

## **4.5 NOISE**

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## 4.5 NOISE

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### *Abstract*

*This Section assesses whether the Project would substantially increase ambient noise levels, or expose land uses to noise, groundborne noise, or groundborne vibration levels exceeding established standards. In this regard, potential impacts considered within this Section include:*

- 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.*
- A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.*
- A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.*
- 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, expose people residing or working in the project area to excessive noise levels.*
- Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels.*

*As presented in the following analyses, even after compliance with regulations and application mitigation measures, the Project would cause or result in the following significant and unavoidable noise impacts:*

- *Project construction-source noise and vibration levels, as received at certain adjacent off-site properties, would exceed applicable noise and vibration standards.*
- *Project vehicular-source noise contributions to ambient noise conditions along certain Study Area roadway segments would be individually significant and cumulatively considerable.*

*All other potential noise impacts of the Project are determined to be less-than-significant, or can be mitigated to levels that are less-than-significant.*

#### **4.5.1 INTRODUCTION**

This Section presents the noise setting, methodology, standards of significance, and potential noise impacts associated with the Project. Where impacts are determined to be potentially significant, mitigation measures are proposed to avoid or reduce the severity of impacts. The information presented herein has been summarized from the *Meredith International Centre Specific Plan Amendment Noise Impact Analysis* (Urban Crossroads, Inc.) October 28, 2014 (Noise Impact Analysis). The Noise Impact Analysis in its entirety is presented at EIR Appendix F.

#### **4.5.2 SETTING**

Following are discussions of noise fundamentals applicable to the Project, together with assessments of existing ambient noise levels and noise sources in the Project vicinity.

##### **4.5.2.1 Fundamentals of Noise**

Noise levels are measured on a logarithmic scale in decibels which are then weighted and added over a 24-hour period to reflect not only the magnitude of the sound, but also its duration, frequency, and time of occurrence. In this manner, various acoustical scales and units of measurement have been developed, including: equivalent sound levels (Leq), day-night average sound levels (Ldn) and community noise equivalent levels (CNEL).

“A-weighted” decibels (dBA) approximate the subjective response of the human ear to a broad frequency noise source by discriminating against the very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies

which are audible to the human ear. The decibel scale has a value of 0.0 dBA at the threshold of hearing and 120 dBA at the threshold of pain. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. Thus, a 1.0 decibel increase is just audible, whereas a 10 decibel increase means the sound is perceived as being twice as loud as before.

Examples of the decibel level of various noise sources are provided in the following Figure 4.5-1.

### **Noise Rating Schemes**

Equivalent sound levels are not measured directly but rather are calculated from sound pressure levels typically measured in dBA. The equivalent sound level (Leq) is the constant level that, over a given time period, transmits the same amount of acoustic energy as the actual time-varying sound. Equivalent sound levels are the basis for both the Ldn and CNEL scales.

Day-night average sound levels (Ldn) are a measure of the cumulative noise exposure of the community. The Ldn value results from a summation of hourly Leqs over a 24-hour time period with an increased weighting factor applied to the nighttime period between 10:00 p.m. and 7:00 a.m. This noise rating scheme takes into account those subjectively more annoying noise events which occur during normal sleep hours.

Community noise equivalent levels (CNEL) also carry a weighting penalty for noise that occurs during the nighttime hours. In addition, CNEL levels include a penalty for noise events that occur during the evening hours between 10:00 p.m. and 7:00 a.m. Because of the weighting factors applied, CNEL values at a given location will always be larger than Ldn values, which in turn will exceed Leq values. However, CNEL values are typically within one decibel of the Ldn value.

<b>COMMON OUTDOOR ACTIVITIES</b>	<b>COMMON INDOOR ACTIVITIES</b>	<b>A - WEIGHTED SOUND LEVEL dBA</b>	<b>SUBJECTIVE LOUDNESS</b>	<b>EFFECTS OF NOISE</b>
THRESHOLD OF PAIN		140	<b>INTOLERABLE OR DEAFENING</b>	<b>HEARING LOSS</b>
NEAR JET ENGINE		130		
		120		
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110		
LOUD AUTO HORN		100	<b>VERY NOISY</b>	<b>SPEECH INTERFERENCE</b>
GAS LAWN MOWER AT 1m (3 ft)		90		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80	<b>LOUD</b>	
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70		
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60		
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	<b>MODERATE</b>	<b>SLEEP DISTURBANCE</b>
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		
QUIET SUBURBAN NIGHTTIME	LIBRARY	30	<b>FAINT</b>	<b>NO EFFECT</b>
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20		
	BROADCAST/RECORDING STUDIO	10		
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0	<b>VERY FAINT</b>	

Source: Urban Crossroads, Inc.

