project-related operations emissions, along with a comparison of SCAQMD recommended significance thresholds, are shown in Tables 4.7-6 (Phase I) and 4.7-7 (Project buildout).

**Table 4.7-6
Summary of Phase I Operational Emissions (Pounds Per Day)**

Operational Activity	VOC	NOx	CO	SOx	PM ₁₀	PM _{2.5}
Summer						
Area Source Emissions ^a	35.44	1.18	83.56	0.16	10.67	10.66
Energy Source Emissions ^b	0.20	1.77	1.17	0.01	0.14	0.14
Mobile Emissions ^c	38.14	92.85	337.07	0.45	50.34	4.85
Maximum Daily Emissions	73.78	95.80	421.80	0.62	61.16	15.65
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	YES	YES	NO	NO	NO	NO
Winter						
Area Source Emissions ^a	35.44	1.18	83.56	0.16	10.67	10.66
Energy Source Emissions ^b	0.20	1.77	1.17	0.01	0.14	0.14
Mobile Emissions ^c	37.32	97.31	326.03	0.41	50.42	4.92
Maximum Daily Emissions	72.96	100.26	410.76	0.58	61.23	15.72
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	YES	YES	NO	NO	NO	NO

Source: *Tuscana Village Specific Plan Air Quality Impact Analysis* (Urban Crossroads) April 22, 2011.

a Includes emissions of landscape maintenance equipment, consumer products, and architectural coatings emissions.

b Includes emissions of natural gas consumption.

c Includes emissions of vehicle emissions and fugitive dust related to vehicular travel.

**Table 4.7-7
Summary of Overall Buildout Operational Emissions (Pounds Per Day)**

Operational Activity	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Area Source Emissions ^a	59.27	1.17	82.83	0.16	10.67	10.67
Energy Source Emissions ^b	0.32	2.87	2.09	0.02	0.22	0.22
Mobile Emissions ^c	61.89	211.02	491.08	2.13	224.88	11.64
Maximum Daily Emissions	121.48	215.06	576.00	2.31	235.77	22.53
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	YES	YES	YES	NO	YES	NO
Winter						
Area Source Emissions ^a	59.27	1.17	82.83	0.16	10.67	10.67
Energy Source Emissions ^b	0.32	2.87	2.09	0.02	0.22	0.22
Mobile Emissions ^c	61.94	207.00	477.62	1.94	224.91	11.70
Maximum Daily Emissions	121.53	211.04	562.54	2.12	235.80	22.59
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	YES	YES	YES	NO	YES	NO

Source: *Tuscan Village Specific Plan Air Quality Impact Analysis (Urban Crossroads)* April 22, 2011.

a Includes emissions of landscape maintenance equipment, consumer products, and architectural coatings emissions.

b Includes emissions of natural gas consumption.

c Includes emissions of vehicle emissions and fugitive dust related to vehicular travel

Results of the analysis indicate that the Project will exceed the SCAQMD regional criteria pollutant thresholds for operational activity during Phase I for VOCs and NO_x and during Project buildout for VOCs, NO_x, CO, and PM₁₀. Compliance with Mitigation Measures AQ-1 and AQ-2 will reduce emissions to the extent feasible. Mitigated emissions for Phase I and buildout are presented in Tables 4.7-8 and 4.7-9, respectively.

**Table 4.7-8
Summary of Phase I Operational Emissions (Pounds Per Day)
With Mitigation**

Operational Activity	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Area Source Emissions ^a	14.50	0.21	17.38	0	0.33	0.33
Energy Source Emissions ^b	0.18	1.58	1.06	0.01	0.12	0.12
Mobile Emissions ^c	38.14	92.85	337.07	0.45	50.34	4.85
Maximum Daily Emissions	52.82	94.64	335.51	0.46	50.80	5.30

**Table 4.7-8
Summary of Phase I Operational Emissions (Pounds Per Day)
With Mitigation**

Operational Activity	VOC	NOx	CO	SOx	PM ₁₀	PM _{2.5}
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	NO	YES	NO	NO	NO	NO
Winter						
Area Source Emissions ^a	14.50	0.21	17.38	0	0.33	0.33
Energy Source Emissions ^b	0.18	1.58	1.06	0.01	0.12	0.12
Mobile Emissions ^c	37.32	97.31	326.03	0.41	50.42	4.92
Maximum Daily Emissions	52.00	99.10	344.47	0.42	50.87	5.37
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	NO	YES	NO	NO	NO	NO

Source: *Tuscana Village Specific Plan Air Quality Impact Analysis* (Urban Crossroads) April 22, 2011.

a Includes emissions of landscape maintenance equipment, consumer products, and architectural coatings emissions.

b Includes emissions of natural gas consumption.

c Includes emissions of vehicle emissions and fugitive dust related to vehicular travel.

**Table 4.7-9
Summary of Overall Buildout Operational Emissions (Pounds Per Day)
With Mitigation**

Operational Activity	VOC	NOx	CO	SOx	PM ₁₀	PM _{2.5}
Summer						
Area Source Emissions ^a	38.33	0.19	16.65	0	0.33	0.33
Energy Source Emissions ^b	0.28	2.50	1.83	0.02	0.19	0.19
Mobile Emissions ^c	61.89	211.02	491.08	2.13	224.88	11.64
Maximum Daily Emissions	100.50	213.71	509.56	2.15	225.40	12.16
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	YES	YES	NO	NO	YES	NO
Winter						
Area Source Emissions ^a	38.33	0.19	16.65	0	0.33	0.33
Energy Source Emissions ^b	0.28	2.50	1.83	0.02	0.19	0.19
Mobile Emissions ^c	61.94	207.00	477.62	1.94	224.91	11.70
Maximum Daily Emissions	100.55	209.69	496.10	1.96	225.43	12.22
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	YES	YES	NO	NO	YES	NO

Source: *Tuscana Village Specific Plan Air Quality Impact Analysis* (Urban Crossroads) April 22, 2011.

a Includes emissions of landscape maintenance equipment, consumer products, and architectural coatings emissions.

b Includes emissions of natural gas consumption.

c Includes emissions of vehicle emissions and fugitive dust related to vehicular travel.

For long-term operational activities, even after the application of feasible mitigation, the Project will exceed the regional pollutant thresholds established by the SCAQMD during Phase I for NO_x and during Project buildout for VOCs, NO_x, and PM₁₀.

Although this analysis has identified exceedances, the findings are consistent with the methodologies, land use intensities, and analysis contained in the EIR recently prepared for the General Plan. Criteria pollutant emissions associated with buildout of the City's General Plan were identified as a significant and unavoidable impact of the General Plan. In adopting the General Plan and associated EIR, the City was required to prepare a Statement of Facts, Findings, and Overriding Considerations to identify the specific legal, social, technological, or other benefits of the General Plan update that would outweigh this unavoidable adverse impact and render it "acceptable." Because the Project's land use intensity and trip generation are both consistent with and reflected in the adopted Ontario General Plan, no additional impact beyond that identified in the Ontario General Plan EIR would occur based on Project development and therefore the impact is considered less-than-significant with the application of mitigation.

Localized Emissions

LSTs have been evaluated only for Project construction and would not apply to emissions during operational activity as localized concentration cannot be properly quantified during operations due to the variable locations of mobile sources, which make up the largest source of criteria air pollutants under operational activity of the Project.

Summary

Based on the preceding discussions, Project construction will exceed the regional pollutant thresholds established by the SCAQMD for emissions of VOCs. Any construction emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of construction. Emissions resulting from short-

term construction activity will not exceed the localized pollutant thresholds established by the SCAQMD after mitigation.

For long-term operational activities, the Project will exceed the regional pollutant thresholds established by the SCAQMD during Phase I for NO_x and during Project buildout for VOCs, NO_x, and PM₁₀. The Project will not result in a significant localized CO “hotspot” from Project-generated traffic.

Criteria pollutant emissions associated with buildout of the City’s General Plan were identified as a significant and unavoidable impact of the General Plan. In adopting the General Plan and associated EIR, the City was required to prepare a Statement of Facts and Findings to identify the specific legal, social, technological, or other benefits of the General Plan update that would outweigh this unavoidable adverse impact and render it “acceptable.” Because the Project’s land use intensity and trip generation are both consistent with and reflected in the adopted Ontario General Plan, no additional impact beyond that identified in the Ontario General Plan EIR would occur based on Project development.

With the implementation of the proposed mitigation, the Project’s potential to violate any air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase of any criteria pollutant is considered less-than-significant.

- d) *Less-Than-Significant Impact.* Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities.

Calvary Chapel operates a child daycare center (which operates during church service hours only) and maintains a residence on the Riboli site, just north of the Phase I commercial boundary. For the purposes of this analysis, the study assumed that the daycare center will remain on the Riboli property until such time as the Riboli site redevelops. As such, the Phase I analysis assumes this receptor is

approximately 54 feet of the Phase I construction activities in order to present the worst-case scenario for analysis. The buildout scenario assumes that the Riboli structures are razed when the new development commences.

Air pollutant emissions related to Project traffic have the potential to create new, or worsen existing, localized air quality. A CO impact analysis would be required to assess the localized CO impacts on sensitive receptors that are situated adjacent to congested roadways and intersections if the level of service (LOS) declines from A, B, or C to D, E, or F and/or if the volume to capacity (VC) ratio increases by two (2) percent or more as a result of a proposed Project for intersections rated D or worse.

Based on the traffic volumes (existing and with Project delays for the peak hours) presented in the Project Traffic Impact Analysis, none of the studied intersections experience a significant increase in delay or an increase in VC ratio by two (2) percent or more for intersections rated D or worse. Thus, impacts are expected to be less-than-significant and no additional analysis is required. Consequently, sensitive receptors would not be significantly affected by CO emissions generated by Project-related traffic.

Additionally, results of the LST analysis presented previously indicate that, with implementation of Mitigation Measures AQ-1 through AQ-2, the Project will not exceed applicable SCAQMD localized significance thresholds for short-term construction or long-term operational activity.

Based on the above discussions, the potential for the Project to expose sensitive receptors to substantial pollutant concentrations is less-than-significant.

- e) *Potentially Significant Unless Mitigation Incorporated.* Land uses generally associated with odor complaints include:
- Agricultural uses (livestock and farming)

- Wastewater treatment plants
- Food processing plants
- Chemical plants
- Composting operations
- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, fast-food and restaurants using char broilers and other cooking facilities, the petting zoo, and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses.

Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant.

There are no specific standards or licensing requirements to establish and/or operate a petting zoo. The operations of the petting zoo could create offensive odors related to animal waste. In this regard the SCAQMD provides a procedure to investigate and mediate odor issues (SCAQMD Rule 402). Since the major source of odor from a petting zoo operations are related to animal waste, the following mitigation has been incorporated into the Project.

AQ-3 The operator of the petting zoo shall remove and store all waste in a sealed container no less than once an hour during petting zoo operating hours and at least once before the opening and close of operations.

It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City’s solid waste regulations. Lastly, any odor emissions from the restaurant use would disperse rapidly and would likely be limited the immediate vicinity of the fast food restaurant. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances.

Based on the preceding discussion, with the incorporation of Mitigation Measure AQ-3, the potential for the Project to create objectionable odors affecting a substantial number of people is considered less-than-significant.

Sources: Tuscana Village Specific Plan; *Tuscana Village Specific Plan Air Quality Impact Analysis* (Urban Crossroads) April 22, 2011; The Ontario Plan; The Ontario Plan Environmental Impact Report, State Clearinghouse No. 2008101140, July 2009.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
to, marsh, vernal pool, coastal, etc.) though direct removal, filling, hydrological interruption, or other means?				
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

a) *Potentially Significant Impact Unless Mitigation is Incorporated.* The Project site is comprised largely of disturbed, agricultural land, located adjacent to a major freeway within an urbanizing area. Native habitat within the site has been disturbed or destroyed by former agricultural uses and ongoing weed control operations. The Ontario General Plan EIR states that “[n]o sensitive plant species have been observed in the City of Ontario since 1992. . . . No federal or state-listed plant species are known or expected to occur. The potential for sensitive plant species to occur within the City is low due to the absence of suitable habitat, high levels of development, and history of land alteration and disturbance by agricultural activities.” On this basis, the Project’s potential to affect sensitive plants or vegetative habitat areas is considered less-than-significant.

Development of the Project site does, however, have the potential to impact common wildlife species, and could result in additional, specific impacts to protected species including nesting birds, the burrowing owl, and the Delhi Sands Flower-Loving Fly. The Project's potential to result in impacts to wildlife is discussed in the following paragraphs.

Common Wildlife Species

As noted in the Ontario General Plan EIR, "common wildlife species, particularly birds and mammals, utilize trees throughout the City and may be found in the scattered, undeveloped, vacant parcels. . . . Birds such as raptors may forage in the area and use trees to roost and nest. Migratory birds may also use detention basins and flood control channels where open water is present." The primary potential impacts of the Project relative to common wildlife species/resources are the possible removal and/or disruption of current nesting and foraging sites, and the loss or displacement of wildlife, resulting in a potentially less diverse and less abundant local faunal population. Adverse significant impacts to wildlife are generally associated with the degree of habitat loss and fragmentation from the standpoint of physical character, quality, diversity, and abundance of vegetation. As noted in the Ontario General Plan EIR, "[v]acant land in the City has little habitat value . . . because many areas of vacant land are small, surrounded by developed urban uses, and isolated from other vacant land."

Implementation of the Project would result in the loss of approximately 40 acres of disturbed land used for agricultural cultivation. Although the area contains a sparse cover of ruderal vegetation and may contain an occasional scattering of native plant specimens, this type of "habitat" is not a considered a plant community, and is considered to be of little or no value to wildlife. Given the site's isolated location within a developing area, surrounded by major roadways and existing or planned urban land uses, the development of the Project would not be expected to reduce general wildlife populations below self-sustaining levels within the region. As such, the Project's potential to impact common wildlife species is considered less-than-significant.

Nesting Birds

Disturbing or destroying active nests is a violation of the Migratory Bird Treaty Act. In addition, nests and eggs are protected under Fish and Game Code Section 3503. Project implementation must be accomplished in a manner that avoids impacts to active nests during the breeding season. This can be accomplished through a variety of means, including restricting brush and tree removal to periods outside of the avian nesting season (February 15 to July 15) or through performance of nesting bird surveys prior to clearing, when clearing occurs during the nesting season. Implementation of Mitigation Measure BR-1, presented below, would ensure that the Project's potential to impact nesting birds is reduced to a less-than-significant level.

BR-1 All vegetation removal activities shall be scheduled from August 1 to February 1, if possible, which is outside the general avian nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly. If vegetation is to be cleared during the nesting season (February 15 – July 31), all suitable habitat shall be thoroughly surveyed for the presence of nesting birds by a qualified Project biologist within 72 hours prior to clearing. The Project biologist shall be retained by the Applicant and vetted by the City. The survey results shall be submitted by the Project Applicant to the Planning Division. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 50-foot buffer and up to 300 feet for raptors, with the final buffer distance to be determined by the qualified biologist. The buffer area shall be avoided until the nesting cycle is complete or it is determined that the nest has failed. In addition, the biologist will be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.

Burrowing Owl

The burrowing owl (*Athene cunicularia*) is not federally listed; however, it is a California Department of Fish and Game (CDFG) Species of Special Concern. Formerly common throughout California, this species occupies open habitats such as grasslands, savannahs, and sparse brush lands. The burrowing owl lives in the abandoned burrows of ground squirrels and other burrowing animals, modifying the burrows to suit their needs by digging. It is one of the few owl species often seen

during the day and early evening hours, perched on fence posts or at the entrance to burrows.

Focused burrowing owl surveys are required during the owl breeding season (April through August), pursuant to CDFG guidelines. Should owls be identified on-site, then the requirements of the CDFG related to burrowing owls would be implemented. Mitigation Measure BR-2, presented below, would ensure that a pre-construction survey be conducted to document the location of any occupied burrows on-site. With the implementation of this mitigation measure, as well as compliance with the requirements of the CDFG, the Project's potential to impact burrowing owls is reduced to a less-than-significant level.

BR-2 Within 30 days of site clearing activities, a pre-construction burrowing owl survey shall be conducted to document the presence/absence of any occupied owl burrows. Any owls present shall be passively or actively relocated following CDFG approved protocols, and with CDFG permission, prior to commencement of clearing. Passive relocation shall occur by excluding owls from burrows by installing one-way doors in burrow entrances. One-way doors (e.g., modified dryer vents) should be left in place 48 hours to insure owls have left the burrow before excavation. Whenever possible, burrows should be excavated using hand tool and refilled to prevent reoccupation. Active relocation (i.e., trapping) shall only be used if passive relocation is not possible. The survey shall be submitted to the Planning Division prior to issuance of a grading permit. Occupied burrows during owl nesting season (Feb. 1 through Aug. 31) shall be avoided by construction and clearing activities with at least a 75-meter buffer around each active owl nest. Occupied burrows may only be disturbed during nesting season if a qualified biologist approved by CDFG verifies through noninvasive methods that either: (1) the birds have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

Delhi Sands Flower-Loving Fly

The Delhi Sands Flower-Loving Fly (DSFLF, or *Rhaphiomidas terminatus abdominalis*) is a federally listed insect species with the potential to occur within the Project area. The DSFLF spends most of the year underground in sandy soils where vegetation is

generally sparse and low growing. It emerges during an eight to ten week period during the summer for reproduction. The Project site is located within the 21.7 square mile area designated as the “Delhi Sands Flower-Loving Fly – Ontario Recovery Unit.” Projects located within the Ontario Recovery Unit are required to conduct focused surveys for DSFLF and consult with the United States Fish and Wildlife Service (USFWS) regarding mitigation of impacts on any DSFLF found, pursuant to Section 7 of the Federal Environmental Species Act. It may be noted that, according to the Ontario General Plan EIR, although the DSFLF has been identified outside the City in areas to the southwest, this species has not been observed in the City.

As presented in Appendix B of this IS/MND, focused DSFLF surveys were conducted for areas within the Tuscana Specific Plan’s Phase I (the site’s southerly 20 acres) in 2004, 2005, 2006 and 2007, during the summer flight period. The “Fourth Year Focused Delhi Sands Flower-Loving Fly Survey Report,” prepared by biologist Brian Drake under USFWS Permit TE-006328, indicates that no DSFLF were observed as part of these surveys. In order to ensure that this species is absent from the remainder of the Project site, Mitigation Measure BR-3, presented below, would ensure that USFWS protocol surveys are conducted on the unsurveyed portion of the Project site prior to grading. Should DSFLF be identified on-site, then the requirements of the USFWS related to this species would be implemented. With the implementation of this mitigation measure, as well as compliance with the requirements of the USFWS, the Project’s potential to impact DSFLF habitat is reduced to a less-than-significant level.

BR-3 Prior to the disturbance of any unsurveyed areas within the Project site, a survey of these areas to document the presence/absence of any Delhi sands flower-loving flies (DSFLF) shall be conducted by a qualified biologist at least twice a week from August 1 to September 20 for a two-year period (or subject to current USFWS protocols). Should DSFLF be identified on-site, then the requirements of the USFWS relative to this species shall be implemented prior to the commencement of any site clearing activities. The DSFLF survey results shall be submitted to the Planning Division prior to issuance of a grading permit.

Other Special Status Wildlife Species

Apart from burrowing owl and DSFLF, which are addressed above, no other special status wildlife species are considered likely to occur within the Tuscana Specific Plan Project site, and all other species are presumed absent from the site.

- b) *No Impact.* No riparian habitat exists within the Project site or in the Project vicinity. Throughout the northern portions of the City, urbanization has replaced native vegetation with non-native species. Implementation of the Project would not affect any riparian habitat or other sensitive natural community.
- c) *No Impact.* No wetlands areas have been identified on the Project site. No natural wetlands habitat areas are known to be located in proximity to the Project site. The nearest area containing surface waters is the Riverside Detention Basin, located approximately one (1) mile to the northeast of the Project site, east of I-15 and just south of Philadelphia Street. As such, the Project will have no impact on wetlands habitat.
- d) *Less-Than-Significant Impact.* Due to the disturbed nature of the Project site and surrounding roadways and development, the potential for native wildlife species to use the Project site as a migratory corridor or nursery site is unlikely. The potential for direct or indirect impacts on wildlife dispersal or migration to result from Project implementation is considered less-than-significant.
- e,f) *Less-Than-Significant Impact.* There are no protected tree species or other biologically significant resources on the Project site. Aside from the Recovery Unit identified for the protection of the Delhi Sands Flower-Loving Fly, as discussed in the preceding paragraph IVa and Mitigation Measure BR-3, there are no local or area-wide preservation or conservation plans or policies applicable to the subject site. These environmental concerns are thus not relevant to implementation of this Project, and the Project will have no impacts in these regards.

Sources: *Fourth Year Focused Delhi Sands Flower-Loving Fly Survey Report* (Brian Drake) September 14, 2007; *Tuscana Village Specific Plan*; *The Ontario Plan*; *The Ontario Plan Environmental Impact Report*, State Clearinghouse No. 2008101140, July 2009.

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

Substantiation:

- a) *Less-Than-Significant Impact.* The California Environmental Quality Act (CEQA), as amended, requires the evaluation of impacts on historic resources, including properties listed in or determined eligible for listing in the California Register of Historical Resources and/or included in a local register of historical resources. A resource is deemed eligible for listing in the California Register of Historical Resources if it meets one or more of the criteria for listing. Summarized here, these criteria are:

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

The City maintains an extensive inventory of designated, eligible, and nominated historic landmarks and districts referred to as the Ontario Register. While the majority of these are located within the downtown core, several historic landmarks, such as Hofer Ranch, have been identified nearer the Project site. However, there are no historic survey records of the site that could be located. Because the Project site contains Galleano Winery vineyards and two (2) buildings constructed more than 50 years ago, historic resources eligibility to the California Register of Historical Resources was considered. The Project site's original subdivision of land occurred in 1857 and consisted of approximately 107 acres. Subsequent subdivision of the land occurred in 1938, 1940, 1942, and as recently as 1979. As shown on historical aerial photography reviewed for this analysis (presented within Appendix C of this MND), the Project site predominately consisted of vineyard plantings in 1938. By this time, some 40,000 acres of land in the Cucamonga Valley region were dedicated to grape vineyards for the production of wine. With more than 60 wineries located in the Cucamonga Valley, the region had become one of the nation's largest suppliers of wine grapes to the Eastern United States and Canada from the end of Prohibition in 1933 into the 1960s. Based on that same aerial photography, it appears that the agriculture use was discontinued on the site's southernmost 20 acres between 1953-1968.