Figure 4.5-1  
Typical Noise Levels

## **Sound Propagation**

For a “line source” of noise such as a heavily traveled roadway, the noise level drops off by a nominal value of 3.0 decibels for each doubling of distance between the noise source and the noise receiver. The nominal value of 3.0 dBA with doubling applies to sound propagation from a line source: (1) over the top of a barrier greater than 3 meters in height; or (2) where there is a clear unobstructed view of the highway, the ground is hard, no intervening structures exist and the line-of-sight between the noise source and receiver averages more than three meters above the ground.

Notwithstanding, environmental factors such as wind conditions, temperature gradients, characteristics of the ground (hard or soft) and the air (relative humidity), and the presence of vegetation combine to typically increase the attenuation achieved outside laboratory conditions to approximately 4.5 decibels per doubling of distance. The increase in noise attenuation in exterior environments is particularly true: (1) for freeways with an elevated or depressed profile or exhibiting expanses of intervening buildings or topography; (2) where the view of a roadway is interrupted by isolated buildings, clumps of bushes, scattered trees; (3) when the intervening ground is soft or covered with vegetation; or (4) where the source or receiver is located more than three meters above the ground.

In an area which is relatively flat and free of barriers, the sound level resulting from a single “point source” of noise drops by six decibels for each doubling of distance or 20 decibels for each factor of ten in distance. This applies to fixed noise sources and mobile noise sources which are temporarily stationary, such as an idling truck or other heavy duty equipment operating within a confined area (such as industrial processes or construction).

## **Noise Barrier Attenuation**

Effective noise barriers can reduce noise levels by 10 to 15 dBA, cutting the loudness of traffic noise in half. A noise barrier is most effective when placed close to the noise source or receptor. Noise barriers, however, do have limitations. For a noise barrier to work, it must be high enough and long enough to block the view of the noise source.

#### **4.5.2.2 Factors Affecting Motor Vehicle Noise**

According to the Highway Traffic Noise Analysis and Abatement Policy and Guidance, provided by the Federal Highway Administration (FHWA), the level of traffic noise depends on three primary factors: (1) the volume of the traffic, (2) the speed of the traffic, and (3) the vehicle mix within the flow of traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and a greater number of trucks. A doubling of the traffic volume, assuming that the speed and vehicle mix do not change, results in a noise level increase of 3 dBA. The vehicle mix on a given roadway may also have an effect on community noise levels. As the number of medium and heavy trucks increases and becomes a larger percentage of the vehicle mix, adjacent noise level impacts will increase. Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires on the roadway.

To account for the ground-effect attenuation (absorption), two types of site conditions are commonly used in traffic noise models, soft site and hard site conditions. Soft site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. A drop-off rate of 4.5 dBA per doubling of distance is typically observed over soft ground with landscaping, as compared with a 3.0 dBA drop-off rate over hard ground such as asphalt, concrete, stone and very hard packed earth. The Project Noise Study indicates that generally, soft site conditions better reflect the predicted noise levels. In addition, Caltrans' research has shown that the use of soft site conditions is more appropriate for the application of the FHWA traffic noise prediction model used in this analysis.

#### **4.5.2.3 Community Responses to Noise**

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

Despite this variability in behavior on an individual level, 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;
- 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.

Recent studies have shown that changes in long-term noise levels are noticeable, and are responded to by people. For example, about 10 percent of the people exposed to traffic noise of 60 Ldn will report being highly annoyed with the noise, and each increase of one Ldn is associated with approximately two percent more people being highly annoyed. When traffic noise exceeds 60 Ldn or aircraft noise exceeds 55 Ldn, people begin complaining. Group or legal actions to stop the noise should be expected to begin at traffic noise levels near 70 Ldn and aircraft noise levels near 65 Ldn.