The Galleano Winery owns the northern portion (15 acres) of the Project site. This portion is referred to as "Pica Ranch" and has grape vineyards for wine production.

The “Pica Ranch” property was purchased from Nicholas and Antonia Pica in approximately 1965. The Picas had previously used the property for ranching.

The Galleano Winery operates the historic Cantu-Galleano Ranch, located in Mira Loma, which is listed on both the California Register of Historical Resources and National Register of Historic Places. These listings represent the Winery’s significance as a rare historic resource, representing an important period in the region’s agricultural history. It is one of the last remaining bonded, Prohibition-era wineries still owned and operated by its founding family at its original location. The historical significance of the Galleano Winery is represented by the Cantu-Galleano Ranch, located in Mira Loma, which is evidenced by the Ranch’s listing in the National Register of Historic Places and the California Register of Historically Resources. The vineyard location in Ontario is a mere association with the Ranch, and bears no historical significance. As a result, this vineyard would not meet the criteria listed above, and therefore no adverse impacts to historical resources are expected.

Since 1917, the Riboli family has owned and managed the only producing winery in Los Angeles. The San Antonio Winery represents the last of more than one hundred that once lined the Los Angeles River Basin. The Riboli Family owns the central portion (10 acres) of the Project site. Currently located on this portion is the San Antonio Winery wine tasting and sales, Juancho’s Mexican Restaurant, Calvary Chapel Creekside, an animal farm, and wine grape vineyards. The Riboli family purchased the property in 1979 from Antonia Pica and had the wine tasting/sales building on the site constructed as a satellite store to their primary winery location in Los Angeles. To the south of the San Antonio Winery store, is a single-story, stucco covered building that is shared by Juancho’s Mexican restaurant and Calvary Chapel Creekside. According to the San Bernardino County Assessor’s record, the building construction date is noted as 1934. This building was constructed as a garage/warehouse shed with a concrete foundation, gable roof, and metal walls and roof covering. In 1984, this building underwent a remodel, addition, and conversion to a commercial use. Just south of this building is a single family residential building

that appears to have been constructed during the late 1940s to early 1950s, based on its Early Post War Tract architectural style features and materials used, such as stucco finish, hip roof, boxed eaves, and metal-framed casement windows. In addition, the San Bernardino County Assessor's record indicates that the residence was built and first appraised in 1952. This building has been substantially altered with large inappropriate additions located on the west elevation of the building. This building is currently being used by the Calvary Chapel Creekside. Other structures on site that are used by the Calvary Chapel Creekside include a large metal storage container and a small outdoor stage with seating area. Adjacent to the restaurant, is a wood framed open structure that is wrapped in netting and is an animal farm with llamas, horses, goats, and peacocks.

Prior to San Antonio's stewardship, the site was developed with a fruit stand, loading platform, pumping house, and refrigerator car to support the vineyard operations. All of these structures have been removed and bare no resemblance to a working vineyard. The only two (2) remaining buildings identified as 50 years or older are the garage/warehouse building (later converted to commercial uses) and the Early Post War Tract style residence. Both of these buildings have been significantly altered and no longer represent the original architectural style, form, or the use in which they were established. As a result, no on-site buildings would meet the criteria listed above, and therefore no adverse impacts to a historical resource are expected.

All other on-site structures were constructed after 1979, and do not represent unique and/or significant structures worthy of preservation per CEQA. Any loss of modern elements would not require mitigation.

- b) *Potentially Significant Impact Unless Mitigation is Incorporated.* There is no evidence suggesting that the Project site would contain potentially significant archaeological resources. Any archaeological resources that may have been present at one time have likely been disturbed by the previous agricultural activities on the site and other recent human activities. Nonetheless, the Ontario General Plan EIR states that there is

“a high potential for historical archaeology sites, ethnic sites, and cultural landscapes within the City.” On this basis, the following Mitigation Measure CR-1 will be incorporated to ensure that no subsurface cultural resources are affected as a result of Project implementation.

CR-1 Monitoring of all grading onsite shall be conducted by a qualified archaeologist and Native American observer. The monitor shall be equipped to salvage and/or record the location of resources as they may be unearthed to avoid construction delays, consistent with the requirements of California Public Resources Code Section 21083.2. Should cultural resources be encountered during grading operations occurring on the property, the monitor shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens or finds and to allow the preparation of recovered resources to a point of identification. Resources shall be left in an undisturbed state where feasible. Where preservation in place is infeasible, recovered resources shall then be curated in an established, accredited museum repository with permanent retrievable archaeological/historic resource storage. A report of findings shall also be prepared by a qualified archaeologist, and shall include an itemized inventory of any specimens recovered. The report and confirmation of curation of any recovered resources from an accredited museum repository shall signify completion of the program to mitigate impacts to archaeological/historic resources. If disturbed resources are required to be collected and preserved, the Applicant shall be required to participate financially up to the limits imposed by Public Resources Code Section 21083.2.

- c) *Potentially Significant Impact Unless Mitigation is Incorporated.* There is no evidence suggesting that the Project site would contain potentially significant paleontological or geological elements. The Geologic Map included in the Ontario General Plan EIR indicates that soils onsite consist of “Young Eolian Deposits,” categorized as “Qye.” The U.S. Geological survey defines this soil type as containing mixed, younger alluvium deposits. As noted in the Ontario General Plan EIR, “[t]hese sediments have low potential to yield fossil resources or to contain significant nonrenewable paleontological resources. However, these recent sediments overlie sediments of older Pleistocene sediments with high potential to contain paleontological resources.

Older Pleistocene alluvial sediments have yielded significant fossils of extinct plants and animals elsewhere in the Inland Empire. These older sediments [are] often found at depths of 10 feet or more below the ground surface.” The residential and commercial construction proposed by the Project is unlikely to require excavation at depths that would expose older alluvium; however, the following Mitigation Measure would prevent potential impacts to paleontological resources which may be present within the Project area. With the implementation of mitigation, potential impacts would be reduced to a less-than-significant level.

CR-2 Prior to the issuance of a grading permit, a City-approved Project Paleontologist shall be retained to initiate and supervise paleontological monitoring plan, subject to the following constraints:

- *Should excavations reach ten (10) feet in depth, monitoring of excavation in areas identified as likely to contain paleontologic resources by a qualified paleontologic monitor or his/her representative must take place;*
- *Paleontological monitors shall be equipped to salvage and/or record the location of fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates;*
- *Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens; and*
- *Monitoring may be reduced if the potentially fossiliferous units described herein are not present, or, if present, are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources.*

- d) *Less-Than-Significant Impact.* The likelihood of encountering human remains in the course of Project development is minimal. However, as required by California Health and Safety Code Section 7050.5, should human remains be found, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains were found to be prehistoric, the coroner would coordinate with the California Native American

Heritage Commission as required by State law. Based on compliance with these existing regulations, the Project’s potential to disturb human remains is considered less-than-significant.

Sources: Tuscana Village Specific Plan; The Ontario Plan; The Ontario Plan Environmental Impact Report, State Clearinghouse No. 2008101140, July 2009.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the Project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

a,i) *Less-Than-Significant Impact.* The Project site is located in the seismically active southern California region, which is characterized by major faults and fault zones. Active faults may be designated as Earthquake Fault Zones under the Alquist-Priolo Earthquake Fault Zoning Act, which includes standards regulating development adjacent to active faults.

Faults are classified as either Type A or B, depending on the maximum magnitude. Type A faults have a minimum magnitude of 7.0, anything below that is a Type B. The nearest Type B active fault is the Chino-Central Avenue Fault Zone, which is approximately ten (10) miles to the southwest. The nearest Type A fault is the Cucamonga Fault Zone, which is approximately ten (10) miles to the north. The City’s General Plan EIR notes that there are no Alquist-Priolo Earthquake Fault Zones in the City of Ontario, and as such, potential impacts would not be higher at the Project site than elsewhere in the region. Ground rupture due to faulting is not likely, and potential impacts arising from fault rupture are considered less-than-significant.

a,ii) *Less-Than-Significant Impact.* Based on location in the seismically active Southern California region, the site is susceptible to groundshaking events. However, because

the site is not located in an Alquist-Priolo Fault Study Zone, potential impacts would not be higher at the Project site than elsewhere in the region. Application of established California Building Code (CBC) seismic engineering and design standards will ensure that significant impacts do not result from Project development.

- a,iii) *Less-Than-Significant*. Liquefaction and seismically induced settlement or ground failure are generally associated with strong seismic shaking in areas where ground water tables are at relatively shallow depths (within 50 feet of the ground surface) and/or when the area is underlain by loose, cohesionless deposits. During a strong groundshaking event, saturated, cohesionless soils may acquire a degree of mobility to the extent that the overlying ground surface distorts. In extreme cases, saturated soils become suspended in groundwater and become fluid-like. According to the Ontario General Plan EIR (Figure 5.7-3, Areas of Liquefaction Susceptibility), the Project site is located outside areas designated with the potential for liquefaction. Project-related impacts in this regard are considered less-than-significant.
- a,iv) *No Impact*. The Project Site is located on gently sloping terrain, sloping naturally from the northeast corner towards the southwest corner at about one (1.0) percent, and as such is not internally susceptible to landsliding. Adjacent properties also present little topographic relief. As such, the potential for landslides or mudflows does not exist.
- b) *Less-Than-Significant*. Construction activities associated with the proposed Project will temporarily expose underlying soils, thereby increasing their susceptibility to erosion until the Project is fully implemented. Potential erosion impacts incurred during construction activities are mitigated through the Project's mandated compliance with a City-approved Storm Water Pollution Prevention Plan (SWPPP), which, through pre-development review by the City, ensures that adequate erosion control measures are incorporated into construction plans. On this basis, potential impacts associated with erosion or changes in topography are considered less-than-significant.

- c,d) *Potentially Significant Unless Mitigation Incorporated.* On-site soils are typical of those found in the region and consist primarily of alluvial sands. Soils of this type typically require overexcavation and replacement with recompacted engineered fills prior to the construction of structures for human habitation. Prior to development, a comprehensive Geotechnical Engineering Investigation of the site will be required. In accordance with Mitigation Measure GS-1, presented below, the Project will comply with all recommendations presented within the Geotechnical Engineering Investigation, thus mitigating any impacts resulting from expansive or otherwise unstable soils to a less-than-significant level.

GS-1 Prior to the issuance of grading permits, and to the satisfaction of the City, the Project Applicant shall have a Geotechnical Engineering Investigation prepared for the site by a qualified geotechnical engineer. The recommendations, performance standards and requirements established within the Project Geotechnical Engineering Investigation shall be incorporated into the Project design and construction plans. A qualified geotechnical engineer shall be retained on site to ensure that Project implementation is realized consistent with specifications and requirements identified in the Project Geotechnical Engineering Investigation.

- e) *No Impact.* The Project site will be served by existing municipal sewer services. No septic tanks or other alternative wastewater disposal systems are proposed. Thus, there is no potential for adverse impacts to result from inadequate soils in this regard.

Sources: Tuscana Village Specific Plan; The Ontario Plan; The Ontario Plan Environmental Impact Report, State Clearinghouse No. 2008101140, July 2009.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

a,b) *Less-Than-Significant Impact.* The increased concentration of greenhouse gases (GHGs) in the atmosphere has been linked to global warming, which can lead to climate change. There are several unique challenges to analyzing global warming under CEQA, largely because of its “global” nature. Typical CEQA analyses address local actions that have local - or, at most, regional - impacts, whereas global warming presents the considerable challenge of analyzing the relationship between local and global activities and the resulting potential, if any, for local and/or global environmental impacts. Most environmental analyses examine the “project-specific” impacts that a particular project is likely to generate. With regard to global warming, however, it is generally accepted that the magnitude of global warming effects is so substantial and the contribution of an individual project to global warming is so small that direct significant adverse impacts (albeit not necessarily cumulative significant adverse impacts) would be highly unlikely.

The issue of global climate change is also fundamentally different from any other areas of air quality impact analysis, which are all linked to some region or area in which the impact is significant. Instead, a global climate change analysis must be conducted on a global level, rather than the typical local or regional setting, and

requires consideration of not only emissions from the project under consideration, but also the extent of the displacement, translocation, and redistribution of emissions. In the usual context, where air quality is linked to a particular location or area, it is appropriate to consider the creation of new emissions in that specific area to be an environmental impact whether or not the emissions are truly “new” emissions to the overall globe. In fact, the approval of a new developmental plan or project does not necessarily create new automobile drivers - the primary source of a land use project’s emissions. Rather, new land use projects merely redistribute existing mobile emissions. Accordingly, the use of models that measure overall emissions increases without accounting for existing emissions will substantially overstate the impact of the development project on global warming. This makes an accurate analysis of GHG emissions substantially different from other air quality impacts, where the “addition” of redistributed emissions to a new locale can make a substantial difference to overall air quality.

Addressing the Project’s potential to “conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases” would include, for example, the applicable air quality attainment or maintenance plan, regional blueprint plans, sustainable community strategies, and climate action plans. The Statewide program for GHG emission reductions and maintenance, which ultimately is intended to result from California’s Global Warming Solutions Act (also referred to as AB 32), may constitute such a regional plan when adopted. The City of Ontario is currently working to develop a Climate Action Plan, and some guidance in the form of mitigation measures is provided in the EIR for the recently adopted General Plan update; however, a Citywide Climate Action Plan does not yet exist. Similarly, the SCAQMD and the County of San Bernardino have yet to adopt any plans. Therefore, there is no local, regional or statewide plan regulating global warming by which the proposed Project can be measured.

Notwithstanding these analytical challenges, CEQA Guidelines § 15002(a) (1) states that one of the basic purposes of CEQA is to “[i]nform governmental decision

makers and the public about the potential, significant environmental effects of proposed activities.” Therefore, this evaluation of the proposed Project’s potential for contribution to global climate change will analyze that potential in a manner and to an extent reasonably consistent with the policy underpinnings of CEQA.

It must be noted that there is no consensus within the scientific community on any given approach. As the California Air Pollution Control Officer’s Association (CAPCOA) observes, “[m]any legal and policy questions remain unsettled, including the requirements of CEQA in the context of greenhouse gas emissions.” Many organizations, public, private and civic, have released advisories or guidelines with recommendations to assist decision makers on how to best evaluate GHG emissions given this uncertainty. The City cannot, and need not, under CEQA, review every report from an expert or agency, as new reports are released on an almost daily basis. The City has, however, reviewed multiple key advisories, comment letters, and white papers from experts, agencies, and groups such as the CAT, the California Attorney General, CAPCOA, CARB, the Center for Biological Diversity, the League of California Cities, the Sierra Club, the California State Association of Counties, the Association of Environmental Professionals, and the California Chapter of the American Planning Association. Some of these reports urge “zero emission” thresholds, while others advocate against them. Others evaluate multiple thresholds, such as CAPCOA’s January 2008 white paper, which analyzes: (1) CEQA with no GHG thresholds; (2) CEQA with a GHG threshold of zero; and (3) CEQA with non-zero thresholds. In short, there is no consensus on how to analyze climate change in CEQA documents, and no specific methodology that is universally accepted.

CEQA Guideline § 15064.4(a) states that “[a] lead agency shall have discretion to determine, in the context of a particular project, whether to: (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which methodology to use . . .; and/or (2) Rely on a qualitative analysis or performance based standards.” The CEQA Guidelines amendments also state that a

lead agency should take into account the following three factors in assessing the significance of impacts from greenhouse gas emissions. Factor No. 1 is the extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting. Factor No. 2 is whether the project emissions would exceed a threshold of significance that the lead agency determines applies to the project. Factor No. 3 is the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project. See CEQA Guidelines Amendments § 15064.4(b) (1) - (3)).

The CEQA Guidelines amendments also state that a lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions associated with a project, including emissions associated with energy consumption and vehicular traffic. Because the methodologies for performing this assessment are anticipated to evolve over time, a lead agency shall have discretion to determine, in the context of a particular project, whether to use a model or methodology to quantify greenhouse gas emissions and/or rely on qualitative or other performance based standards for estimating the significance of greenhouse gas emissions. See CEQA Guidelines Amendments § 15064.4(b).

CEQA defines a "significant effect on the environment" as a substantial, or potentially substantial, adverse change in the environment (Public Resources Code § 21068). With respect to global climate change, no one project can individually create a direct impact on what is a global problem (i.e., no project will, by itself, raise the temperature of the planet). However, a project may be "cumulatively considerable,"

meaning “that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of current projects, and the effects of probable future projects.” (CEQA Guidelines § 15065(a) (3).) The CEQA Guidelines amendments add that a lead agency may determine in an initial study that a project’s incremental contribution to a cumulative effect is not cumulatively considerable and thus is not significant. (See CEQA Guidelines Amendment § 15064(h) (2).)

The following Tables 4.7-10 and 4.7-11 contain the greenhouse gas emissions that are anticipated during Phase I and Project buildout, respectively.

**Table 4.7-10
Phase I Greenhouse Gas Emissions (Annual)**

Emission Source	Emissions (Metric Tons Per Year)			
	CO ₂	CH ₄ (CO ₂ E)	N ₂ O (CO ₂ E)	Total CO ₂ E
Annual construction- related emissions amortized over 30 years	53.22	0.098	-	53.32
Area Source Emissions	148.69	1.47	-	151.08
Energy	1,144.69	0.63	6.20	1,150.17
Mobile Sources	5,897.61	7.14	-	5,904.77
Waste	53.94	66.99	-	120.89
Water Usage	150.81	11.97	6.20	167.71
Total CO₂E (All Sources)	7,547.94			

Source: CalEEMod TM model output, see Appendix A.

Note: Total obtained from CalEEMod may not total 100% due to rounding.

**Table 4.7-11
Project Buildout Greenhouse Gas Emissions (Annual)**

Emission Source	Emissions (Metric Tons Per Year)			
	CO ₂	CH ₄ (CO ₂ E)	N ₂ O (CO ₂ E)	Total CO ₂ E
Annual construction- related emissions amortized over 30 years ^a	106.44	0.196	-	106.64
Area Source Emissions	148.69	1.47	-	151.08
Energy	6,006.44	3.78	21.7	6,032.72
Mobile Sources	21,697.68	11.34	-	21,709.05
Waste	237.90	295.26	-	533.14
Water Usage	1,420.46	107.31	43.40	1,571.75
Total CO₂E (All Sources)	30,104.36			

Source: CalEEMod TM model output, see Appendix A.

Note: Total obtained from CalEEMod may not total 100% due to rounding.

^a For Project buildout conditions, construction emissions from Phase I were doubled as a conservative measure, to account for potential future construction activities associated with buildout of the Project.

Set forth below is the City's qualitative, performance-based analysis for each of the three factors delineated in the CEQA Guidelines amendments. In addition, the City is establishing its own threshold of significance in connection with Factor No. 2.

FACTOR NO. 1: The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.

The City determines compliance with this measure based on the extent to which a project may result in increased energy efficiency. Future development projects are expected to result in increased GHG emissions if they substantially increase electricity and natural gas consumption, vehicle miles traveled (VMT), and solid waste generation and subsequent disposal into landfills.

In the case of the Project, its mixed-use nature will assist in reducing regional vehicle miles traveled (VMT) by placing new residential uses near supporting commercial and employment-generating office uses. Additionally, by incorporating the

following design features, which are supported by Mitigation Measures GG-1 through GG-3 (presented subsequently), the proposed Project will not significantly increase the consumption of energy resources that contribute to greenhouse gas emissions and create any significant cumulative impacts to global climate change.

- The proposed Project will be designed to be energy efficient by siting buildings to take advantage of shade, prevailing winds, landscaping, and sun screening to reduce energy required for cooling.
- The proposed Project will install efficient lighting and lighting control systems and will utilize daylight as an integral part of lighting systems in buildings.
- The proposed Project will install energy efficient heating and cooling systems, appliances and equipment, and control systems.
- The proposed Project will be designed to be water-efficient and will install water-efficient fixtures and appliances.
- The proposed Project will use recycled water, as available, for landscape irrigation purposes.
- The proposed Project will reduce waste by recycling and/or salvaging nonhazardous construction and demolition debris.

Based on the preceding discussion, the Project is considered to be compliant with Factor No. 1.

FACTOR NO. 2: Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

Given that neither the Governor's Office of Planning and Research (OPR), nor CARB, nor the SCAQMD has established a numerical threshold, the City will also not adopt a numerical threshold. Instead, the City has determined to apply the following threshold to the Project:

The extent to which the project could help or hinder attainment of the state's goals of reducing greenhouse gas emissions to 1990 levels by the year 2020 as stated in AB 32 and an 80-percent reduction in GHG emissions below 1990 levels by 2050 as stated in Executive Order S-3-05.

The proposed Project would not hinder attainment of the State's goals of reducing GHG emissions to 1990 levels by 2020 and an 80-percent reduction below 1990 levels by 2050. The Project would constitute development within an established community that would be updating the region's building stock through its adoption of several GHG emissions reduction measures as set forth above in connection with Factor No. 1.

From a qualitative standpoint, the proposed Project is providing infill development on a currently underutilized site in a manner that is consistent with the City's adopted land use plan. As presented within the traffic study prepared for the Project, the total number of vehicle trips to be generated by the Project is substantially less than the number of trips projected under the maximum development scenario envisioned by the City's General Plan. Further, the Project will provide an opportunity for area residents to shop and work closer to home. As such, the Project is considered consistent with Factor No. 2.

FACTOR NO. 3: The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable, notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

No air district or other regulatory agency in California, including the SCAQMD, has formally adopted a significance threshold for GHG emissions generated by a Project (for which SCAQMD is not the lead agency), or a uniform methodology for analyzing impacts related to GHG emissions or global climate change. SCAQMD has adopted Significance Screening Levels for industrial projects (10,000 metric tons per year of carbon dioxide equivalent) for which it is the lead agency, but is still in the process of identifying screening significance thresholds for commercial and residential projects. (SCAQMD Working Group Meeting #14, November 19, 2009). Therefore, there are no applicable regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions in which to compare the Project.

Until such time as the City of Ontario adopts a Climate Action Plan (or similar plan designed to reduce the GHG emissions), the General Plan EIR adopted specific mitigation measures intended, in the interim, to minimize GHG emissions to the extent feasible. In order to ensure compliance with the General Plan, the relevant portions of these measures have been carried forward as Mitigation Measures GG-1 and GG-2, presented below.

GG-1 *The following measures shall be incorporated as conditions of Project approval, and shall be incorporated in all Project plans, specifications and contract documents:*

- *To reduce solid waste generation associated with Project construction activities, a plan to reduce waste by recycling and/or salvaging nonhazardous construction and demolition debris shall be submitted and approved by the City of Ontario prior to the issuance of construction permits;*
- *The Project shall connect with and utilize reclaimed (recycled) water, provided it is available from the Inland Empire Utility Agency's (IEUA) reclaimed water system, for the irrigation of Project landscaping;*
- *All new landscaping irrigation systems installed by the Project shall be automated, high-efficiency systems to reduce water use, including bubbler irrigation, low-angle and/or low-flow spray heads, moisture sensors, or the equivalent;*
- *The Project shall provide safe and convenient access for pedestrians and bicyclists to, across, and along the Project site's circulation system;*
- *The Project shall provide vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEV) and/or plug-in hybrid electric vehicle (PHEV) or the equivalent;*
- *The Project's commercial/retail components shall provide priority parking for electric vehicles and vehicles using alternative fuels;*
- *The Project shall provide vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEV) and/or plug-in hybrid electric vehicle (PHEV) or the equivalent;*
- *The Project shall provide outdoor electrical outlets on buildings to support the use, where practical, of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators.*
- *The Project shall, where feasible, incorporate passive solar design features, such as daylighting, and passive solar heating.*

GG-2 *Buildings shall surpass incumbent California Title 24 Energy Efficiency performance standards by a minimum of 20 percent for water heating and space heating and cooling.*

Verification of increased energy efficiencies shall be documented in Title 24 Compliance Reports provided by the Applicant, and reviewed and approved by the City prior to the issuance of the first building permit. Any combination of the following design features may be used to fulfill this mitigation measure provided that the total increase in efficiency meets or exceeds 20 percent:

- Site buildings to take advantage of shade, prevailing winds, landscaping, and sun screening, to reduce energy required for cooling;*
- Increase in insulation such that heat transfer and thermal bridging is minimized;*
- Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption;*
- Incorporate dual-paned or other energy efficient windows;*
- Incorporate energy efficient space heating and cooling equipment;*
- Interior and exterior energy efficient lighting which exceeds the California Title 24 Energy Efficiency performance standards shall be installed, as deemed acceptable by the City of Ontario;*
- Automatic devices to turn off lights when they are not needed shall be implemented in all non-residential development;*
- To the extent that they are compatible with landscaping guidelines established by the Tuscana Village Specific Plan and the City of Ontario, shade-producing trees, particularly those that shade buildings and paved surfaces such as streets and parking lots and buildings shall be planted at the Project site;*
- Paint and surface color palette for the Project shall emphasize light and off-white colors which will reflect heat away from the buildings;*
- Cool roofs and pavement shall be utilized, where appropriate, in all of the Project's non-residential development;*
- All buildings shall be designed to accommodate renewable energy sources, such as photovoltaic solar electricity systems, appropriate to their architectural design.*

GG-3 In addition to the preceding requirements of Mitigation Measures GG-1 and GG-2, the following measures shall be incorporated as conditions of approval for the Project's Phase

II, Office Park development, and shall be incorporated in all Project plans, specifications and contract documents:

- *The Project shall provide on-site, secure and weatherproof bicycle storage/parking consistent with City of Ontario requirements;*
- *The Project shall provide safe and convenient pedestrian and bicycle connections to surrounding areas, consistent with provisions of the Ontario Development Code. Location and configurations of proposed pedestrian and bicycle connections are subject to review and approval by the City. Prior to Final Site Plan approval, pedestrian and bicycle connections shall be indicated on the Project Site Plan; and*
- *The Project shall provide preferential parking for carpools and vanpool. Locations and configurations of proposed preferential parking for carpools and vanpools are subject to review and approval by the City. Prior to Final Site Plan approval, preferential parking for carpools and vanpools shall be delineated on the Project Site Plan.*

Compliance with these Mitigation Measures would ensure that Project-related emissions would not exceed those anticipated as part of the development of the City's Proposed Land Use Plan.

Summary

This evaluation acknowledges that the Project would generate GHG emissions; however, the mitigation measures identified in this discussion would reduce these emissions to the extent feasible. GHG emissions associated with buildout of the City's General Plan were identified as a significant and unavoidable impact of the General Plan. In adopting the General Plan and associated EIR, the City was required to prepare a Statement of Facts, Findings, and Overriding Considerations to identify the specific legal, social, technological, or other benefits of the General Plan update that would outweigh this unavoidable adverse impact and render it "acceptable." Because the Project's land use intensity and trip generation are both consistent with and reflected in the adopted Ontario General Plan, no additional impact beyond that identified in the Ontario General Plan EIR would occur based on Project development. Further, as demonstrated within this discussion, the Project

would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The Project will not interfere with the State’s goals of reducing greenhouse gas emissions to 1990 levels by the year 2020 as stated in AB 32 and an 80-percent reduction in GHG emissions below 1990 levels by 2050 as stated in Executive Order S-3-05. Project sustainable design features significantly reduce potential Project-related GHG emissions and are consistent with mitigation strategies. As presented above, the Project’s potential impact on climate change and global warming is considered less-than-significant.

Sources: Tuscana Village Specific Plan; *Tuscana Village Specific Plan Greenhouse Gas Analysis* (Urban Crossroads) April 22, 2011; The Ontario Plan; The Ontario Plan Environmental Impact Report, State Clearinghouse No. 2008101140, July 2009.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS.				
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 for the people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

a,b) *Less-Than-Significant Impact*. The Project will require the transport of fuel to the proposed service station and delivery of consumer-packaged retail chemicals. In addition, during construction activities, the Project will require limited transport of potentially hazardous materials (e.g., gasoline, diesel fuel, paints, solvents, fertilizer, etc.) to and from the Project site. However, the transport and handling of these materials is required to meet all County Hazardous Materials Management Plans and regulations, as well as extensive State and federal Laws.

These laws, as summarized in Table 4.7-12, prescribe requirements related to the protection of ground water and air quality, protection of environmentally sensitive areas, and safe transportation of hazardous materials. Compliance with these existing regulations reduces the potential hazard to the public or the environment due to the routine transport, use, or disposal of hazardous materials to a less-than-significant level.

**Table 4.7-12
Summary of Hazardous Material Regulatory Authority**

Regulatory Agency	Authority
Federal Agencies	
Department of Transportation	Hazardous Materials Transportation Act – Code of Federal Regulations (CFR 49)
Environmental Protection Agency (EPA)	Federal Water Pollution Control Act
	Clean Air Act
	Resources Conservation and Recovery Act (RCRA)
	Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)
	Superfund Amendments and Reauthorization Act (SARA)
Insecticide, Fungicide and Rodenticide Act	
Occupational Safety and Health Administration (OSHA)	Occupational Safety and Health Act (CFR 29)
State Agencies	
Department of Toxic Substances Control	Code of Regulations (CCR) Titles 17, 19, and 22
Department of Industrial Relations	Occupational Safety and Health Act, CCR Title 8
State Water Resources Control Board and Regional Water Quality Control Boards	Porter-Cologne Water Quality Control Act
	Underground Storage Tank Law
Health and Welfare Agency	Safe Drinking Water and Toxic Enforcement Act
Air Resources Board and Air Pollution Control District	Air Resources Act
	AB 1807
	Air Toxics “Hot Spots” Information and Assessment Act
Office of Emergency Services	Hazardous Materials Release Response Plans/Inventory Law
	Acutely Hazardous Materials Law
Department of Fish and Game	Fish and Game Code
Department of Food and Agriculture	Food and Agriculture Code
State Fire Marshall	Uniform Fire Code, CCR Title 19

- c) *Less-Than-Significant Impact.* The school nearest the Project site is Creek View Elementary School, located at 3742 Lytle Creek North Loop, approximately 0.40 miles west of the Project, within a developed residential tract. Colony High School, located at 3850 E. Riverside Drive, is located approximately 0.45 miles from the Project site. Potential impacts associated with the routine handling of potentially hazardous materials are discussed previously under item VIIa. As noted in that discussion, application of existing regulations and policies, supported by policies and programs to be implemented by the Project proponent, successfully reduce potential impacts associated with handling, storage, use and disposal of potentially hazardous materials that will be routinely present at the Project site. The Project site is not located within one-quarter mile of an existing school. As such, impacts are considered less-than-significant.
- d) *No Impact.* Based on information contained within the EnviroStor database, maintained by the Department of Toxic Substance Control (DTSC, <http://www.envirostor.dtsc.ca.gov/>), the Project site is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Further, no record of hazardous releases or underground tanks that could potentially affect the property were found as part of an additional database records search was performed as part of a Phase I Environmental Site Assessment for the Project's Phase I area (the Specific Plan's southerly 20 acres). A copy of the Phase I ESA is included at MND Appendix C.
- e) *Less-Than-Significant Impact.* The Project site is within Ontario International Airport (ONT) Airport Influence Area (AIA). Specifically, the site is located approximately 1.9 miles southerly of ONT and approximately 2.8 miles from the nearest runway (RW 8R-26L). The Airport Land Use Compatibility Plan (ALUCP) for ONT defines the 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 was evaluated in accordance with the compatibility polices of the ALUCP. Based on information retrieved from the ONT

Land Use Compatibility GIS Analysis Tool, the Project site is located outside the ONT safety zones and proposed building heights are consistent with airspace protection policies. Therefore, the Project will not expose future occupants of the Project site to potentially significant safety hazards.

- f) *No Impact.* The Project site is not located within the vicinity of a private airstrip, and would not result in safety hazards in this regard.
- g) *Less-Than-Significant Impact.* The Project would not cause permanent alteration to vehicle circulation routes, and would not interfere with any identified emergency response or emergency evacuation plan. In accordance with existing City policies, coordination with the local fire and police departments during pre-construction review of the Project's plans will ensure that potential interference with emergency response and evacuation efforts are avoided. This potential impact is therefore considered less-than-significant.
- h) *Less-Than-Significant Impact.* The Project site is located in an urbanized 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 department regulations during construction and operation of the Project will be required. As such, the Project is considered to have no potential to expose people to, or result in, increased wildland fire hazards.

Sources: *Environmental Site Assessment for the Rivermill Property, Riverside Drive and Milliken Avenue, Ontario California* (Orion Environmental Inc.) May 2004, included at Appendix C to this MND; *Tuscana Village Specific Plan*; *The Ontario Plan*; *The Ontario Plan Environmental Impact Report*, State Clearinghouse No. 2008101140, July 2009.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of the pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

a) *Less-Than-Significant Impact.* Project-related construction activities have the potential to impact surface water quality as the result of minor soil erosion (during grading and soil stockpiling), subsequent siltation, and conveyance of other pollutants into municipal storm drains during the Project construction phase. However, Project construction would occur in compliance with erosion control measures, including grading and dust control measures, imposed via City grading permit regulations. Project operations would comply with the National Pollutant Discharge Elimination System (NPDES) permit requirements. Under the NPDES, the Project would be required to ensure that post-development peak storm water runoff discharge rates would not exceed the estimated pre-development rates such that there would be an increased potential for downstream erosion. The NPDES requirements also include, but are not limited to, the following: minimizing stormwater pollutants of concern; containing properly designed outdoor material storage areas; containing properly designed trash storage areas; and providing proof of ongoing BMP maintenance. On-site parking facilities, along with the Project’s proposed car wash facility, would be required to: filter and treat runoff before it reaches the storm drain system; treat runoff to remove oil and petroleum hydrocarbons; and ensure adequate operation and maintenance of filter treatment systems. Implementation of these NPDES

requirements would ensure that operation of the Project would not violate any water quality standards or waste discharge requirements.

Based on the preceding discussion, the Project's potential to violate any water quality standards or to exceed waste discharge requirements is considered less-than-significant.

- b) *Less-Than-Significant Impact.* The Project would not contribute to groundwater depletion or interfere with groundwater recharge to an environmentally significant degree. Water is provided to the Project site by the City of Ontario, which is located within the Chino Groundwater Basin of the Santa Ana River Watershed. Groundwater which may be consumed by the Project and the City as a whole is recharged pursuant to basinwide policies and programs. Direct additions or withdrawals of groundwater are not proposed by the Project. Although the proposed Project would increase the impervious coverage on-site, a substantial proportion of the site would remain permeable, as part of landscape treatments and recreational areas included throughout the site. Construction proposed by the Project would not involve massive substructures at depths that would significantly impair or alter the direction or rate of flow of groundwater. Consequently, changes in the potential for groundwater infiltration would not occur.
- c) *Less-Than-Significant Impact.* No open bodies of water currently exist within or near the Project site. Further, as discussed previously, runoff from the Project site and vicinity will be conveyed via existing manmade drainage structures, ultimately draining to offsite natural watersheds with little or no net impact on quantities of off-site surface waters.

Runoff from the Project area may include oils from paved areas and other chemicals which cumulatively may result in degradation of offsite surface waters. Compliance with applicable existing National Pollution Discharge Elimination System (NPDES)

permitting requirements reduces Project-specific impacts on off-site surface water quality below the level of significance.

- d) *Less-Than-Significant Impact.* Because the site is adjacent to areas with existing development, the Project will extend existing drainage facilities provided by the City of Ontario and/or the San Bernardino County Flood Control District. Coordination with these agencies will be required as part of the City's standard pre-development review of Project construction plans. Further, as discussed in the following paragraph IXe, the Project is required to ensure that no net increase in runoff would occur post-development, when compared to the site's existing runoff levels. Thus, implementation of the proposed Project would not substantially alter the existing drainage pattern of the site or surrounding area and would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.
- e) *Less-Than-Significant-Impact.* Consistent with NPDES requirements, post-development runoff quantities would not substantially increase as a result of the Project. The proposed Project will generate pollution constituents in surface water runoff that are generally similar to existing conditions, and required water quality control measures would be introduced and implemented. The Project's potential to create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff is therefore considered less-than-significant.
- f) *Less-Than-Significant Impact.* Construction activities would occur in accordance with City requirements including necessary permits, plans, plan checks, and inspections to reduce the effects of sedimentation and erosion. As part of the City's requirements, Best Management Practices (BMPs) would be implemented during construction, consistent with the Municipal NPDES permit to reduce pollution in stormwater discharge to levels that comply with applicable water quality standards. In addition, Project operation would comply with the City's NPDES requirements to

minimize potential water quality impacts associated with Project operations, including those attributable to the Project's proposed parking areas and car wash facility. Impacts in this regard are considered less-than-significant.

- g,h) *No Impact.* Based on maps maintained by the Federal Emergency Management Agency (FEMA), the Project site is located in Zone X, which are "areas determined to be outside the 0.2 percent annual chance floodplain." Additionally, the City's General Plan EIR has identified the Project site as outside the 100-year and 500-year floodplains. As such, these environmental concerns are not applicable to the Project.
- i) *Less-Than-Significant Impact.* The Project would not alter the site in such a way as to create any flood hazards or otherwise substantially alter area drainage patterns. The Project area is relatively flat and is not located near any bodies of water, and, based on the Ontario General Plan EIR (Figure 5.9-2, Flood Hazard Areas), the site is outside the potential San Antonio Dam inundation area. The Project's potential to create or expose people or property to a significant risk of loss due to flood hazards is considered less-than-significant.
- j) *No Impact.* The Project site is not located near any bodies of water or water storage facility that would be considered susceptible to seiche. Nor is the Project site located proximate to coastal waters, and as such, is not subject to tsunami hazards. No volcanoes are identified on the Project site, and the Project site has not historically been affected by volcanism. Impacts related to tsunami, seiche, or volcanic hazards will not affect the Project.

Sources: Tuscana Village Specific Plan; The Ontario Plan; The Ontario Plan Environmental Impact Report, State Clearinghouse No. 2008101140, July 2009.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

- a) *Less-Than-Significant Impact.* The Project site is located in an urbanizing area at the eastern edge of the City of Ontario. The Project involves the development of mixed commercial, office, and residential uses that have been designed to accommodate and complement the existing and planned land uses in the vicinity, including the SR-60 to the north, existing residential uses to the west and southwest, planned Specific Plan uses to the south, and existing and planned industrial uses to the east. The physical arrangement of the surrounding area would not be modified or divided as a result of Project implementation. As such, the Project would not physically divide an established community. Potential land use impacts resulting from the Project that could indirectly affect established communities or neighborhoods are assessed under their respective environmental topics within this IS/MND. Please refer also to Checklist items I, "Aesthetics," III, "Air Quality," XI, "Noise," and XV, "Transportation/Circulation." 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) *Less-Than-Significant Impact.* The Project does not propose modification of the City's existing "Mixed Use" General Plan land use designation; however, the site's existing zoning designations (C3, "Commercial Service" and R1, "One-Family Residential development") are requested to be amended to "Specific Plan" as part of the Project. This zone change would reflect a comprehensive plan for the development of the Project site.

The Ontario General Plan includes assumptions regarding the density and intensity of future development within the City. General Plan Table LU-02, "Land Use Designations Summary Table," indicates that the Project site, identified as the "Hamner/SR-60 Mixed Use Area" would be allowed a floor-area ratio of 1.0, with intensity/density "subject to the Specific Plan." Floor-area ratio (FAR) references the ratio of building area to lot area. A site with 1.0 FAR could support a variety of development, ranging from a single-story building with 100 percent lot coverage, to 4-story building with 25 percent lot coverage.

The Tuscana Village Specific Plan (Table 4-1, Land Use Summary) has identified the Project site's gross buildable area as 1,948,382 square feet. Thus, at 1.0 FAR, a building area totaling more than 1.9 million square feet would be allowed. The Specific Plan proposes a total non-residential building area of 948,731 square feet, and up to 200 medium-density residential units, each ranging in size from 780 to 1,335 square feet. Using an average unit size of approximately 1,057 square feet, the Project's residential uses would be expected to total approximately 211,400 square feet. Although the multi-family units proposed by the Project have a higher density than that allowed under the site's existing single-family zoning, the total Project FAR is approximately 0.60, which is well within the development intensity allowed by The Ontario Plan. As such, the Project would not conflict with the City's existing land use plan. Additionally, the development of multi-family uses in the southwestern portion of the Project site would provide for a logical transition in

development intensity from the existing single-family residential tract to the west, to the proposed commercial uses in the southeastern portion of the Specific Plan area.

As discussed throughout this Initial Study, the Project is consistent with other City policies and with the regulations of other agencies with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect. Potential impacts in this regard are considered less-than-significant.

- c) *No Impact.* Apart from the Recovery Unit designation for the Delhi Sands Flower-Loving Fly (addressed in the preceding discussion of Biological Resources, paragraph IVa) no existing or proposed conservation plans have been identified that would affect the Project; nor would the Project affect any identified conservation plans. No impacts due to inconsistency with habitat conservation plans or natural community conservation plans are anticipated.

Sources: Tuscana Village Specific Plan; The Ontario Plan; The Ontario Plan Environmental Impact Report, State Clearinghouse No. 2008101140, July 2009.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and to the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

a,b) *No Impact.* No known mineral resources of value to the region and the residents of the State have been identified as occurring within the Project site. Based on information contained within the Ontario General Plan EIR (Figure 5.11-1, Mineral Resource Zones), the Project site lies within Mineral Zone 3, in which “the significance of mineral deposits cannot be determined from the available data.” Several Mineral Resource Zones within the City have been identified, each of which contains aggregate (i.e., sand and/or gravel) resources. The Project site is outside areas identified as having minerals of importance to the state or region. As such, development of the proposed Project is not anticipated to result in substantial impacts to mineral resources that would be of future value to the region and the residents of the State.

Sources: Tuscana Village Specific Plan; The Ontario Plan; The Ontario Plan Environmental Impact Report, State Clearinghouse No. 2008101140, July 2009.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

- a) *Potentially Significant Unless Mitigation Incorporated.* Based on the Noise Impact Analysis prepared for the Project (presented as Appendix D to this MND and summarized in the following discussions), the Project (as mitigated) will not expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance.

Construction noise is exempt from the City of Ontario Noise Ordinance while construction activities are subject to the provisions of Section 5-29.09 of the Noise Ordinance which requires construction activities to occur on weekdays between the hours of 7:00 a.m. and 6:00 p.m. and on Saturday and Sunday between the hours of 9:00 a.m. and 6:00 p.m. Construction noise impacts are considered less-than-significant with compliance with these requirements. Notwithstanding, mitigation is proposed to reduce construction noise to the extent feasible at adjacent uses.

Daytime Project-generated operational noise contributions are less-than-significant,

and in some cases less than what was anticipated in the recently adopted General Plan. Mitigation has been included in this analysis to assure that nighttime noise levels do not exceed the City of Ontario Nighttime Multi-Family Residential standard. Specifically, with the restriction of delivery vehicles to adjacent uses, required by Mitigation Measure NO-2, noise levels can be reduced below the nighttime City standard. Additionally, as required by Mitigation Measure NO-3, the wall along the northern boundary of the proposed residential uses shall be increased in height from 6 feet (as proposed) to 9 feet in order to alleviate potential nighttime noise impacts to these uses. With the incorporation of these measures, the Project will not expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance.

- b) *Less-Than-Significant Impact.* Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Significant construction vibration is generally associated with pile driving and rock blasting. Occasionally large bulldozers and loaded trucks can cause perceptible vibration levels at close proximity. According to the Transportation and Construction-Induced Vibration Guidance Manual prepared for Caltrans, ground-borne vibration from construction activities and equipment such as such as D-8 and D-9 Caterpillars bulldozers, earthmovers and haul trucks at distances of 10 feet do not create vibration amplitudes that cause structural damage to nearby structures. Since the proposed Project is not expected to employ any pile driving or rock blasting equipment and with the nearest receivers located over 50 feet from the nearest point of construction activities, impacts from ground-borne vibration are anticipated to be less-than-significant.

As previously presented within this Section, construction activities are exempt from the City of Ontario Noise Ordinance. Similarly, the City does not have any standards related to vibrations emanating from construction activities. The Project site does not contain any features that would require unique construction techniques, such as pile driving or rock blasting. For these reasons, the standard construction processes that

will be employed will create less-than-significant vibration impacts. Operational activities at the proposed Project site will not include nor require equipment, facilities, or activities that would result in perceptible ground-borne vibration, thus creating no ground-borne vibration impacts.

- c) *Potentially Significant Impact Unless Mitigation Incorporated.* Permanent noise increases attributable to the Project can be discussed in three (3) main categories: Project operations, on-site transportation impacts, and off-site transportation impacts. These categories are discussed below.

1. Ambient conditions are below applicable standards, and Project-generated noise at receptor land uses would result in:

- An exceedance of the suggested land uses/noise compatibility guidelines for surface transportation sources presented in the City of Ontario and Eastvale Noise Element (mobile sources); or
- An exceedance of the exterior noise standards defined in the City of Ontario or City of Eastvale Noise Ordinance (area/stationary sources);

2. If ambient noise conditions exceed applicable Noise Ordinance Standards and Project-generated noise would create a “barely perceptible” 3 dBA or greater permanent increase in ambient exterior noise levels.

Project Operations

The stationary noise impacts associated with the proposed Project include delivery trucks, operation of the proposed car wash, speakerphones at drive-thrus, general vehicle activities, and operation of roof-top air conditioning units. As part of the Noise Analysis for this Project, reference noise levels were measured and/or gathered from similar acoustical studies. Reference noise levels denote the anticipated noise that would be generated by activities at the Project site. Details pertaining to the reference noise levels are presented in the Noise Analysis, presented as Appendix D to this MND. In order to use the most conservative approach, the analysis assumes the loading docks, trash compactors, speakerphones, parking lot activities and roof-top

air conditioning units all operating simultaneously. In reality, these noise levels will vary throughout the day.

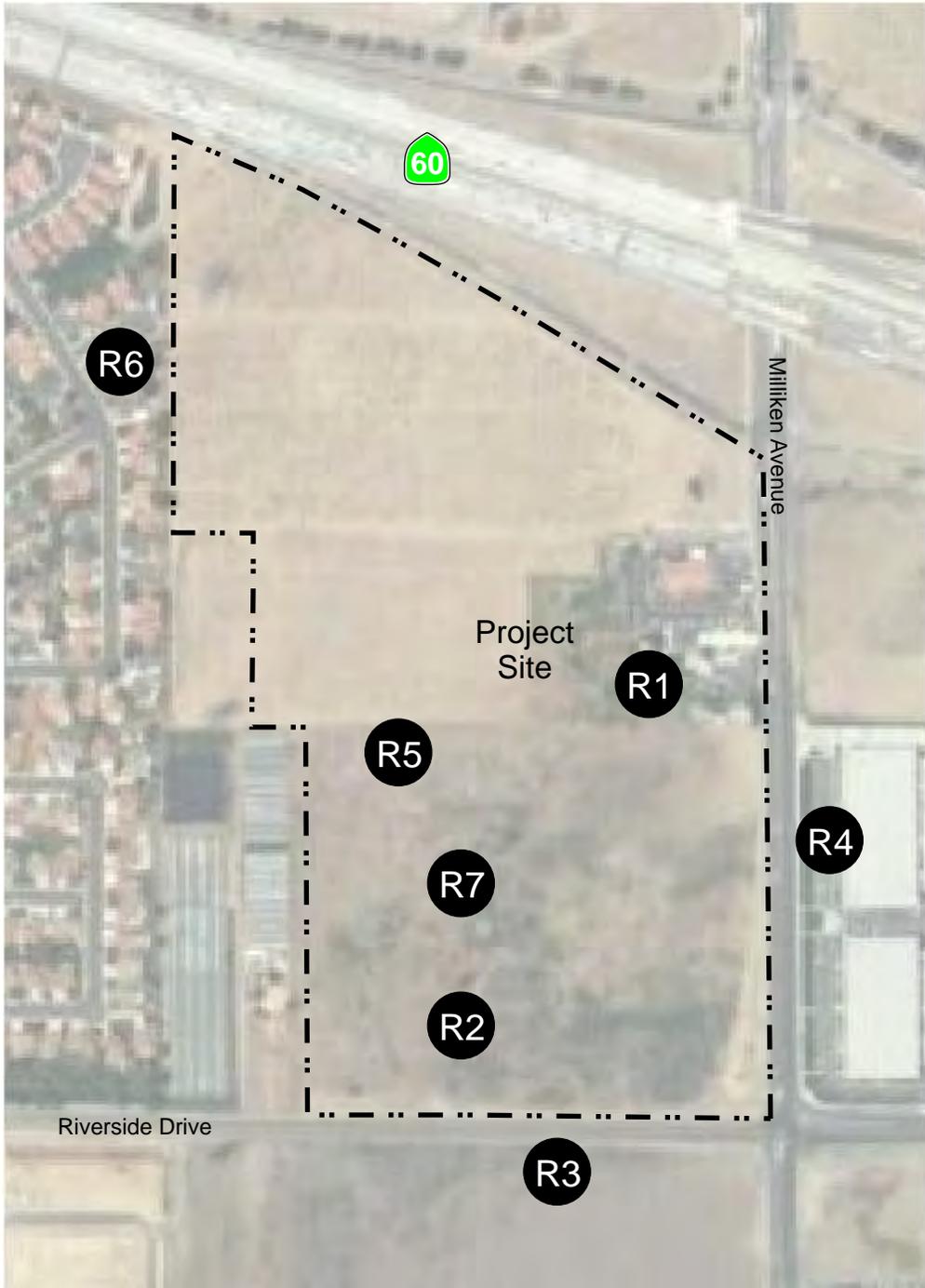
Figure 4.7-1 illustrates receptors that may be subject to Project operational noise. Based upon the reference noise levels, operational noise levels were projected. Stationary Project operational noise, as received at the receptor locations shown in Figure 4.7-1, would range from 43.1 to 57.5 dBA Leq.

For the purposes of conducting a conservative analysis, the nearest sensitive receptor during Phase I of Project development was used for study. This receptor (R1) is an existing church, located in the central portion of the Project site approximately 77 feet from Phase I operational activities. This church also operates a child care center during limited hours on Sundays and Wednesdays.

It should be noted that although receptors R6 and R7 could be subject to Project-generated noise, precise plans have not been developed for the areas that will be located adjacent. Therefore, specific noise impacts to these uses cannot be reliably projected at this time. To ensure that these uses are not subjected to noise levels in excess of City standards, the following mitigation is incorporated into the Project.

NO-1 Upon finalization of specific development plans for the northern business park uses (Galleano and Riboli properties), the developer shall demonstrate that the on- and off-site residential uses will not be subject to noise levels in excess of City standards. Conversely, if the projected noise levels exceed City standards, the developer shall implement appropriate measures necessary to meet the standards.

To assess the commercial related noise level contributions, the existing ambient noise level measurements were combined with the stationary source noise level projections presented above. Tables 4.7-13 and 4.7-14 present the Project's contribution to daytime and nighttime noise levels, respectively.



- R1** Existing church use, (77')
- R2** Proposed on-site multi-family units, (116')
- R3** Approved commercial uses, (173')
- R4** Existing industrial uses, (271')
- R5** Proposed on-site multi-family units, (50')
- R6** Existing single-family uses, (50')
- R7** Proposed on-site multi-family uses, (60')



NOT TO SCALE

Source: Urban Crossroads; Applied Planning, Inc.

(X) = Distance to proposed operational noise source

Figure 4.7-1
Noise Receptors, Project Operations

**Table 4.7-13
Daytime (7 a.m. to 10 p.m.) Project Noise Contributions**

Receptor Location ¹	Condition ²	Exterior Noise Level (dBA Leq)
R1 (Church)	Project Only Noise Level	55.1
	Ambient Noise Level	52.6
	Combined Project and Ambient Noise Level	57.0
	Project Contribution	4.4
R2 (Multi-Family)	Project Only Noise Level	53.7
	Ambient Noise Level	49.5
	Combined Project and Ambient Noise Level	55.1
	Project Contribution	5.6
R3 (Commercial)	Project Only Noise Level	57.5
	Ambient Noise Level	54.3
	Combined Project and Ambient Noise Level	59.2
	Project Contribution	4.9
R4 (Commercial)	Project Only Noise Level	43.1
	Ambient Noise Level	61.3
	Combined Project and Ambient Noise Level	61.4
	Project Contribution	0.1
R5 (Multi-Family)	Project Only Noise Level	48.0
	Ambient Noise Level	47.3
	Combined Project and Ambient Noise Level	50.7
	Project Contribution	3.4
R6 (Single-Family)	Project Only Noise Level	50.0
	Ambient Noise Level	47.3
	Combined Project and Ambient Noise Level	51.9
	Project Contribution	4.6
R7 (Multi-Family) ³	Project Only Noise Level	57.3
	Ambient Noise Level	49.5
	Combined Project and Ambient Noise Level	58.0
	Project Contribution	8.5
City of Ontario Daytime Residential/ Child Care Noise Standard		65.0

Source: *Tuscana Village Specific Plan Noise Analysis* (Urban Crossroads) May 13, 2011

1 See Figure 4.7-1 for receptor locations.

2 Existing ambient noise level coincides with lowest daytime noise level recorded at nearest noise monitoring location.

3 Receptor R7 represents a worse-case scenario for all points along the eastern property line of the Katelaris residential development north of R2 to the intersection of 'A' and 'B' Streets.

As can be seen from Table 4.7-13, daytime Project noise level contributions will range from 0.1 dBA Leq to 8.5 dBA Leq when compared with the loudest daytime hours. Although Project-related noise level impacts may contribute greater than 3.0 dBA to the existing daytime ambient noise levels, overall noise levels will remain below the 65 dBA Leq residential exterior noise level standards for the City of Ontario, and, therefore, operation of the proposed Project will not create a significant daytime noise impact to the surrounding receptors.

The following Table 4.7-14 presents the Project's contribution to nighttime noise levels. Receptor R1 is not included in this analysis as it is only open during daytime hours.

Table 4.7-14
Nighttime (10 p.m. to 7 a.m.) Project Noise Contributions

Receptor Location¹	Condition²	Exterior Noise Level (dBA Leq)
R2 (Multi-Family)	Project Only Noise Level	53.7
	Ambient Noise Level	50.8
	Combined Project and Ambient Noise Level	55.5
	Project Contribution	4.7
R3 (Commercial)	Project Only Noise Level	57.5
	Ambient Noise Level	50.8
	Combined Project and Ambient Noise Level	58.3
	Project Contribution	7.5
R4 (Commercial)	Project Only Noise Level	43.1
	Ambient Noise Level	58.9
	Combined Project and Ambient Noise Level	59.0
	Project Contribution	0.1
R5 (Multi-Family)	Project Only Noise Level	48.0
	Ambient Noise Level	44.3
	Combined Project and Ambient Noise Level	57.3
	Project Contribution	5.2
R6 (Single-Family)	Project Only Noise Level	50.0
	Ambient Noise Level	44.3
	Combined Project and Ambient Noise Level	51.0
	Project Contribution	6.7

**Table 4.7-14
Nighttime (10 p.m. to 7 a.m.) Project Noise Contributions**

Receptor Location ¹	Condition ²	Exterior Noise Level (dBA Leq)
R7 (Multi-Family) ³	Project Only Noise Level	57.3
	Ambient Noise Level	50.8
	Combined Project and Ambient Noise Level	58.2
	Project Contribution	7.4
City of Ontario Nighttime Single-Family Residential Noise Standard		45.0
City of Ontario Nighttime Multi-Family Residential Noise Standard		50.0
City of Ontario Nighttime Commercial Noise Standard		60.0

Source: *Tuscana Village Specific Plan Noise Analysis* (Urban Crossroads) May 13, 2011

1 See Figure 4.7-1 for receptor locations.

2 Existing ambient noise level coincides with lowest daytime noise level recorded at nearest noise monitoring location.

3 Receptor R7 represents a worse-case scenario for all points along the eastern property line of the Katelaris residential development north of R2 to the intersection of A and B Streets.

Table 4.7-14 shows that the nighttime Project noise level contributions will range from 0.1 dBA Leq to 7.5 dBA Leq when compared with the quietest nighttime hours. With Project-related noise level impacts contributing greater than 3.0 dBA to existing nighttime ambient noise levels and exceeding the City of Ontario Nighttime Multi-Family and Single-Family Residential standards, on-site operation will create a potential significant noise impact to receptors R2, R6, and R7 as shown on Figure 4.7-1. In order to reduce potentially significant noise impacts at R2, restrictions on truck deliveries at adjacent land uses are required by Mitigation Measure NO-2, presented below.

Additionally, the noise level increase at receptor R5 located on the northern portion of the residential parcel may approach 5.2 dBA. The Project originally proposed a 6-foot high wall along the northern residential property boundary. However, based on the analysis presented within the noise study, the height of this wall shall be increased to nine (9) feet, as required by Mitigation Measure NO-3, presented below. The planned 6-foot high wall provides a 5.1 dBA reduction, resulting in a noise level of 52.2 at the residential receptors. Increasing the height to 9 feet provides a 9.3 dBA reduction, resulting in a noise level of 48.0 dBA. As such, with this 9-foot wall, the overall exterior noise levels are expected to remain below the City of Ontario 50 dBA exterior noise standard.

For receptors R6 and R7, specific nighttime mitigation measures were not proposed due to the location of the future Galleano and Katelaris Commercial Phase II sources being unknown at this time. Once final plans are available, a final noise analysis shall be completed, as required by previous Mitigation Measure NO-1.

NO-2 Truck deliveries for all uses located easterly adjacent to 'A' Street shall be restricted to the non-noise sensitive daytime hours of 7:00 a.m. to 10:00 p.m.

NO-3 The wall proposed along the northern property line of the residential parcel shall be increased from 6 feet in height to 9 feet, as shown on Exhibit 8-A of the Noise Impact Analysis. Mitigated nighttime noise levels are presented in Table 4.7-15, below.

**Table 4.7-15
Mitigated Nighttime (10 p.m. to 7 a.m.) Project Noise Contributions**

Receptor Location¹	Condition²	Exterior Noise Level (dBA Leq)
R2 (Multi-Family)	Project Only Noise Level	49.6
	Ambient Noise Level	50.8
	Combined Project and Ambient Noise Level	53.3
	Project Contribution	2.5
R3 (Commercial)	No restrictions necessary.	-
R4 (Commercial)	No restrictions necessary.	-
R5 (Multi-Family)	With the wall proposed along the northern property line of the residential parcel.	48.0
R6 (Single-Family)	Nighttime noise impacts to be evaluated once final site plans are available.	-
R7 (Multi-Family)	Nighttime noise impacts to be evaluated once final site plans are available.	-
City of Ontario Nighttime Multi-Family Residential Noise Standard		50.0

Source: *Tuscana Village Specific Plan Noise Analysis (Urban Crossroads)* May 13, 2011

1 See Figure 4.7-1 for receptor locations.

2 Existing ambient noise level coincides with lowest daytime noise level recorded at nearest noise monitoring location.

Table 4.7-15 shows that the restricted operations will cause the nighttime Project noise level contributions to be 2.5 dBA Leq at receptor R2 when compared with the quietest nighttime hours, and therefore, considered less-than-significant. Additionally,

mitigated noise levels at receptor R5 will not exceed City nighttime standards. For receptors R6 and R7, specific nighttime mitigation measures were not proposed due to the location of the future Phase II sources being unknown at this time.

On-Site Transportation Noise Impacts

Currently, the Project site is exposed to traffic noise from the Pomona Freeway (SR-60), Milliken Avenue, and Riverside Drive. The residential portion of the Project will be affected by traffic on Riverside Drive, 'A' Street, 'B' Street, and SR-60. Using the FHWA traffic noise prediction model, calculations of the expected future noise impacts were completed. All roadways were considered flat and do not take into account and future intervening buildings that will be located within the business park portion of the Specific Plan area. Based on the information presented in the Noise Analysis, the southernmost units of the residential portion of the Specific Plan could be located within the 70 dBA CNEL contour.

As previously mentioned, the Noise Ordinance does not specify standards for private exterior living areas (i.e. balconies, patios) within multi-family uses. As such, this analysis focuses on achieving the interior noise standard of 45 dBA for these uses. Once specific architectural plans are finalized for the residential portion of the Specific Plan area, the developer will be required to demonstrate that interior residential noise levels would be reduced to less than 45 dBA CNEL. This can be accomplished through the use of attenuating building materials, such as dual paned acoustical windows, extra insulation, and other heavy-duty building construction techniques. Acoustical verification through compliance with the City's plan check process ensures no significant impacts in this regard will occur.

Off-Site Transportation Noise Impacts

To assess the off-site noise level impacts associated with development of the proposed Project, noise contours were developed for the following traffic scenarios:

- Existing
- Project Phase I (Year 2012) Without / With Project
- Project Buildout Without / With Project

As detailed within Table 6-6 of the Noise Impact Analysis, roadway noise increases attributable to the Project will range from 0.0 dBA CNEL to 1.1 dBA CNEL during Phase I.

Upon buildout, roadway noise increases attributable to the Project will range from -1.7 dBA CNEL to 0.1 dBA CNEL. It should be noted that the proposed Project provides a less intense use than what was assumed in the City of Ontario General Plan, and therefore some volumes for the 'with Project' scenario are lower than the base projections that were used within the General Plan EIR.

As indicated above, the Project's incremental off-site vehicular source noise contributions are projected to be within the "barely perceptible" range (less than 3.0 dBA CNEL). For this reason, off-site Project-related noise is considered less-than-significant.

- d) *Less-Than-Significant Impact.* Construction noise creates short-term impacts to the ambient noise levels. Noise generated by construction equipment, including trucks, power tools, concrete mixers and portable generators can reach high levels.

The Project is expected to be completed within approximately seven months. Project construction is expected to occur in six stages: demolition, site preparation, grading, building construction, paving, and architectural coating.

As previously discussed, the Cities of Ontario and Eastvale have not adopted specific construction noise level impact standards. For the purposes of this analysis, construction related noise level impacts are exempt based on Section 5-29.06 of the City of Ontario Municipal Code states, “the following activities shall be exempt from the provisions of this chapter”: Noise sources associated with construction, repair, remodeling, demolition or grading of any real property. Such activities shall instead be subject to the provisions of Section 5-29.09 which requires construction activities to occur on weekdays between the hours of 7:00 a.m. and 6:00 p.m. and on Saturday and Sunday between the hours of 9:00 a.m. and 6:00 p.m.

In January 2006, the Federal Highway Administration (FHWA) published a national database of construction equipment reference noise emission levels. The database provides a comprehensive list of the noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Though exempt from the noise ordinance, expected noise level impacts associated with construction activities are presented below. Table 4.7-16 presents the maximum noise levels that can be expected at the nearest sensitive receptor, a church-related child care use currently located approximately 54 feet north of the Phase I commercial property boundary.

**Table 4.7-16
Maximum Construction Noise Levels**

Construction Phase	Maximum Noise Level
Demolition	87.4 dBA
Site Preparation	83.4 dBA
Grading	88.0 dBA
Building Construction	83.2 dBA
Paving	80.8 dBA
Architectural Coating	75.4 dBA

Source: *Tuscana Village Specific Plan Noise Analysis* (Urban Crossroads) May 13, 2011

The projected noise levels, as presented above, are considered temporary, intermittent, of short duration, and will cease upon completion of Phase I construction. Additionally, for the purposes of this analysis, it is assumed that the church use will remain until such time as the Riboli site redevelops. This scenario assumes that all of the existing Riboli structures are razed when the new development commences.

Although construction noise is exempt from the City Noise Ordinance and will not present any long-term impacts, the following mitigation would reduce construction noise to the extent feasible.

NO-4 During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.

NO-5 The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the Project site during all Project construction.

NO-6 The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.

Additionally, the Project will comply with the construction restrictions presented in Section 5-29.09 of the Municipal Code. Based on City standards and the incorporation of the above mitigation, the potential for the Project to result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project is considered less-than-significant.

- e) *Potentially Significant Unless Mitigation Incorporated.* The Project site is within Ontario International Airport (ONT) Airport Influence Area (AIA). Specifically, the site is located approximately 1.9 miles southerly of ONT and approximately 2.8 miles from the nearest runway (RW 8R-26L). The Project site is located within the 60db CNEL Noise Contour and the proposed land uses are allowed if proper interior noise attenuation is attained. Specifically, as required by Policy N4 of the Ontario Airport Land Use Compatibility Plan, interior levels for residential uses must not exceed 45 dB, while commercial/office interior levels must not exceed 50 dB. Mitigation Measure NO-7 will ensure compliance with this Policy.

NO-7 Prior to the issuance of building permits, the developer(s) of the Specific Plan shall demonstrate that the proposed uses will not be subject to interior noise levels in excess of City standards. Conversely, if the projected noise levels exceed City standards, the developer shall implement appropriate measures necessary to meet the standards.

Additionally, residential development within the 60dB CNEL requires the recording of an overflight notification running with the land as a condition of approval. Airport proximity disclosure information should be provided in accordance with State law (Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353. See Section 6.4.4 (b) and Appendix A of the ONT ALUCP for information on these laws). The proposed residential units are being constructed to condominium standards and may be sold to individual buyers in the future. The purchase agreement for any individual residential units shall include the required disclosure language, as required by Mitigation Measure NO-8.

NO-8 The following language shall be included within the purchase agreement for any individual residential units. "NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to

consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you."

With proper attenuation and disclosure, the Project's potential to expose people residing or working in the Project area to excessive noise levels is considered less-than-significant.

- e) *No Impact.* The Project site is not located within the vicinity of a private airstrip, and would not expose people residing or working in the Project area to excessive noise levels in this regard.

Sources: Tuscana Village Specific Plan; *Tuscana Village Specific Plan Noise Analysis* (Urban Crossroads) May 13, 2011; The Ontario Plan; The Ontario Plan Environmental Impact Report, State Clearinghouse No. 2008101140, July 2009; Ontario Airport Land Use Compatibility Plan; *California Airport Land Use Planning Handbook* (Caltrans, Division of Aeronautics, 2002 Edition).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in the area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through the extension or roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

- a) *Less-Than-Significant Impact.* The development of new residences and business uses as part of the Project has the potential to result in direct population growth. The Tuscana Village Specific Plan proposes the construction of up to 200 new residential units within the southwestern portion of the site, and up to 948,731 square feet of commercial/retail uses within the remainder of the Project site. By developing the Project site with a mix of residential and business uses, the Project would assist in maintaining the City's existing balance between jobs and housing. Further, the Project is consistent with anticipated growth and development projections included within the Ontario General Plan. On this basis, the Project's potential to noticeably alter the overall location, distribution, density, or growth rate of City or regional populations is therefore considered less-than-significant.
- b,c) *No Impact.* The Project will be implemented on properties that are currently either vacant or developed with commercial or religious uses. The Project does not involve, or propose displacement of any on-site or off-site housing stock. No impacts relating to displacement of housing will result from the Project.

Sources: Tuscana Village Specific Plan; The Ontario Plan; The Ontario Plan Environmental Impact Report, State Clearinghouse No. 2008101140, July 2009.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIV. PUBLIC SERVICES. 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.* The Ontario Fire Department currently provides fire protection and emergency medical services to the Project site and the remainder of the City. The fire station located nearest the Project site is Fire Station 6, located at 29231 E. Philadelphia Avenue, less than two (2) miles to the northwest. The Project site is not located in a high fire hazard area; rather, development of the Project site would replace the site’s existing vacant areas, which periodically present a minor fire hazard due to the presence of dry vegetation, with landscaped residential and commercial development. Property and sales tax revenues generated by the Project may be used to offset costs associated with providing and maintaining fire protection services within the City. The Project would not result in substantial adverse physical impacts associated with the provision of the new or physically altered governmental facilities or the 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.

- b) *Less-Than-Significant Impact.* The Ontario Police Department, which is headquartered less than one-quarter mile to the west of the Project site, provides police protection and law enforcement services to the City. The Department currently employs approximately 230 police officers, 109 civilian personnel, and four K-9 units. The Specific Plan will include design features, such as security lighting and surveillance cameras within new commercial and/or business park development that will act to discourage crimes such as vandalism. Property and sales tax revenues generated by the Project may be used to offset costs associated with providing police services and maintaining police protection services within the City. The Project would not result in substantial increased demands that would require construction of new, nor alteration of existing police protection facilities, the construction of which could cause significant environmental impacts.
- c) *Less-Than-Significant Impact.* Implementation of the Project's residential uses (up to 200 units) could result in increased student demands on existing school facilities. Public school districts serving the Project site include the Mountain View School District (grades K-8), and the Chaffey Joint Union High School District (grades 9-12). School impacts attributable to development projects are mitigated on a fee basis by payment of school impact fees. The Districts currently collect negotiated development fees upon the issuance of building permits. Currently, developer fees collected by the Mountain View School District total \$5.21 per square foot for residential development and \$0.32 per square foot for commercial development. The Chaffey Joint Union High School District collects \$1.42 per square foot for residential development, and \$0.15 per square foot for commercial development. This equates to a total fee of approximately \$1.8 million for the Project, as illustrated in the following Table 4.7-17. Based on payment of requisite fees, impacts to school services and facilities are considered less-than-significant.

**Table 4.7-17
Estimated School Fee Summary**

Proposed Development	School District (Grades Served)		Total Fee Estimate
	Mountain View (K-8)	Chaffey Joint Union High School (9-12)	
Residential: 211,400 sq. ft. (approximate area based on 200 units at an average of 1,057 square feet each)	\$5.21 per sq. ft.	\$1.42 per sq. ft.	\$1,401,582
Commercial: 255,404 sq. ft.	\$0.32 per sq. ft.	\$0.15 per sq. ft.	\$445,904
Business Park: 693,327 sq. ft.			
Total			\$1,847,486

- d) *Less-Than-Significant Impact.* As discussed in the following Section XV, the Project will pay all applicable in-lieu fees required of new development for the provision of Citywide parkland and park development. Further, the Tuscana Village Specific Plan incorporates private, on-site recreational facilities to serve future residents of the Project consistent with the City’s General Plan Policy PR1-6. On this basis, the potential for the Project to adversely affect parks or recreational facilities based on increased demands for services is considered less-than-significant.

- e) *Less-Than-Significant Impact.* Development of the Project would require established public agency oversight, including but not limited to: actions by the City Planning and Building and Safety Divisions, and the City Public Works Department. These actions typically fall within routine tasks of these agencies and are funded by existing review and processing fees. The Project will not create a level of demand that would require the provision of new facilities to serve these demands.

Sources: Tuscana Village Specific Plan; The Ontario Plan; The Ontario Plan Environmental Impact Report, State Clearinghouse No. 2008101140, July 2009.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XV. RECREATION				
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) *Less-Than-Significant Impact.* The Tuscana Village Specific Plan will be required to participate in the City’s established Park Dedication and In-Lieu Fee program, as established under Development Code Section 9-2.1500. The City requires that all new subdividers or builders within an established subdivision “pay an impact fee, offer for dedication parkland in lieu thereof, or both, at the sole and exclusive option of the City . . .” [Development Code Section 9-2. 1510]. Policy PR1-5 from the City’s recently updated General Plan increases the City’s requirement for public and private parkland within the City from three (3.0) acres to five (5.0) acres per 1,000 residents. Based on factors provided in Development Code Section 9-2.1515, the Project is anticipated to generate an average of 3.347 persons per dwelling unit, or a projected total of approximately 670 residents in 200 units.

Thus, in order to meet the City’s parkland requirement, the Project would be required to dedicate 3.35 acres¹ of parkland within the Specific Plan area, or pay a fee to the

¹ Five (5.0) acres required per 1,000 residents = 0.005 acre required per Project resident. Projected occupancy of 670 x 0.005 acres = 3.35 acres.

City in lieu of dedication. The City's fee is based on the fair market value of the land that is planned to be developed by the City for park and recreational facilities.

Additionally, General Plan Policy PR1-6 requires the provision of "a minimum of 2 acres of developed private park space per 1,000 residents." City Staff has indicated that this Policy was intended to be directed towards single-family residential development rather than the multi-family development proposed by the Project. Further, to date, no Development Code requirement supporting this Policy has been adopted by the City. Nonetheless, if implemented as written, this Policy could require the Project to dedicate the equivalent of 1.34 acres² of private, developed parkland.

As noted in the Project Description of this document (Section 2.0), the residential component of the Project proposes extensive private recreational facilities, including a community clubhouse, exercise room, putting green, pool and jacuzzi area, outdoor fireplace, and children's outdoor play equipment. As part of the City's standard development review process, the allowable area of these facilities will be determined upon submittal of development plans. If the area is determined to be less than that required by the City, an in-lieu fee will be assessed and paid by the applicant prior to the issuance of occupancy permits. On this basis, the Project will meet the City's minimum requirement for the development of private park land, and is consistent with this General Plan policy.

The City's General Plan EIR determined that because new development would be required to provide sufficient public parkland or pay in-lieu fees that would go toward acquiring the five (5) acres of public parkland per 1,000 residents generated by the development, and to provide a minimum of two (2) acres of developed private park space per 1,000 residents, the development of park facilities Citywide would keep pace with the anticipated increase in population from buildout of The Ontario Plan.

² Two (2.0) acres required per 1,000 residents = 0.002 acre required per Project resident. Projected occupancy of 670 x 0.002 acres = 1.34 acres.

Because the Project will pay in-lieu fees toward the purchase of public parkland, and construct private facilities to serve the recreational needs of Project residents as part of Specific Plan development, the potential for the Project to adversely affect parks or recreational facilities based on increased demands for these services is therefore considered less-than-significant.

- b) *Less-Than-Significant Impact.* The Project’s on-site recreational area (described in the preceding paragraph XVa) would be constructed within the proposed residential development area of the Specific Plan. Potential environmental impacts relative to the development of these recreational uses are considered along with the potential impacts of the Specific Plan as a whole, and would not result in any new or different impacts than those considered in this IS/MND. The Project would not require any new or expanded park or recreational facilities not anticipated by the City’s General Plan. As such, the Project’s potential impact is less-than-significant.

Sources: Tuscana Village Specific Plan; The Ontario Plan; The Ontario Plan Environmental Impact Report, State Clearinghouse No. 2008101140, July 2009.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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XVI. TRANSPORTATION/TRAFFIC. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

a,b) *Less-Than-Significant Impact.* A Traffic Impact Analysis (TIA) was prepared by Mountain Pacific, Inc. in October 2011, to evaluate the impacts of traffic generated by the Tuscana Village Specific Plan Project. Potential Project-specific and cumulative impacts were addressed under two scenarios: (1) development of Phase I uses only, referred to as “Opening Year (2012)” conditions; and (2) development of the entire Specific Plan (Phases I and II), referred to as the “General Plan Buildout” scenario. The following summarizes the findings of the Project TIA, which is included in its entirety as MND Appendix E.

Levels of Service

Level of Service (LOS) is a term which is used to describe traffic operating conditions that may occur on a given roadway or at a given intersection when it is subjected to varying traffic volumes. LOS is a measure of “quality of flow,” and as shown in Tables 4.7-18 and 4.7-19, there are six levels of service, A through F. These designations represent traffic congestion from best to worst, respectively. In general, LOS “A” represents free-flow conditions with no congestion. Conversely, LOS “F” represents severe congestion with stop-and-go conditions. Levels of service E and F are typically considered to be unsatisfactory.

Table 4.7-18 provides LOS definitions for uninterrupted flow, or traffic that is unrestrained by the presence of traffic signals or stop signs. Within urbanized areas, uninterrupted flow is generally found only on freeways. For interrupted traffic, along roadways with signals or stop signs at intersections, the definitions of LOS are dependent on the quality of flow at these intersections. Pursuant to discussions with the City of Ontario, the average stopped delay per vehicle was used to determine the LOS at study area intersections. Table 4.7-19 provides the range of average vehicle delay for signalized intersections, and total vehicle delay for unsignalized intersections corresponding with levels of service A through F.

**Table 4.7-18
Roadway Segment Level of Service Definitions**

Level of Service	Definition	Nominal Range of Volume-to-Capacity Ratio (V/C) or Intersection Capacity
A	Represents free flow. Individual vehicles are virtually unaffected by the presence of others in the traffic stream.	0.00 to 0.60
B	Is in the range of stable flow, but the presence of other vehicles in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.	0.61 to 0.70
C	Is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual vehicles becomes significantly affected by interactions with other vehicles in the traffic stream.	0.71 to 0.80
D	Is a crowded segment of roadway with a large number of vehicles restricting mobility and a stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.	0.81 to 0.90
E	Represents operating conditions at or near the level capacity. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdown in traffic movement.	0.91 to 1.00
F	Is used to define forced or breakdown flow (stop-and-go gridlock). This condition exists when the amount of traffic approaches a point that exceeds the amount that can travel to a destination. Operations within the queues are characterized by stop and go waves, and they are extremely unstable.	Not Meaningful

Source: 2000 Highway Capacity Manual, from *Traffic Impact Analysis for Tuscana Village Specific Plan, City of Ontario, CA* (Mountain Pacific, Inc.) October 2011.

**Table 4.7-19
Intersection Delay-Based Level of Service Criteria**

LOS	Average Stopped Delay per Vehicle (seconds)	Average Total Delay per Vehicle (seconds)
	Signalized	Unsignalized
A	0 to 10.0	0 to 5.0
B	10.01 to 20.00	5.01 to 10.00
C	20.01 to 35.00	10.01 to 20.00
D	35.01 to 55.00	20.01 to 30.00
E	55.01 to 80.00	30.01 to 45.00
F	80.01 and up	45.01 and up

Source: 2000 Highway Capacity Manual, from *Traffic Impact Analysis for Tuscana Village Specific Plan, City of Ontario, CA* (Mountain Pacific, Inc.) October 2011.

Traffic Impact Significance Criteria

Given the Project's location at the corporate boundaries of the City of Ontario and County of San Bernardino, Project-related traffic has the potential to affect roadways and intersections within several adjacent jurisdictions. The minimum standard for acceptable operations within each relevant jurisdiction is defined below.

- The City of Ontario's minimum standard for acceptable intersection operations is LOS "D."
- The San Bernardino County Congestion Management Program (CMP) minimum standard for intersection operations is LOS "E."
- The California Department of Transportation (Caltrans) states in their *Guide for the Preparation of Traffic Impact Studies*³ that the State "endeavors to maintain a target LOS at the transition between LOS C and LOS D. . . . If an existing State Highway is operating at less than the appropriate target LOS, the existing MOE (measure of effectiveness) should be maintained." On this basis, LOS "D" is considered the minimum acceptable level of service for ramp intersections and freeway segments associated with I-15 and SR-60, which are under Caltrans jurisdiction.
- LOS "C" is the desired minimum LOS along all Riverside County-maintained roads and conventional state highways.⁴ As an exception, LOS "D" may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Urban Expressways, conventional state highways or freeway ramp intersections. (LOS "E" may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities.)
- Given their recent incorporation, the City of Eastvale's standards are currently assumed to be the same as those of the County of Riverside.

³ Caltrans *Guide for the Preparation of Traffic Impact Studies*, State of California Department of Transportation, December 2002 (<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>).

⁴ *Riverside County General Plan RCIP* (http://www.rctlma.org/genplan/content/gp/chapter04.html#TOC3_5).

In this analysis, minimum acceptable intersection operating conditions follow the City of Ontario guidelines for all intersections; in other words, LOS “D” or better is considered acceptable at study intersections.

Existing Levels of Service

LOS analysis was conducted at ten (10) existing and two (2) future intersections in the Project area, which were identified in consultation with the City of Ontario and County of Riverside transportation staff. The locations of these intersections are shown in the following Figure 4.7-2. It may be noted that Milliken Avenue is also referred to as Hamner Avenue to the south of the Project site; however, within this MND, the street is referenced only as Milliken Avenue to avoid confusion. Table 4.7-20 provides a summary of existing levels of service for existing study area intersections during the morning and evening peak hour periods (7 to 9 a.m. and 4 to 6 p.m., respectively). As seen in this Table, all intersections and driveways adjacent to the Project operate acceptably, at LOS A or B.

**Table 4.7-20
Existing Traffic Conditions**

Intersection		Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay ¹	LOS ²	Delay	LOS
1	Milliken Avenue at Riverside Drive	Signal	18.9	B	18.8	B
2	Milliken Avenue at Industrial Driveway ³	TWSC ⁴	0.4	A	0.3	A
3	Milliken Avenue at SR-60 Eastbound Ramps	Signal	15.7	B	14.4	B
4	Milliken Avenue at SR-60 Westbound Ramps	Signal	13.6	B	10.0	A
5	Riverside Drive at Mill Creek Road	Signal	17.2	B	13.3	B
6	Riverside Drive at Sharp Street	TWSC	1.2	A	1.1	A
7	Milliken Avenue at Cantu-Galleano Ranch Road	Signal	12.2	B	12.8	B
8	Cantu-Galleano Ranch Road at I-15 Southbound Ramps	Signal	9.0	A	9.0	A
9	Cantu-Galleano Ranch Road at I-15 Northbound Ramps	Signal	12.4	B	11.9	B
10	Milliken Avenue at Samantha Drive	TWSC	0.5	A	0.4	A

Source: *Traffic Impact Analysis for Tuscana Village Specific Plan, City of Ontario, CA* (Mountain Pacific, Inc.) October 2011.

(1) Intersection average vehicle delay in seconds.

(2) Intersection Level of Service (refer to Table 4.7-19 for Intersection LOS criteria).

(3) East side of Milliken Avenue/Street “B” (to be constructed in future with buildout of the Project).

(4) Two-Way Stop-sign Control. For these intersections, average delay is reported above; “worst-case” (side street) delay is provided on LOS TRAFFIX worksheets in the Project TIA (MND Appendix E).

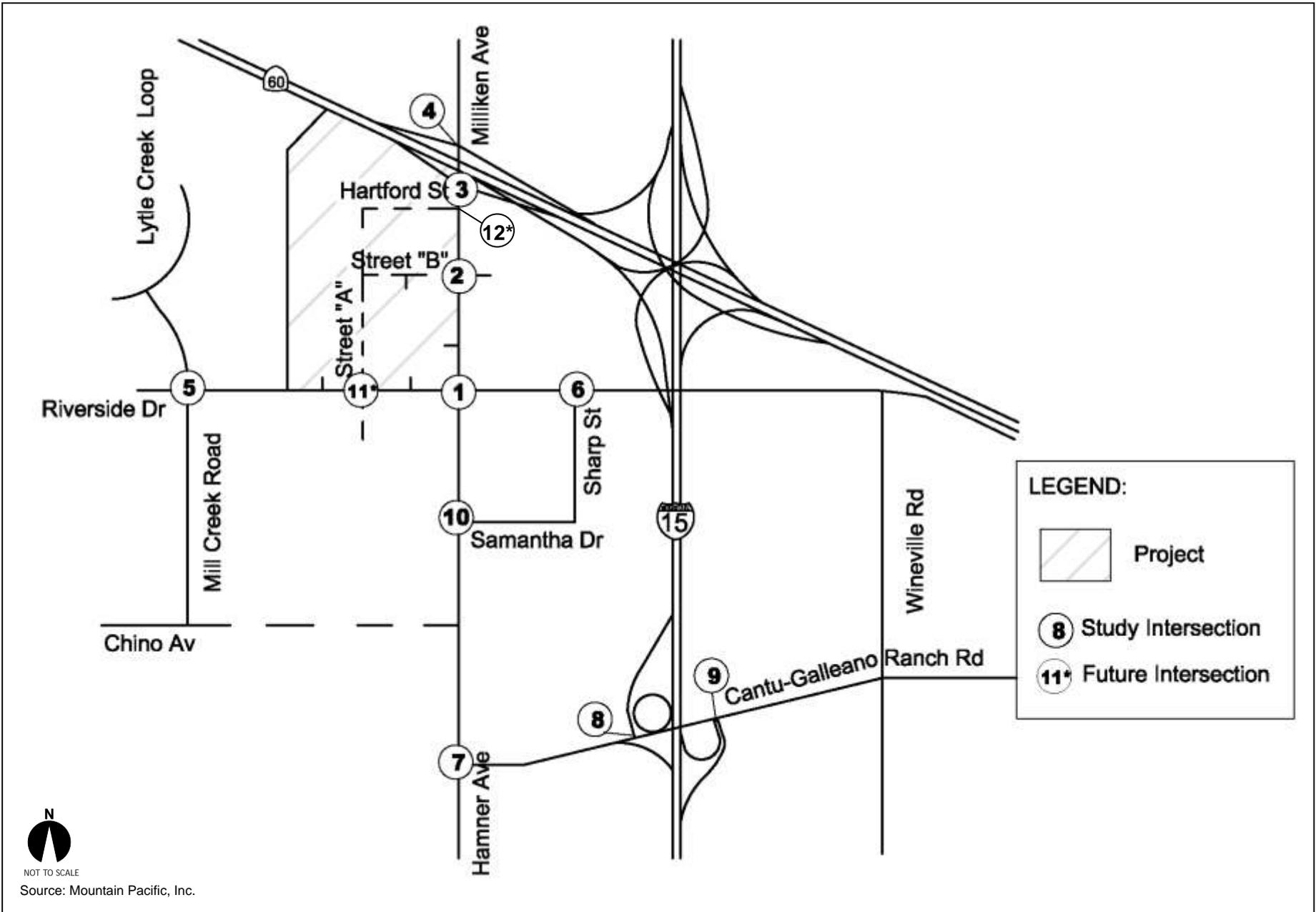


Figure 4.7-2
Study Intersection Locations

Project Trip Generation

Trip generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting a generating land use. Trip generation rates for the Project land uses are shown in the following Table 4.7-21. Based on these standard trip generation rates, Project-specific trip generation estimates are summarized subsequently in Tables 4.7-22 and 4.7-23.

Table 4.7-21
Project Trip Generation Rates¹

Land Use	ITE Code	Units	Daily Rate	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Apartments	220	d.u. ²	6.65	0.102	0.408	0.51	0.403	0.217	0.62
General Office Building	710	s.f. ³	11.01	1.364	0.186	1.55	0.253	1.087	1.49
Retail (shopping center)	820	s.f.	42.94	0.610	0.390	1.00	1.828	1.902	3.73
Fast-Food Restaurant ⁴	934	s.f.	496.12	25.168	24.182	49.35	17.597	16.243	33.84
Car Wash-Gas Station ⁵	946	f.p. ⁶	152.84	6.084	5.846	11.93	7.109	6.831	13.94
Restaurant ⁷	932	s.f.	127.15	5.99	5.53	11.52	6.58	4.57	11.15
Nursery Sales ⁸	817	s.f.	36.08	0.65	0.66	1.31	1.90	1.90	3.80

Source: *Traffic Impact Analysis for Tuscana Village Specific Plan, City of Ontario, CA* (Mountain Pacific, Inc.) October 2011.

- (1) Trip generation rates for specific land uses are from *ITE Trip Generation*, 8th Edition.
- (2) Dwelling units.
- (3) Per 1,000 square feet.
- (4) Reflects fast-food restaurant with drive-through window.
- (5) Reflects gas/service station with convenience market and car wash.
- (6) Fueling positions.
- (7) Reflects high turnover (sit down) restaurant.
- (8) Nursery (garden center) uses are anticipated as an interim use of the Specific Plan.

It is important to note that the preceding trip generation rates reflect the gross trip-making characteristics of free-standing uses. However, some of the trips from a development of this composition and location will come from other land uses within the development and the neighborhood. In other words, one vehicular trip may be made to several land uses. This phenomenon is called “internal” trip making. Internal trip-making is a result of relationships among land use activities that result in people being attracted to two or more land uses on a single auto trip to a given area of development (also known as captive market effects). As a result, trips among various land uses are made on-site (either by walking or by vehicles entirely on internal roadways) without using streets external to the site. This internal capture rate is represented in the tables that follow as a percentage reduction applied to trip

generation estimates for individual land uses to and from which trips internal to the site are made. The total internal trip reduction is then applied externally to the site (i.e., at driveways, external intersections and on adjacent roadways).

Table 4.7-22
Phase I Weekday Project Trip Generation

Land Use	Units ¹	Daily Rate ²	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Phase I(A): Residential								
Apartments	200 d.u.	1,330	20	82	102	81	43	124
Gross Phase I(A) Trips		1,330	20	82	102	81	43	124
10% internal trip reduction factor ³		(133)	(2)	(8)	(10)	(8)	(4)	(12)
Net Phase I(A) Trips		1,197	18	73	92	73	39	112
Phase I(B): Commercial								
In-Line Restaurant ⁴	6,000 s.f.	763	36	33	69	39	27	67
In-Line Restaurant ⁵	5,026 s.f.	639	0	0	0	38	19	57
Retail	9,000 s.f.	386	5	4	9	16	17	34
Fast food with drive-thru	2,250 s.f.	1,116	57	54	111	40	37	76
Office	2,000 s.f.	22	3	0	3	1	2	3
Gas Station ⁶	12 f.p.	1,834	73	70	143	85	82	167
Nursery Sales	5,000 s.f.	180	3	3	7	10	10	19
Gross Phase I(B) Trips		4,941	177	165	342	228	194	423
10% internal trip reduction factor ³		(494)	(18)	(16)	(34)	(23)	(19)	(42)
Pass-by reduction for Restaurant ⁷		(416)	(11)	(10)	(21)	(30)	(18)	(48)
Pass-by reduction for Retail ⁸		(83)	(1)	(1)	(2)	(5)	(5)	(10)
Pass-by reduction for Fast Food ⁹		(502)	(25)	(24)	(49)	(18)	(16)	(34)
Pass-by reduction for car wash ¹⁰		(924)	(41)	(39)	(80)	(43)	(41)	(84)
Net Phase I(B) Trips		2,521	82	75	156	110	94	204
Gross Phase I Trips		6,271	197	246	444	309	238	547
Phase I Internal Trip Reduction		(627)	(20)	(25)	(44)	(31)	(24)	(55)
Phase I "Pass-By" Trips		(1,927)	(78)	(74)	(151)	(96)	(81)	(177)
Net New Phase I Trips		3,718	100	148	248	182	133	315

Source: *Traffic Impact Analysis for Tuscana Village Specific Plan, City of Ontario, CA* (Mountain Pacific, Inc.) October 2011.

- (1) Unit Abbreviations: d.u. = dwelling unit; s.f. = square feet; f.p. = fueling positions.
- (2) Trip generation rates for specific land uses are from *ITE Trip Generation*, 8th Edition, as detailed in MND Table 4.7-21.
- (3) Reflects internal capture between residential and office/retail/restaurant land uses.
- (4) Reflects high turnover (sit down) restaurant use for daily, AM and PM peak hours.
- (5) Reflects high turnover (sit down) restaurant for daily and PM peak-hours. Brewery/wine tasting would not be operational during the AM peak hour.
- (6) Reflects gas/service station with convenience market and car wash.
- (7) *Trip Generation Handbook, Second Edition, An ITE Recommended Practice*, June 2004, Table 5.22 (Average pass-by trip percentage for High-Turnover (Sit-Down) Restaurant, Weekday PM Peak Period).
- (8) *Trip Generation Handbook, Second Edition, An ITE Recommended Practice*, June 2004, Table 5.6 (Average pass-by trip percentage for Shopping Center, Weekday PM Peak Period).
- (9) *Trip Generation Handbook, Second Edition, An ITE Recommended Practice*, June 2004, Tables 5.23 and 5.24 (Average pass-by trip percentage for Fast-Food Restaurant with Drive-Through Window, Weekday AM and PM Peak Periods, respectively).
- (10) *Trip Generation Handbook, Second Edition, An ITE Recommended Practice*, June 2004, Tables 5.29 and 5.30 (Average pass-by trip percentage for Gasoline/Service Station with Convenience Market, Weekday AM and PM Peak Periods, respectively).

As seen in Table 4.7-22, the Project's Phase I uses in Opening Year (2012) are estimated to generate approximately 3,718 trips per day. During the weekday morning peak hour period, 248 trips (100 inbound and 148 outbound) will be generated, while 315 trips are expected to be generated during the evening peak hour period (182 inbound and 133 outbound) by Phase I land uses.

The following Table 4.7-23 presents trip generation estimates for the Project at buildout. It is expected that Tuscana Village Specific Plan would ultimately generate up to 15,435 trips on a on a daily basis, of which 1,371 trips (1,035 inbound and 336 outbound) would be generated during the morning peak hour period, and 1,602 trips (525 inbound and 1,077 outbound) would be generated during the evening peak hour period.

Table 4.7-23
Buildout Weekday Project Trip Generation

Land Use	Units ¹	Daily Rate ²	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Phase I(A): Residential								
Apartments	200 d.u.	1,330	20	82	102	81	43	124
Gross Phase I(A) Trips		1,330	20	82	102	81	43	124
10% internal trip reduction factor ³		(133)	(2)	(8)	(10)	(8)	(4)	(12)
Net Phase I(A) Trips		1,197	18	73	92	73	39	112
Phase I(B): Commercial								
In-Line Restaurant ⁴	6,000 s.f.	763	36	33	69	39	27	67
In-Line Restaurant ⁵	5,026 s.f.	639	0	0	0	38	19	57
Retail	27,000 s.f.	1,159	16	11	27	49	51	101
Fast food with drive-thru	5,750 s.f.	2,853	145	139	284	101	93	195
Office	69,000 s.f.	760	94	13	107	17	85	103
Gas Station ⁶	12 f.p.	1,834	73	70	143	85	82	167
Gross Phase I(B) Trips		8,008	364	266	630	330	359	689
10% internal trip reduction factor ³		(801)	(36)	(27)	(63)	(33)	(36)	(69)
Pass-by reduction for Restaurant ⁷		(227)	(11)	(10)	(21)	(15)	(11)	(26)
Pass-by reduction for Retail ⁸		(250)	(4)	(2)	(6)	(15)	(16)	(31)
Pass-by reduction for Fast Food ⁹		(1,284)	(64)	(61)	(125)	(46)	(42)	(88)
Pass-by reduction for Car Wash ¹⁰		(924)	(41)	(39)	(80)	(43)	(41)	(84)
Net Phase I(B) Trips		4,522	209	127	336	178	213	392
Phase II(A): Commercial/Office Park								
Office	450,506 s.f.	4,960	614	84	698	114	557	671
Retail	90,101 s.f.	3,869	55	35	90	165	171	336

**Table 4.7-23
Buildout Weekday Project Trip Generation**

Land Use	Units ¹	Daily Rate ²	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Gross Phase II(A) Trips		8,829	669	119	788	279	729	1,007
20% of trips attracted from other uses		(1,766)	(134)	(24)	(158)	(56)	(146)	(201)
Pass-By reduction for Retail		(743)	(11)	(7)	(17)	(45)	(47)	(91)
Net Phase II(A) Trips		6,320	525	88	613	178	536	714
Phase II(B): Commercial/Office Park								
Office	242,821 s.f.	2,673	331	45	376	62	300	362
Retail	48,127 s.f.	2,067	29	19	48	88	92	180
Gross Phase II(B) Trips		4,740	361	64	424	149	392	541
20% of trips attracted from other uses		(948)	(72)	(13)	(85)	(30)	(78)	(108)
Pass-By reduction for Retail		(397)	(6)	(4)	(9)	(24)	(25)	(49)
Net Phase II(B) Trips		3,395	283	48	330	96	289	384
Gross Specific Plan Trips		22,907	1,415	530	1,945	839	1,523	2,362
Internal Trip Reduction		(3,648)	(244)	(71)	(316)	(127)	(264)	(391)
“Pass-By” Trip Reduction		(3,825)	(135)	(123)	(258)	(188)	(181)	(369)
Net Specific Plan Buildout Trips		15,435	1,035	336	1,371	525	1,077	1,602

Source: *Traffic Impact Analysis for Tuscana Village Specific Plan, City of Ontario, CA* (Mountain Pacific, Inc.) October 2011.

- (1) Unit Abbreviations: d.u. = dwelling unit; s.f. = square feet; f.p. = fueling positions.
- (2) Trip generation rates for specific land uses are from ITE *Trip Generation*, 8th Edition, as detailed in MND Table 4.7-21.
- (3) Reflects internal capture between residential and office/retail/restaurant land uses.
- (4) Reflects high turnover (sit down) restaurant use for daily, AM and PM peak hours.
- (5) Reflects high turnover (sit down) restaurant for daily and PM peak-hours. Brewery/wine tasting would not be operational during the AM peak hour.
- (6) Reflects gas/service station with convenience market and car wash.
- (7) *Trip Generation Handbook, Second Edition, An ITE Recommended Practice*, June 2004, Table 5.22 (Average pass-by trip percentage for High-Turnover (Sit-Down) Restaurant, Weekday PM Peak Period).
- (8) *Trip Generation Handbook, Second Edition, An ITE Recommended Practice*, June 2004, Table 5.6 (Average pass-by trip percentage for Shopping Center, Weekday PM Peak Period).
- (9) *Trip Generation Handbook, Second Edition, An ITE Recommended Practice*, June 2004, Tables 5.23 and 5.24 (Average pass-by trip percentage for Fast-Food Restaurant with Drive-Through Window, Weekday AM and PM Peak Periods, respectively).
- (10) *Trip Generation Handbook, Second Edition, An ITE Recommended Practice*, June 2004, Tables 5.29 and 5.30 (Average pass-by trip percentage for Gasoline/Service Station with Convenience Market, Weekday AM and PM Peak Periods, respectively).

Project Trip Distribution and Assignment

The Project's trip distribution was developed in consultation with the City's traffic modeling consultant, Kimley-Horn and Associates, Inc. Figures 9 and 10 of the Project TIA (MND Appendix E) provide a detailed summary of the Project's trip distribution for opening year and buildout, respectively. Project-related trips were then assigned to study area roadways as reflected in TIA Figures 11 and 12 (please refer to MND Appendix E).

Existing-Plus-Ambient Traffic Conditions

The City of Ontario indicates that traffic in the study area has been growing by approximately two (2.0) percent per year. Accordingly, the Project TIA determined Opening Year (2012) traffic volumes by increasing existing traffic volumes (counted in 2009) by a factor of 1.0612 to reflect an annual compounded traffic growth rate of two percent.

Opening Year With-Project Traffic Conditions

To determine whether there would be any operational impacts at opening year with implementation of the Specific Plan's Phase I, Project-generated trips for Phase I, Opening Year (2012), as reflected in the preceding Table 4.7-22, were added to existing-plus-ambient traffic volumes to determine the Opening Year With-Project traffic volumes.

The analysis of weekday morning With-Project intersection LOS was based upon the peak-hour traffic volumes and the existing intersection geometrics. Tables 4.7-24 and 4.7-25 summarize the Existing-Plus-Ambient levels of service with and without the addition of Project-related trips at study area intersections during the weekday morning and evening peak-hour periods, respectively.

Table 4.7-24
Opening Year (2012) Existing-Plus-Ambient Traffic Conditions
Weekday Morning Peak Hour Period

Intersection		Traffic Control	No-Project Conditions		With-Project Conditions ¹	
			Delay ²	LOS ³	Delay	LOS
1	Milliken Avenue at Riverside Drive	Signal	19.1	B	19.7	B
2	Milliken Avenue at Industrial Driveway ⁴	TWSC ⁵	0.5	A	0.5	A
3	Milliken Avenue at SR-60 Eastbound Ramps	Signal	16.3	B	17.4	B
4	Milliken Avenue at SR-60 Westbound Ramps	Signal	14.0	B	14.2	B
5	Riverside Drive at Mill Creek Road	Signal	17.5	B	17.7	B
6	Riverside Drive at Sharp Street	TWSC	1.2	A	1.2	A
7	Milliken Avenue at Cantu-Galleano Ranch Road	Signal	12.8	B	13.9	B
8	Cantu-Galleano Ranch Road at I-15 Southbound Ramps	Signal	9.0	A	9.1	A

Table 4.7-24
Opening Year (2012) Existing-Plus-Ambient Traffic Conditions
Weekday Morning Peak Hour Period

Intersection		Traffic Control	No-Project Conditions		With-Project Conditions ¹	
			Delay ²	LOS ³	Delay	LOS
9	Cantu-Galleano Ranch Road at I-15 Northbound Ramps	Signal	12.5	B	12.5	B
10	Milliken Avenue at Samantha Drive	TWSC	0.5	A	0.5	A
11	Riverside Drive at Street "A" (future) ⁶	Signal ⁷	-	-	10.6	B

Source: *Traffic Impact Analysis for Tuscana Village Specific Plan, City of Ontario, CA* (Mountain Pacific, Inc.) October 2011.

- (1) Levels of service reflect half-street improvements adjacent to Phase I development.
- (2) Intersection average vehicle delay in seconds.
- (3) Intersection Level of Service (refer to Table 4.7-19 for Intersection LOS criteria).
- (4) Street "B" to be constructed in future with buildout of the Project (after Opening Year 2012).
- (5) Two-Way Stop-sign Control. For these intersections, average delay is reported above; "worst-case" (side street) delay is provided on LOS TRAFFIX worksheets in Project TIA (MND Appendix E).
- (6) Only exists under With-Project Conditions.
- (7) Traffic signal under With-Project conditions.

Table 4.7-25
Opening Year (2012) Existing-Plus-Ambient Traffic Conditions
Weekday Evening Peak Hour Period

Intersection		Traffic Control	No-Project Conditions		With-Project Conditions ¹	
			Delay ²	LOS ³	Delay	LOS
1	Milliken Avenue at Riverside Drive	Signal	19.2	B	19.8	B
2	Milliken Avenue at Industrial Driveway ⁴	TWSC ⁵	0.3	A	0.3	A
3	Milliken Avenue at SR-60 Eastbound Ramps	Signal	14.7	B	15.1	B
4	Milliken Avenue at SR-60 Westbound Ramps	Signal	10.2	B	10.9	B
5	Riverside Drive at Mill Creek Road	Signal	12.7	B	12.3	B
6	Riverside Drive at Sharp Street	TWSC	1.1	A	1.1	A
7	Milliken Avenue at Cantu-Galleano Ranch Road	Signal	13.0	B	13.0	B
8	Cantu-Galleano Ranch Road at I-15 Southbound Ramps	Signal	9.0	A	9.4	A
9	Cantu-Galleano Ranch Road at I-15 Northbound Ramps	Signal	11.9	B	11.9	B
10	Milliken Avenue at Samantha Drive	TWSC	0.4	A	0.4	A
11	Riverside Drive at Street "A" (future) ⁶	Signal ⁷	-	-	10.3	B

Source: *Traffic Impact Analysis for Tuscana Village Specific Plan, City of Ontario, CA* (Mountain Pacific, Inc.) October 2011.

- (1) Levels of service reflect half-street improvements adjacent to Phase I development.
- (2) Intersection average vehicle delay in seconds.
- (3) Intersection Level of Service (refer to Table 4.7-19 for Intersection LOS criteria).
- (4) Street "B" to be constructed in future with buildout of the Project (after Opening Year 2012).
- (5) Two-Way Stop-sign Control. For these intersections, average delay is reported above; "worst-case" (side street) delay is provided on LOS TRAFFIX worksheets in Project TIA (MND Appendix E).
- (6) Only exists under With-Project Conditions.
- (7) Traffic signal under With-Project conditions.

As can be seen in Tables 4.7-24 and 4.7-25, levels of service at all study intersections will continue to perform acceptably with the addition of Project-related trips from Phase I under Opening Year (2012) conditions. With the exception of construction of 'A' Street to its ultimate configuration and the installation of a traffic signal at the intersection of Riverside Drive and 'A' Street, which will be implemented by the Project as part of Phase I development, no additional roadway improvements would be needed to accommodate Project-related traffic.

Opening Year Cumulative Traffic Conditions

Cumulative traffic volumes include trips that would be generated by other approved or anticipated development projects (referred to as "related" or "cumulative" projects) in the area. As part of the Project TIA, a list of development projects that were expected to be in operation by 2012 was compiled based on information obtained from City of Ontario and County of Riverside staff. The following Figure 4.7-3 shows the location of each cumulative project considered as part of the Project TIA. A detailed listing and description of each related project follows in Table 4.7-26. The Project TIA (MND Appendix E) contains details of trip generation for each of the cumulative projects considered in the analysis. In total, if all of the cumulative projects included in the Project TIA were operational and occupied in Opening Year (2012), they would be expected to generate 33,139 daily trips, including 2,467 trips during the morning peak hour period, and 3,178 trips during the evening peak hour period. Cumulative Opening Year (2012) traffic volumes were determined by adding these total volumes (using passenger car equivalents, or PCEs, where applicable) to the existing-plus-ambient peak-hour traffic volumes previously identified.

To determine whether there would be any Opening Year cumulative impacts due to implementation of the Specific Plan, Project-generated trips for Phase I, Opening Year (2012) were added to the cumulative peak hour traffic volumes, to determine the Opening Year Cumulative With-Project traffic volumes. Tables 4.7-27 and 4.7-28 summarize the Opening Year Cumulative levels of service with and without the addition of Project-related trips at study area intersections during the weekday morning and evening peak-hour periods, respectively.



NOT TO SCALE

Source: Mountain Pacific, Inc..

Figure 4.7-3
Cumulative Project Locations

**Table 4.7-26
Opening Year (2012) Cumulative Projects**

Reference	Case No.	Location	Size	Unit ¹	Land Use Type
City of Ontario					
O-1	Eden Glen Specific Plan	Southwest corner of Milliken Avenue at Riverside Drive	310	d.u.	Single-family homes
			274	d.u.	Condominiums
O-2	PDET08-003/PCUP07-036	SCE easement within Haven Gateway Specific Plan, between Ponderosa Avenue and Mission Boulevard	23	acres	RV Storage
O-3	PDEV07-048	Northeast corner of SR-60 at Haven Avenue	122	rooms	Hotel
			118	rooms	Hotel
			177,500	s.f.	Commercial/retail
O-4	APN:0218-061-45	West side of Haven Avenue, north of SR-60	3,000	s.f.	Fast-food restaurant with drive-thru
County of Riverside/City of Eastvale					
RC-1	PP23480	Southeast corner of Milliken Avenue at Riverside Drive	2,000	s.f.	Gas station with convenience store
RC-2	TT34420	Southeast corner of Milliken Avenue at Cantu-Galleano Ranch Road	116	d.u.	Condominiums
RC-3	TR31778	Northeast corner of Bellegrave Avenue at Wineville Road (partially occupied)	88	d.u.	Single-family homes
RC-4	TR31768	East of Wineville Road, between Cantu-Galleano Ranch Road and Bellegrave	189	d.u.	Single-family homes
RC-5	TR33461	East of Wineville Road, between Cantu-Galleano Ranch Road and Bellegrave	203	d.u.	Single-family homes
RC-6	TR31644	Southwest corner of Cantu Galleano Ranch Road at Etiwanda Avenue	429	d.u.	Single-family homes
RC-7	PP16686	North of Cantu-Galleano Ranch Road, west of channel	945,570	s.f.	Warehouse (Buildings B and C)
RC-8	PP23390	North of Riverside Drive, west of channel	78,323	s.f.	Industrial (2 buildings)
RC-9	PP16379	North of Harrell, between Wineville and channel	236,708	s.f.	Warehouse
RC-10	PP17788	East of Dulles Drive	426,212	s.f.	Warehouse
RC-11	PP14130R1	East of De Forest Circle	126,000	s.f.	Warehouse (addition to existing building)
RC-12	PP22718	North of Inland Avenue, south of Philadelphia, east of Venture, west of Etiwanda	159,800	s.f.	Warehouse
RC-13	CUP03607	East of Etiwanda, south of SR-60	12	f.p.	Gas station with convenience store

Source: Traffic Impact Analysis for Tuscana Village Specific Plan, City of Ontario, CA (Mountain Pacific, Inc.) October 2011.

(1) Unit abbreviations: d.u. = dwelling unit; s.f. = square feet; f.p. = fueling position.

**Table 4.7-27
Opening Year (2012) Cumulative Traffic Conditions
Weekday Morning Peak Hour Period**

Intersection		Traffic Control	Cumulative Background No-Project Conditions		Cumulative Background With-Project Conditions ¹	
			Delay ²	LOS ³	Delay	LOS
1	Milliken Avenue at Riverside Drive	Signal	20.3	C	20.8	C
2	Milliken Avenue at Industrial Driveway ⁴	TWSC ⁵	0.4	A	0.4	A
3	Milliken Avenue at SR-60 Eastbound Ramps	Signal	17.7	B	19.4	B
4	Milliken Avenue at SR-60 Westbound Ramps	Signal	14.0	B	14.2	B
5	Riverside Drive at Mill Creek Road	Signal	17.9	B	18.0	B
6	Riverside Drive at Sharp Street	TWSC	1.1	A	1.1	A
7	Milliken Avenue at Cantu-Galleano Ranch Road	Signal	19.6	B	19.9	B
8	Cantu-Galleano Ranch Road at I-15 Southbound Ramps	Signal	9.3	A	9.4	A
9	Cantu-Galleano Ranch Road at I-15 Northbound Ramps	Signal	12.9	B	12.9	B
10	Milliken Avenue at Samantha Drive	TWSC	0.5	A	0.5	A
11	Riverside Drive at 'A' Street (future) ⁶	Signal ⁷	-	-	10.2	B

Source: *Traffic Impact Analysis for Tuscana Village Specific Plan, City of Ontario, CA* (Mountain Pacific, Inc.) October 2011.

(1) Levels of service reflect half-street improvements adjacent to Phase I development.

(2) Intersection average vehicle delay in seconds.

(3) Intersection Level of Service (refer to Table 4.7-19 for Intersection LOS criteria).

(4) Street "B" to be constructed in future with buildout of the Project (after Opening Year 2012).

(5) Two-Way Stop-sign Control. For these intersections, average delay is reported above; "worst-case" (side street) delay is provided on LOS TRAFFIX worksheets in Project TIA (MND Appendix E).

(6) Only exists under With-Project Conditions.

(7) Traffic signal under With-Project conditions.

As can be seen in Tables 4.7-27 and 4.7-28, all intersections would continue to operate at acceptable levels of service with the addition of Project-related Phase I trips to cumulative Opening Year (2012) conditions. No additional improvements other than those implemented by the Project as part of Phase I development would be required to accommodate Project-related and cumulative traffic.

Table 4.7-28
Opening Year (2012) Cumulative Traffic Conditions
Weekday Evening Peak Hour Period

Intersection		Traffic Control	Cumulative Background No-Project Conditions		Cumulative Background With-Project Conditions ¹	
			Delay ²	LOS ³	Delay	LOS
1	Milliken Avenue at Riverside Drive	Signal	21.4	C	21.9	C
2	Milliken Avenue at Industrial Driveway ⁴	TWSC ⁵	0.2	A	0.2	A
3	Milliken Avenue at SR-60 Eastbound Ramps	Signal	14.9	B	15.5	B
4	Milliken Avenue at SR-60 Westbound Ramps	Signal	10.6	B	11.3	B
5	Riverside Drive at Mill Creek Road	Signal	11.5	B	11.8	B
6	Riverside Drive at Sharp Street	TWSC	1.0	A	1.0	A
7	Milliken Avenue at Cantu-Galleano Ranch Road	Signal	25.1	C	26.3	C
8	Cantu-Galleano Ranch Road at I-15 Southbound Ramps	Signal	8.9	A	9.2	A
9	Cantu-Galleano Ranch Road at I-15 Northbound Ramps	Signal	13.0	B	13.0	B
10	Milliken Avenue at Samantha Drive	TWSC	0.4	A	0.4	A
11	Riverside Drive at 'A' Street (future) ⁶	Signal ⁷	-	-	9.0	A

Source: *Traffic Impact Analysis for Tuscana Village Specific Plan, City of Ontario, CA* (Mountain Pacific, Inc.) October 2011.

- (1) Levels of service reflect half-street improvements adjacent to Phase I development.
- (2) Intersection average vehicle delay in seconds.
- (3) Intersection Level of Service (refer to Table 4.7-19 for Intersection LOS criteria).
- (4) Street "B" to be constructed in future with buildout of the Project (after Opening Year 2012).
- (5) Two-Way Stop-sign Control. For these intersections, average delay is reported above; "worst-case" (side street) delay is provided on LOS TRAFFIX worksheets in Project TIA (MND Appendix E).
- (6) Only exists under With-Project Conditions.
- (7) Traffic signal under With-Project conditions.

Project Buildout Traffic Conditions

As noted previously in this discussion, the Project TIA also assessed whether there would be any operational impacts due to implementation of the Project under buildout conditions. In order to provide a conservative analysis using "worst-case" conditions, the Project's ultimate trip generation at the completion of Phases I and II (detailed in Table 4.7-23) was considered in the context of General Plan Buildout, based on traffic modeling that was prepared for the City's recently adopted General Plan Circulation Element, along with buildout of the circulation elements of the respective jurisdictions within which the study intersections are located. As such, this analysis considers the cumulative effects of all development that was anticipated as part of the recently updated Ontario General Plan. Peak hour traffic

volume estimates are detailed in Figures 18 through 21 in the Project TIA (MND Appendix E). This buildout analysis assumes that the transportation system is built to its ultimate planned configuration.

Tables 4.7-29 and 4.7-30 summarize levels of service under General Plan Buildout conditions, with and without the addition of Project-related buildout trips at study area intersections during the weekday morning and evening peak-hour periods, respectively.

Table 4.7-29
General Plan and Project Traffic Conditions
Weekday Morning Peak Hour Period

Intersection		Traffic Control	No-Project Conditions		With-Project Conditions ¹	
			Delay ²	LOS ³	Delay	LOS
1	Milliken Avenue at Riverside Drive	Signal	20.2	C	18.3	B
2	Milliken Avenue at Industrial Driveway ⁴	TWSC ⁵ / Signal ⁶	8.4	B	13.4	B
3	Milliken Avenue at SR-60 Eastbound Ramps	Signal	19.4	B	21.5	C
4	Milliken Avenue at SR-60 Westbound Ramps	Signal	18.6	B	18.9	B
5	Riverside Drive at Mill Creek Road	Signal	16.1	B	16.1	B
6	Riverside Drive at Sharp Street	TWSC	0.8	A	0.8	A
7	Milliken Avenue at Cantu-Galleano Ranch Road	Signal	43.4	D	46.2	D
8	Cantu-Galleano Ranch Road at I-15 Southbound Ramps	Signal	12.1	B	12.1	B
9	Cantu-Galleano Ranch Road at I-15 Northbound Ramps	Signal	21.7	C	22.6	C
10	Milliken Avenue at Samantha Drive	TWSC	1.5	A	1.6	A
11	Riverside Drive at 'A' Street	Signal ⁶	19.4	B	13.9	B
12	Milliken Avenue at Hartford Street ⁷	TWSC	-	-	Nom ⁸	A

Source: *Traffic Impact Analysis for Tuscana Village Specific Plan, City of Ontario, CA* (Mountain Pacific, Inc.) October 2011.

- (1) Levels of service reflect half-street improvements adjacent to Phase I development.
- (2) Intersection average vehicle delay in seconds.
- (3) Intersection Level of Service (refer to Table 4.7-19 for Intersection LOS criteria).
- (4) Street "B" to be constructed in future with buildout of the Project (after Opening Year 2012).
- (5) Two-Way Stop-sign Control. For these intersections, average delay is reported above; "worst-case" (side street) delay is provided on LOS TRAFFIX worksheets in Project TIA (MND Appendix E).
- (6) Only exists under With-Project Conditions.
- (7) Traffic signal under With-Project conditions.

Table 4.7-30
General Plan and Project Buildout Traffic Conditions
Weekday Evening Peak Hour Period

Intersection		Traffic Control	No-Project Conditions		With-Project Conditions ¹	
			Delay ²	LOS ³	Delay	LOS
1	Milliken Avenue at Riverside Drive	Signal	26.3	C	20.7	C
2	Milliken Avenue at Industrial Driveway ('B' Street) ⁴	TWSC ⁵ / Signal ⁶	53.8*	F*	21.7	C
3	Milliken Avenue at SR-60 Eastbound Ramps	Signal	25.0	C	24.4	C
4	Milliken Avenue at SR-60 Westbound Ramps	Signal	23.5	C	24.3	C
5	Riverside Drive at Mill Creek Road	Signal	14.9	B	14.9	B
6	Riverside Drive at Sharp Street	TWSC	0.8	A	0.8	A
7	Milliken Avenue at Cantu-Galleano Ranch Road	Signal	35.4	D	34.0	C
8	Cantu-Galleano Ranch Road at I-15 Southbound Ramps	Signal	12.2	B	12.2	B
9	Cantu-Galleano Ranch Road at I-15 Northbound Ramps	Signal	45.3	D	46.3	D
10	Milliken Avenue at Samantha Drive	TWSC	2.8	A	2.9	A
11	Riverside Drive at 'A' Street	Signal ⁶	36.9	D	20.4	C
12	Milliken Avenue at Hartford Street ⁷	TWSC	-	-	0.1	A

Source: *Traffic Impact Analysis for Tuscana Village Specific Plan, City of Ontario, CA* (Mountain Pacific, Inc.) October 2011.

- (1) Levels of service improve at some intersections due to additional connection at Milliken Avenue and Street "B," which is not assumed under General Plan No-Project conditions.
 - (2) Intersection average vehicle delay in seconds.
 - (3) Intersection Level of Service (refer to Table 4.7-19 for Intersection LOS criteria).
 - (4) Intersection configuration assumes eastbound approach leg under With-Project conditions.
 - (5) Two-Way Stop-sign Control. For these intersections, average delay is reported above; "worst-case" (side street) delay is provided on LOS TRAFFIX worksheets in Project TIA (MND Appendix E).
 - (6) Traffic signal under With-Project Conditions.
 - (7) Only analyzed under With-Project conditions.
- * Deficient pursuant to respective jurisdiction's (Caltrans) LOS standards.

As seen in Tables 4.7-29 and 4.7-30, all intersections continue to operate acceptably based on jurisdictional LOS standards under General Plan Buildout conditions. It may be noted that the signal to be installed by the Project at Milliken Avenue and 'B' Street as part of Phase II development leads to a substantial improvement in LOS at this location when compared to conditions anticipated without this improvement under the General Plan Buildout No-Project scenario.

Summary

As demonstrated in the preceding discussion, with proposed Project improvements in place, all study area intersections operate acceptably based on the LOS standards of the City of Ontario (LOS D or better), and of their respective jurisdictions under Opening Year (2012) With-Project conditions, Cumulative Opening Year With-Project conditions, and General Plan Buildout traffic conditions.

Based on the preceding discussion, the Project will not conflict with any applicable plan, ordinance, program, or policy establishing measures of effectiveness for the performance of the circulation system. No improvements beyond those planned to be implemented as part of Project development are needed to mitigate Project-related traffic impacts. Impacts in this regard are considered less-than-significant.

- c) *Less-Than-Significant Impact.* As previously mentioned, the Project site is not located within two (2) miles of any airport. The Project does not propose elements or aspects that would affect air traffic patterns. Safety hazards associated with air traffic at these distances are considered less-than-significant.
- d) *Less-Than-Significant Impact.* The Project is located within an established roadway system, and will improve existing streets (specifically, Milliken Avenue and Riverside Drive) consistent with their programmed General Plan configuration. Queuing analyses performed as part of the Project TIA indicate that there is adequate distance between the existing and proposed traffic signals on Milliken Avenue and Riverside Drive to accommodate traffic flows efficiently.

The Project's internal circulation and private street network will be provided consistent with the Tuscana Village Specific Plan (Section 5.1, Circulation), and subject to the City's review and approval as part of their standard development review process. The Project does not propose elements or aspects that would introduce sharp curves, dangerous intersections, or incompatible uses. Associated safety hazards are considered less-than-significant.

- f) *Less-Than-Significant Impact.* The Project does not propose elements or aspects that would obstruct or restrict emergency access to or through the area. In conjunction with the review and approval of building permits, the City will review all plans to assure compliance with all applicable emergency access and safety requirements.

- g) *Less-Than-Significant Impact.* Currently, no public transit serves the site directly. The closest transit line is Omnitrans Route 81, which provides buses between Chaffey College and the Civic Center with stops at Ontario Mills, along Haven Avenue and then Riverside Drive approximately one (1) mile west of the Project site. The Ontario General Plan EIR Figure 5.16-13, "Proposed Transit System," indicates that a future "Bus Rapid Transit" corridor is planned to be located along Haven Avenue, west of the Project site, and along Edison Avenue, to the south of the Project.

The Specific Plan indicates that a bus turnout is proposed to be provided within the Project's Riverside Drive frontage, near the Project's planned residential uses. Placement and construction of transit facilities will be coordinated with the City of Ontario and Omnitrans (or other applicable transit partners) as part of the City's standard development review process. The Project does not present elements or aspects that would conflict with adopted alternative transportation policies; nor would the Project decrease the performance or safety of such facilities. Impacts in this regard are considered less-than-significant.

Sources: *Traffic Impact Analysis for Tuscana Village Specific Plan, City of Ontario, CA* (Mountain Pacific, Inc.) October 2011; *Tuscana Village Specific Plan*; *The Ontario Plan*; *The Ontario Plan Environmental Impact Report, State Clearinghouse No. 2008101140, July 2009.*

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS.				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

a,b) *Less-Than-Significant Impact.* The Inland Empire Utility Agency (IEUA) provides regional wastewater collection and treatment services to the Project site, as well as the remainder of the City of Ontario and other portions of western San Bernardino County. The majority of Ontario's wastewater is treated at Regional Water Reclamation Plant No. 1, with wastewater from the southern portion of the City being directed to Regional Water Reclamation Plant No. 5. The combined capacity of these plants is currently 60.3 million gallons per day (mgd), and their programmed ultimate design capacity is 108 mgd.

The IEUA charges a fee to new development to fund wastewater treatment system improvements and develop new capital facilities to ensure adequate ongoing wastewater treatment capacity for its contracting agencies. IEUA planned/programmed treatment requirements reflect demands of existing users, as well as demands of anticipated development within its service area as presented in adopted area planning documents. Because the Project is within the development intensity anticipated by the Ontario General Plan, the Project's wastewater treatment demands are not anticipated to exceed wastewater treatment capacity of the IEUA. The Project proposes typical commercial and residential uses, and would not cause or result in discharge of pollutants not accommodated within the IEUA treatment regimen. In this latter regard, acceptable wastewater [total dissolved solids (TDS) less than 550 mg/l] discharged from the Project will be treated and reclaimed for subsequent non-potable uses.

IEUA recycled water is treated, filtered and disinfected consistent with California Department of Health Services (DHS) criteria and is acceptable for all non-potable uses. IEUA conducts daily, weekly, quarterly and annual sampling of recycled water pursuant to regulatory permit sampling requirements and reports the results to DHS and the Regional Water Quality Control Board (RQWCB). Wastewater that is high in salts, chemicals, or that is otherwise not economical to recycle, is discharged under fee permit to the IEUA Non-Reclaimable Waste System (NRWS).

NRWS discharge limits are established by IEUA consistent with RWQCB standards and requirements. Wastewater demands of the Project can be accommodated within the scope of existing and programmed IEUA facilities and would not cause or result in exceedance of wastewater treatment requirements of the Regional Water Quality Control Board.

Potable water is provided to the Project site by the City of Ontario. Approximately eighty percent (80%) of the City's potable water supply is derived from groundwater sources. Of this total, approximately sixty-three percent (63%) is pumped from local wells, treated using ion exchange, disinfected, and then delivered via the municipal water distribution system. The remaining seventeen percent (17%) is pumped groundwater that is treated at the Chino Basin desalters (reverse osmosis and ion exchange treatment), then transferred to the Jurupa Community Services District for subsequent delivery to the City of Ontario. Approximately twenty percent (20%) of the City's water supply is imported surface water, purchased and delivered through the State Water Project. These imported waters are treated at the Aqua de Lejos treatment plant prior to delivery via the City water system.⁵

The City monitors and samples water supplies to ensure compliance with water quality and constituency requirements prescribed by the US Environmental Protection Agency (USEPA) and DHS. The Project would obtain water from existing available supplies, and would not require water treatment beyond that currently provided.

Based on the preceding discussion, the potential for the Project to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board is less-than-significant. Similarly, the potential for the Project to require or result in the construction of new water or wastewater treatment facilities

⁵ Ontario Municipal Utilities Company Water Quality Report 2009, (unnumbered second page), "Ontario's Water Sources."

or expansion of existing facilities, the construction of which could cause significant environmental effects is less-than-significant.

- c) *Less-Than-Significant Impact.* Drainage from the Project area will flow into the County Line Channel in the City Master Plan of Drainage. Presently, there is an existing 48-inch storm drain in Riverside Drive extending to the easterly edge of the SCE Easement that ultimately connects to the Channel. This line will be extended along Riverside Drive to 'A' Street. A 42-inch line will be installed within 'A' Street, northerly, close to the intersection at 'B' Street. The line will be stubbed for future development purposes.⁶

Project construction activities have the potential to result in short-term impacts to the area drainage system. In order to minimize potential impacts of construction stormwater discharges and to existing facilities, and reduce the potential for these discharges to require substantive new drainage facilities, the Project is required to comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activity (Title 6, Chapter 6 of the Ontario Development Code). Pursuant to these regulations, the developer is required to file a Notice of Intent (NOI) with the Regional Water Quality Control Board (RWQCB), and to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) for Project construction activities. The SWPPP incorporates design and operational Best Management Practices (BMPs) addressing erosion control, sediment control, tracking control, and other stormwater pollution control measures. Compliance with the City-approved SWPPP and related NPDES requirements acts to minimize the discharge of stormwater pollutants, and preclude requirements for new or additional stormwater conveyance and treatment facilities.

Operations of the Project have the potential to result in long-term impacts to the area drainage system. Typical Project-related stormwater pollutant sources include vehicles/parking lots, landscape areas and landscape maintenance, temporary waste

⁶ Tuscana Specific Plan, Page 5-10.

and debris, facility maintenance activities, and other miscellaneous activities that could potentially result in stormwater pollutant discharges. Typical stormwater pollutant constituents include oil, grease, vehicle fluids and other pollutants coming from parked vehicles on the site; soil, mulch, plant materials, fertilizers, and pesticides from landscaped areas; and other debris and trash.

Pursuant to Title 6, Chapter 6 of the Ontario Development Code and applicable NPDES requirements, the Project is mandated to develop and implement a Water Quality Management Plan (WQMP) addressing potential operational pollutant sources, their control, and measures to prevent their entrance to the municipal stormwater management system. Similar to the SWPPP, the WQMP identifies appropriate site design, source control, and treatment control best management practices (BMPs) that would effectively prohibit non-stormwater discharges from entering into the storm drain system and reduce the discharge of pollutants into stormwater conveyance systems to the maximum extent possible. The Project is required to develop and implement a City-approved WQMP.

As reflected in the Tuscana Specific Plan, preliminary WQMP design elements of the Project act to retain, infiltrate, and treat surface runoff, in a manner that will achieve NPDES Permit compliance. Physical systems include but are not limited to swales and/or an underground detention/infiltration system complemented by water quality filter vaults. Consistent with City requirements, this system has been designed to maintain water quality, and reduce the increased stormwater runoff to 95 percent of the pre-existing condition, for the 85th percentile storm event.

As discussed above, existing stormwater management systems and facilities are available to the Project site. Moreover, in combination, Project design features requirements and procedures established under local, state, and federal regulations act to minimize runoff volumes and quantities, and mitigate potential storm water quality impacts, including storm water discharges exiting the Project site.

On this basis, the potential for the Project to require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects is less-than-significant.

- d) *Less-Than-Significant Impact.* The City of Ontario provides domestic potable water service to the Project. To the extent that it is available, the Project will use recycled water for all non-potable uses. The IEUA provides recycled water to the City and surrounding areas.

The Project proposes development at approximately one-half of the intensity of the land use permitted in the recently adopted Ontario General Plan (TOP). The Environmental Impact Report that was prepared and certified as part of TOP adoption concluded that impacts to waters and water supply were less-significant. Based on that conclusion, it could be deduced that impacts related to the provision of water to serve the Project would be similarly less-than-significant.

Under State regulations (SB 610, adopted in 2002), a Water Supply Assessment (WSA) is required for the Project. More specifically, SB 610 amended the California Public Resources Code to incorporate Water Code findings within the CEQA process for certain types of projects. SB 610 amended the Water Code to broaden the types of information included in Urban Water Management Plans (Water Code Section 10620 et. seq.) and to add Water Code part 2.10 Water Supply Planning to Support Existing and Planned Future Uses (Section 10910 et. seq.). Water Code part 2.10 clarifies the roles and responsibilities of the Lead Agency under CEQA and the “water supplier” with respect to describing current and future supplies compared to current and future demands. Part 2.10 also defines the “Projects” that are subject to a WSA and the Lead Agency’s responsibilities related to the WSA. A WSA is required for the following types of development projects:

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 people or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 people or having more than 250,000 square feet of floor space;
- A proposed hotel or motel, or both, having more than 500 rooms;
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 people, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- A mixed-use development that includes one or more of the uses described above;
- A development that would demand an amount of water equivalent to or greater than the amount of water required by a 500-dwelling unit project; or
- For Lead Agencies with fewer than 5,000 water service connections, any new development that will increase the number of water service connections in the service area by ten percent or more.

Because the Tuscana Village Specific Plan proposes the development of approximately 948,731 square feet of mixed uses that include one or more of the uses described above, the preparation of a WSA is required. Preparation and content of WSAs is established under the State Water Code. As provided for under the Water Code Section 10910:

Section 10190

(c) (1) The city or county, at the time it makes the determination required under Section 21080.1 of the Public Resources Code, shall request each public water system identified pursuant to subdivision (b) to determine whether the projected water demand associated with a proposed project was included as part of the most recently adopted urban water management plan adopted pursuant to Part 2.6 (commencing with Section 10610).

(2) If the projected water demand associated with the proposed project was accounted for in the most recently adopted urban water management plan, the public water system may incorporate the requested information from the urban water management plan in preparing the elements of the assessment required to comply with subdivisions (d), (e), (f), and (g).

The City, as the lead agency and the local water purveyor, has contracted for the preparation of the WSA. This document will be available for public review prior to, or concurrent with, the public hearing process. In summary, water demands of the Project are consistent with those reflected in the EIR prepared for TOP. In fact, TOP assumed land uses at approximately twice the intensity as those proposed by the Project. As such, the Project would not require water supplies beyond those available from existing entitlements and resources. The WSA is anticipated to conclude that the Project would not require new or expanded water entitlements.

Further, the Project has been designed to comply with the City's existing policies and regulations in regard to water conservation, including the use of "water wise" fixtures and appliances, and the use of water-efficient landscaping. Additionally, the Project shall provide for and use "dual-system" connections for the use of non-potable, recycled water when such water becomes available.

As supported by the preceding discussion, sufficient water supplies available to serve the Project from existing entitlements and resources and the potential for the Project to require new or expanded entitlements is less-than-significant.

- e) *Less-Than-Significant Impact.* The wastewater (sewer) system serving the Project is operated by the City of Ontario Public Works Department. An existing eight-inch sewer main currently located in Riverside Drive will be extended to serve the Project. Connections from existing off-site infrastructure to Project facilities will be coordinated with the City prior to the issuance of building permits, as part of the standard development review process.

The City of Ontario Old Model Colony Sewer Master Plan (April 2008) included the Project site within its sewer system analysis; however, at the time this study was prepared, the site was expected to be developed entirely with commercial uses. The Project supplemental Sewer System Analysis (Hunsaker and Associates) November 10, 2009, demonstrates that sufficient capacity for the Project exists within the existing sewer system. The Sewer System Analysis Summary is included at MND Appendix F.

The Hunsaker analysis calculated the average dry weather flow (ADWF) and peak-hour levels that would occur from development of the site with 7.7 acres of high-density residential and 33.0 acres of commercial development. Capacity within the sewer system was then assessed based on existing and future (improved) Sewer Master Plan conditions. The pipeline capacity within one downstream area (reach 39) is identified as deficient under existing conditions in the City's Sewer Master Plan. As a result, the Sewer Master Plan includes a recommendation to "upsize" the pipeline within reach 39 from a 10-inch to a 12-inch diameter, to correct the existing deficiency.

The Sewer System Analysis found that with the addition of wastewater from the Project in reach 39, Peak Dry Weather Flow (PDWF) within the existing 10-inch diameter pipe would increase from 0.67 d/D⁷ to 0.70 d/D. The analysis concludes that "the estimated sewer flow for this reach falls under acceptable ranges within safe operation parameters of the sewer system" (Sewer System Analysis Summary, Page 1). With the upsizing recommended by the City's the Sewer Master Plan, total calculated flows in the 12-inch pipe would increase from approximately 0.49 d/D without the Project, to 0.51 d/D with the Project. The Sewer System Analysis concludes that "[n]o upsizing would be required to accommodate additional wastewater from the Project" (Sewer System Analysis Summary, Page 2).

⁷ d/D expresses the ratio between the depth of flow (d) in a sewer pipe and the diameter (D) of the pipe.

Moreover, as concluded previously at Checklist Items XII a) and b) the Project will not: exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; nor require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

As supported by the preceding discussion, the potential for the Project to result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments; or that the Project will exceed the capacity of existing wastewater facilities, is less-than-significant.

- f,g) *Less-Than-Significant Impact.* Waste currently generated by the site is collected by the City of Ontario. Household and business refuse, green waste, and recycling from Ontario are sent to the West Valley Materials Recovery Facility (MRF) in Fontana for processing, recycling, or landfilling. The MRF is operated by West Valley Recycling and Transfer, and is under the administration of the San Bernardino County Department of Public Health. Most refuse is transported from the MRF to El Sobrante Landfill (Landfill) in the City of Corona. The El Sobrante Landfill has a daily maximum capacity of 16,054 tons per day. The Landfill has a remaining capacity of 145,530,000 tons.

Using generation rates available through the, California Department of Resources Recycling and Recovery (CalRecycle)⁸, Table 4.7-31 provides a summary of the Project's estimated solid waste generation.

⁸ See: <http://www.calrecycle.ca.gov/wastechar/wastegenrates/default.htm>.

Multifamily Residential Multifamily: 5.31 lb./dwelling unit/day-Jan. 1996 Draft Program EIR for Rye Canyon Business Park, Santa Clarita EIR-SWANA Tech. Bull. 85-6; Recovery Sciences, 1987; and Santa Clarita SRRE, 1990

Shopping Center 2.5 lb./100 sq. ft./day-May 1997 Guide to Solid Waste and Recycling Plans for Development Projects (Santa Barbara County Public Works Department) Cites SWANA Tech. Bull. 85-6; Recovery Sciences, 1987; and Matrix Mgmt Group, "Best Management Practices Analysis for Solid Waste"

Offices: 1 lb./100 sq. ft./day- May 1997 Guide to Solid Waste and Recycling Plans for Development Projects (Santa Barbara County Public Works Department) - SWANA Tech. Bull. 85-6; Recovery Sciences, 1987; and Matrix Mgmt. Group, "Best Management Practices Analysis for Solid Waste"

See also: <http://www.calrecycle.ca.gov/AboutUs/StrategicPlan>.

**Table 4.7-31
Estimated Solid Waste Generation**

Proposed Development	Waste Generation Factor	Total Average, Estimated Waste
Multifamily Residential: 200 units	5.31 lbs./unit/day)	1,062 lbs./day
Commercial: 255,404 sq. ft.	2.5 lbs./100 sq. ft./day	6,385 lbs./day
Office: 693,327 sq. ft.	1 lb./100 sq. ft./day	6,933 lbs./day
Total		13,318 lbs./day

As indicated at Table 4.7-31, the land uses proposed by the Project will generate approximately 13,318 pounds of waste per day, assuming no source reduction or recycling. This amount of trash represents approximately 0.043 of one percent (0.00043) of the landfill's maximum daily capacity. Moreover, assuming a useful life of thirty (30) years, total waste generated by the Project (assuming no source reduction or recycling) would comprise approximately 0.052 percent (0.00052) of the landfill's current remaining capacity. Compliance with State and City Source Reduction and Recycling Element (SRRE) mandates would reduce the Project's comparatively nominal contributions by a minimum of 50 percent (yielding 0.022 of one percent of the Landfill's daily capacity; 0.026 of one percent of Landfill total capacity). Lastly, it is noted that the Project's waste demands are anticipated under the City Current General Plan buildout. Ultimately, solid waste generated by the City and other regional sources, as well as its acceptance and disposition at receiving landfills are subject to Strategic Directives established by CalRecycle.

Based on the preceding discussion, the potential for the Project generate waste exceeding the capacity of the serving landfill; or conflict with federal, state, and local statutes and regulations related to solid waste, is less-than-significant.

Sources: Tuscana Village Specific Plan; Sewer System Analysis (Hunsaker and Associates) November 10, 2009; The Ontario Plan; The Ontario Plan Environmental Impact Report, State Clearinghouse No. 2008101140, July 2009; <http://www.calrecycle.ca.gov/wastechar/wastegenrates/default.htm>.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to 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, 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a) *Less-Than-Significant Impact.* There are no known significant biological or cultural resources on the Project site. With implementation of the mitigation measures included in this checklist, the proposed Project would not significantly degrade the quality of the environment, nor would the Project 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, 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.

- b) *Less-Than-Significant Impact.* As presented in the preceding checklist, with mitigation, implementation of the Project will not result in any individually significant environmental impacts. Cumulative impacts can be addressed by comparing the proposed development within the broader context, as presented in the General Plan. Regional agencies such as the Southern California Association of Governments, South Coast Air Quality Management Agency and the Metropolitan Transit Agency, employ the City's General Plan when developing regional land use, air quality, transportation and associated growth projections.

The City of Ontario adopted an updated General Plan in 2010. The City's development regulations allow the Project site to be developed at an intensity of up to 1.0 FAR (Floor Area Ratio, the land area divided by the building size). The General Plan EIR assessed the impacts of buildout of the City based on this intensity of mixed use development, which is considerably higher than that proposed by the Tuscana Village Specific Plan Project.

The General Plan EIR concluded that, with the application of General Plan Policies and Programs, most environmental issues were less-than-significant, with the exception of significant impacts to agricultural resources, air quality and global climate change; cultural (historic) resources; noise; and transportation/circulation. In adopting the General Plan, the City Council adopted Facts, Findings, and Overriding Considerations related to the significant impacts and, in doing so, acknowledged that buildout of the City would result in certain impacts to the environment. The City Council also acknowledged that the benefits of implementing the General Plan outweighed these impacts.

Upon completion of the Project, the FAR of the site will be approximately 0.60, substantially below the allowable FAR of 1.0 and the maximum intensity of development that was anticipated within the General Plan for this parcel. Additionally, with implementation of the mitigation measures identified within this IS/MND, potential environmental impacts have been determined less-than-

significant. Because implementation of the Project would not result in individually significant impacts, and because the Project is consistent with the General Plan, and the associated EIR assessed the cumulative impacts of adoption, the impacts of the Project are not considered to be cumulatively considerable.

- c) *Less-Than-Significant Impact.* As supported by the preceding environmental evaluation, the Project will not cause substantial adverse effects on human beings. Under each environmental consideration addressed in this IS/MND checklist, the proposed Project is considered to have either no impact, or (as is the case for Project-related cultural, geology and noise impacts) potential effects of the proposal are substantiated at or mitigated to levels below thresholds of significance.

5.0 DETERMINATION

5.0 DETERMINATION

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 checked="" type="checkbox"/>
I find that the project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.	<input 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 10/18/11

Printed Signature Ross Geller for J. HILDEBRAND

6.0 MITIGATION MONITORING PLAN

6.0 MITIGATION MONITORING PLAN

6.1 INTRODUCTION

To ensure that the mitigation measures contained in the MND are properly implemented, a monitoring program has been devised pursuant to State law. This Mitigation Monitoring Plan (MMP) identifies measures incorporated into the Project which reduce its potential environmental effects; the entities responsible for implementation and monitoring of mitigation measures; and the appropriate timing for implementation of mitigation measures. As described in *CEQA* § 15097, this MMP employs reporting on, and monitoring of, Project mitigation measures.

The objectives of the MMP are to:

- Assign responsibility for, and ensure proper implementation of mitigation measures;
- Assign responsibility for, and provide for monitoring and reporting of compliance with mitigation measures; and
- Provide the mechanism to identify areas of noncompliance and need for enforcement action before irreversible environmental damage occurs.

Mitigation monitoring and reporting procedures incorporated into the Project are presented in the following Section 6.2. Specific mitigation measures incorporated into the Project, mitigation timing, and implementation and reporting/monitoring responsibilities are presented within this Section in Table 6-1.

6.2 MITIGATION MONITORING AND REPORTING

6.2.1 Mitigation Monitoring and Responsibilities

As the Lead Agency, the City of Ontario is responsible for ensuring full compliance with the mitigation measures adopted for the proposed Project. The City will monitor and report on all mitigation and construction activities, and will require its contractors to implement this mitigation monitoring plan. Primary responsibility for compliance with Project mitigation measures, and reporting the progress of that compliance through the mitigation monitoring plan resides with the City.

Any proposed significant modifications to the mitigation measures presented herein will be reported immediately to any potentially affected agencies. Prior to their implementation, the City will ensure that any proposed significant modification of the mitigation measures or procedures identified within this mitigation monitoring plan are first approved by any affected responsible agencies.

If, during the course of Project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City will immediately inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the Project is required and/or whether alternative mitigation is appropriate.

**Table 6-1
Tuscana Village Specific Plan
Mitigation Monitoring Plan**

Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
Air Quality				
AQ-1 <i>The Project shall require construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits.</i>	Throughout Construction	Project Applicant	City of Ontario	Throughout Construction
AQ-2 <i>The Project shall require Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A List of Super-Compliant architectural coating manufacturers can be found on the South Coast Air Quality Management District's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.</i>	Throughout the life of the Project	Project Applicant	City of Ontario	Throughout the life of the Project
AQ-3 <i>The operator of the petting zoo shall remove and store all waste in a sealed container no less than once an hour during petting zoo operating hours and at least once before the opening and close of operations.</i>	Throughout the operation of the petting zoo	Petting Zoo Operator	City of Ontario	Throughout the operation of the petting zoo
Biological Resources				
BR-1 <i>All vegetation removal activities shall be scheduled from August 1 to February 1, if possible, which is outside the general avian nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly. If vegetation is to be cleared during the nesting season (February 15 – July 31), all suitable habitat shall be thoroughly surveyed for the presence of</i>	Prior to the issuance of grading permits; ongoing throughout vegetation removal	Project Applicant	City of Ontario	At the issuance of grading permits

**Table 6-1
Tuscana Village Specific Plan
Mitigation Monitoring Plan**

Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
<p><i>nesting birds by a qualified Project biologist within 72 hours prior to clearing. The Project biologist shall be retained by the Applicant and vetted by the City. The survey results shall be submitted by the Project applicant to the Planning Division. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 50-foot buffer and up to 300 feet for raptors, with the final buffer distance to be determined by the qualified biologist. The buffer area shall be avoided until the nesting cycle is complete or it is determined that the nest has failed. In addition, the biologist will be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.</i></p>				
<p><i>BR-2 Within 30 days of site clearing activities, a pre-construction burrowing owl survey shall be conducted to document the presence/absence of any occupied owl burrows. Any owls present shall be passively or actively relocated following CDFG approved protocols, and with CDFG permission, prior to commencement of clearing. Passive relocation shall occur by excluding owls from burrows by installing one-way doors in burrow entrances. One-way doors (e.g., modified dryer vents) should be left in place 48</i></p>	<p><i>Prior to the issuance of grading permits</i></p>	<p><i>Project Applicant</i></p>	<p><i>City of Ontario</i></p>	<p><i>At the issuance of grading permits</i></p>

**Table 6-1
Tuscana Village Specific Plan
Mitigation Monitoring Plan**

Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
<p><i>hours to insure owls have left the burrow before excavation. Whenever possible, burrows should be excavated using hand tool and refilled to prevent reoccupation. Active relocation (i.e., trapping) shall only be used if passive relocation is not possible. The survey shall be submitted to the Planning Division prior to issuance of a grading permit. Occupied burrows during owl nesting season (Feb. 1 through Aug. 31) shall be avoided by construction and clearing activities with at least a 75-meter buffer around each active owl nest. Occupied burrows may only be disturbed during nesting season if a qualified biologist approved by CDFG verifies through noninvasive methods that either: (1) the birds have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.</i></p>				
<p><i>BR-3 Prior to the disturbance of any unsurveyed areas within the Project site, a survey of these areas to document the presence/absence of any Delhi sands flower-loving flies (DSFLF) shall be conducted by a qualified biologist at least twice a week from August 1 to September 20 for a two-year period (or subject to current USFWS protocols). Should DSFLF be identified on-site, then the requirements of the USFWS relative to this species shall</i></p>	<p>Prior to the issuance of Phase II grading permits</p>	<p>Project Applicant</p>	<p>City of Ontario</p>	<p>At the issuance of grading permits</p>

**Table 6-1
Tuscana Village Specific Plan
Mitigation Monitoring Plan**

Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
<i>be implemented prior to the commencement of any site clearing activities. The DSFLF survey results shall be submitted to the Planning Division prior to issuance of a grading permit.</i>				
Cultural Resources				
<p>CR-1 <i>Monitoring of all grading onsite shall be conducted by a qualified archaeologist and Native American observer. The monitor shall be equipped to salvage and/or record the location of resources as they may be unearthed to avoid construction delays, consistent with the requirements of California Public Resources Code Section 21083.2. Should cultural resources be encountered during grading operations occurring on the property, the monitor shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens or finds and to allow the preparation of recovered resources to a point of identification. Resources shall be left in an undisturbed state where feasible. Where preservation in place is infeasible, recovered resources shall then be curated in an established, accredited museum repository with permanent retrievable archaeological/historic resource storage. A report of findings shall also be prepared by a qualified archaeologist, and shall include an itemized inventory of any specimens recovered. The report and</i></p>	<p>Throughout earthmoving activities</p>	<p>Project Applicant</p>	<p>City of Ontario</p>	<p>At the issuance of grading permits</p>

**Table 6-1
Tuscana Village Specific Plan
Mitigation Monitoring Plan**

Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
<p><i>confirmation of curation of any recovered resources from an accredited museum repository shall signify completion of the program to mitigate impacts to archaeological/historic resources. If disturbed resources are required to be collected and preserved, the Applicant shall be required to participate financially up to the limits imposed by Public Resources Code Section 21083.2.</i></p>				
<p>CR-2 <i>Prior to the issuance of a grading permit, a City-approved Project Paleontologist shall be retained to initiate and supervise paleontological monitoring plan, subject to the following constraints:</i></p> <ul style="list-style-type: none"> <i>• Should excavations reach ten (10) feet in depth, monitoring of excavation in areas identified as likely to contain paleontologic resources by a qualified paleontologic monitor or his/her representative must take place;</i> <i>• Paleontological monitors shall be equipped to salvage and/or record the location of fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates;</i> 	<p>Throughout earthmoving activities</p>	<p>Project Applicant</p>	<p>City of Ontario</p>	<p>At the issuance of grading permits</p>

**Table 6-1
Tuscana Village Specific Plan
Mitigation Monitoring Plan**

Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
<ul style="list-style-type: none"> • <i>Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens; and</i> • <i>Monitoring may be reduced if the potentially fossiliferous units described herein are not present, or, if present, are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources.</i> 				
Geology and Soils				
<p>GS-1 <i>Prior to the issuance of grading permits, and to the satisfaction of the City, the Project Applicant shall have a Geotechnical Engineering Investigation prepared for the site by a qualified geotechnical engineer. The recommendations, performance standards and requirements established within the Project Geotechnical Engineering Investigation shall be incorporated into the Project design and construction plans. A qualified geotechnical engineer shall be retained on site to ensure that Project implementation is realized consistent with specifications and requirements identified in the Project Geotechnical Engineering Investigation.</i></p>	<p>Prior to the issuance of grading permits</p>	<p>Project Applicant</p>	<p>City of Ontario</p>	<p>At the issuance of grading permits</p>

**Table 6-1
Tuscana Village Specific Plan
Mitigation Monitoring Plan**

Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
Greenhouse Gas Emissions				
<p>GG-1 <i>The following measures shall be incorporated as conditions of Project approval, and shall be incorporated in all Project plans, specifications and contract documents:</i></p> <ul style="list-style-type: none"> • <i>To reduce solid waste generation associated with Project construction activities, a plan to reduce waste by recycling and/or salvaging nonhazardous construction and demolition debris shall be submitted and approved by the City of Ontario prior to the issuance of construction permits;</i> • <i>The Project shall connect with and utilize reclaimed (recycled) water, provided it is available from the IEUA's reclaimed water system, for the irrigation of Project landscaping;</i> • <i>All new landscaping irrigation systems installed by the Project shall be automated, high- efficiency systems to reduce water use, including bubbler irrigation, low-angle and/or low-flow spray heads, moisture sensors, or the equivalent;</i> • <i>The Project shall provide safe and convenient access for pedestrians and bicyclists to, across, and along the Project site's circulation system;</i> • <i>The Project shall provide vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEV) and/or plug-in electric hybrids (PHEV) or the equivalent;</i> • <i>The Project shall provide outdoor electrical outlets on buildings to support the use, where practical, of</i> 	<p>Prior to the issuance of building permits</p>	<p>Project Applicant; Contractor(s)</p>	<p>City of Ontario</p>	<p>At the issuance of building permits</p>

**Table 6-1
Tuscana Village Specific Plan
Mitigation Monitoring Plan**

Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
<p><i>electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators.</i></p> <ul style="list-style-type: none"> <i>The Project shall, where feasible, incorporate passive solar design features, such as daylighting, and passive solar heating.</i> 				
<p>GG-2 <i>Buildings shall surpass incumbent California Title 24 Energy Efficiency performance standards by a minimum of 20 percent for water heating and space heating and cooling. Verification of increased energy efficiencies shall be documented in Title 24 Compliance Reports provided by the Applicant, and reviewed and approved by the City prior to the issuance of the first building permit. Any combination of the following design features may be used to fulfill this mitigation measure provided that the total increase in efficiency meets or exceeds 20 percent:</i></p> <ul style="list-style-type: none"> <i>Increase in insulation such that heat transfer and thermal bridging is minimized;</i> <i>Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption;</i> <i>Incorporate dual-paned or other energy efficient windows;</i> <i>Incorporate energy efficient space heating and cooling equipment;</i> <i>Interior and exterior energy efficient lighting which exceeds the California Title 24 Energy</i> 	<p>Prior to the issuance of building permits</p>	<p>Project Applicant</p>	<p>City of Ontario</p>	<p>At the issuance of building permits</p>

**Table 6-1
Tuscana Village Specific Plan
Mitigation Monitoring Plan**

Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
<p><i>Efficiency performance standards shall be installed, as deemed acceptable by the City of Ontario;</i></p> <ul style="list-style-type: none"> • <i>Automatic devices to turn off lights when they are not needed shall be implemented in all non-residential development;</i> • <i>To the extent that they are compatible with landscaping guidelines established by the Tuscana Village Specific Plan and the City of Ontario, shade producing trees, particularly those that shade buildings and paved surfaces such as streets and parking lots and buildings shall be planted at the Project site;</i> • <i>Paint and surface color palette for the Project shall emphasize light and off-white colors which will reflect heat away from the buildings;</i> • <i>Cool roofs and pavement shall be utilized, where appropriate, in all of the Project's non-residential development;</i> • <i>All buildings shall be designed to accommodate renewable energy sources, such as photovoltaic solar electricity systems, appropriate to their architectural design.</i> 	<p>Prior to the issuance of building permits</p>	<p>Project Applicant</p>	<p>City of Ontario</p>	<p>At the issuance of building permits</p>
<p>GG-3 <i>In addition to the preceding requirements of Mitigation Measures GG-1 and GG-2, the following measures shall be incorporated as conditions of approval for the Project's Phase II, Office Park development, and shall be</i></p>				

**Table 6-1
Tuscana Village Specific Plan
Mitigation Monitoring Plan**

Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
<p><i>incorporated in all Project plans, specifications and contract documents:</i></p> <ul style="list-style-type: none"> • <i>The Project shall provide on-site, secure and weatherproof bicycle storage/parking consistent with City of Ontario requirements;</i> • <i>The Project shall provide safe and convenient pedestrian and bicycle connections to surrounding areas, consistent with provisions of the Ontario Development Code. Location and configurations of proposed pedestrian and bicycle connections are subject to review and approval by the City. Prior to Final Site Plan approval, pedestrian and bicycle connections shall be indicated on the Project Site Plan; and</i> • <i>The Project shall provide preferential parking for carpools and vanpool. Locations and configurations of proposed preferential parking for carpools and vanpools are subject to review and approval by the City. Prior to Final Site Plan approval, preferential parking for carpools and vanpools shall be delineated on the Project Site Plan.</i> 				

**Table 6-1
Tuscana Village Specific Plan
Mitigation Monitoring Plan**

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
Noise					
NO-1	<i>Upon finalization of specific development plans for the northern business park uses (Galleano and Riboli properties), the developer shall demonstrate that the on- and off-site residential uses will not be subject to noise levels in excess of City standards. Conversely, if the projected noise levels exceed City standards, the developer shall implement appropriate measures necessary to meet the standards.</i>	Prior to the issuance of the building permits for Phase II development	Phase II Developer(s)	City of Ontario	At the issuance of the building permits for Phase II development
NO-2	<i>Truck deliveries for all uses located easterly adjacent to 'A' Street shall be restricted to the non-noise sensitive daytime hours of 7:00 a.m. to 10:00 p.m.</i>	Throughout the life of the Project	Project Applicant	City of Ontario	Throughout the life of the Project
NO-3	<i>The wall proposed along the northern property line of the residential parcel shall be increased from 6 feet in height to 9 feet, as shown on Exhibit 8-A of the Noise Impact Analysis.</i>	Prior to issuance of building permits	Residential Developer	City of Ontario	At issuance of building permits
NO-4	<i>During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.</i>	Throughout Construction	Construction Contractor	City of Ontario	Throughout Construction

Table 6-1
Tuscana Village Specific Plan
Mitigation Monitoring Plan

Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
NO-5 <i>The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the Project site during all Project construction.</i>	Throughout Construction	Construction Contractor	City of Ontario	Throughout Construction
NO-6 <i>The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.</i>	Throughout Construction	Construction Contractor	City of Ontario	Throughout Construction
NO-7 <i>Prior to the issuance of building permits, the developer(s) of the Specific Plan shall demonstrate that the proposed uses will not be subject to interior noise levels in excess of City standards. Conversely, if the projected noise levels exceed City standards, the developer shall implement appropriate measures necessary to meet the standards.</i>	Prior to the issuance of building permits	Project Developer(s)	City of Ontario	At the issuance of building permits

**Table 6-1
Tuscana Village Specific Plan
Mitigation Monitoring Plan**

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
NO-8	<i>The following language shall be included within the purchase agreement for any individual residential units. "NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you."</i>	Prior to the sale of any residential unit	Residential Developer	City of Ontario	Prior to the close of escrow of any residential unit