#### **4.5.2.4 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 liveability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process.

#### **4.5.2.5 Current Noise Exposure**

To assess the existing noise level environment, 14 long-term noise level measurements were taken at receiver locations in the Project study area. The noise level measurement locations were selected to describe and document the existing noise environment within the Project study area. Figure 4.5-2 provides illustrates the locations of the measurement locations.

The long-term noise level measurements were positioned at the nearest noise sensitive receiver locations to assess the existing ambient hourly noise levels surrounding the Project site. It is not necessary to collect measurements at each individual building or residence, because each receiver measurement represents a group of buildings that share acoustical equivalence. In other words, the area represented by the receiver shares similar shielding, terrain, and geometric relationship to the reference noise source. While receivers represent a location of noise sensitive areas, they also represent noise modeling locations used to estimate the future noise level impacts. Collecting reference ambient noise level measurements at the nearby sensitive receiver locations allows for a comparison of the before and after Project noise levels.



**LEGEND:**

- 10' Existing Noise Barrier Height (in feet)
- ▲ Noise Measurement Locations
- Existing Noise Barrier Location



Source: Urban Crossroads, Inc.

Figure 4.5-2  
Noise Measurement Locations

The results of the long-term noise level measurements are presented in the following Table 4.5-1.

**Table 4.5-1  
Ambient Noise Level Measurements**

Location	Distance from Project Site	Description	Hourly Noise Level (Leq dBA)		CNEL
			Daytime	Nighttime	
L1	102'	Located near the northwest corner of the Project site at existing residential uses on Rosewood Court.	65.4	61.6	69.1
L2	83'	Located near existing multi-family residential uses along Fourth Street, north of the Project site.	70.3	66.7	74.2
L3	78'	Located between the Lamplighter Mobile Home Park and a commercial plaza north of Fourth Street across from the Project site.	68.3	64.6	72.1
L4	895'	Located near the Vineyard Park residential uses at the intersection of Smiderle Loop and Fourth Street.	56.8	57.7	64.2
L5	1,225'	Located near existing single-family residential uses northeast of the Project site on Archibald Avenue.	58.7	58.8	65.5
L6	0'	Located near a gasoline station and drive-through restaurants within the southeast portion of the Project site.	62.3	60.7	67.7
L7	0'	Located on the south side of Inland Empire Boulevard across from the proposed Urban Residential land use of the Project site.	65.2	64.5	71.3
L8	0'	Located on Inland Empire Boulevard near an existing waterway within the proposed Project site boundaries.	63.5	60.8	68.1
L9	141'	Located just north of the I-10 freeway westbound on-ramp at Vineyard Avenue.	64.8	62.2	69.4
L10	51'	Located along the west side of Vineyard Avenue at an existing residential use west of the Project site.	69.4	65.7	73.2
L11	0'	Located at the southwest corner of the existing Italo M. Bernt Elementary School along the northern Project site boundary.	52.6	55.1	61.4
L12	180'	Located north of Fourth Street at the existing wall surrounding residential dwellings, northeast of the Project site.	63.8	61.2	68.4

**Table 4.5-1  
Ambient Noise Level Measurements**

Location	Distance from Project Site	Description	Hourly Noise Level (Leq dBA)		CNEL
			Daytime	Nighttime	
L13	335'	Located between an existing commercial plaza and existing residential uses east of the Project site.	58.7	56.9	64.0
L14	235'	Located south of the I-10 Freeway behind an existing noise barrier at the Residence Inn on Convention Center Way.	63.9	61.0	68.2

Source: Meredith International Centre Specific Plan Amendment Noise Impact Analysis (Urban Crossroads, Inc.) October 28, 2014.

### Traffic Noise Contours

Existing noise levels from vehicular traffic were calculated using a computer program that replicates the traffic noise prediction model developed by the Federal Highway Administration, FHWA-RD-77-108, or the "FHWA Model." The modeling results were then adjusted to account for the classification and width of each roadway, the total average daily traffic (ADT) on the roadway, the travel speed, vehicle mix (i.e., percentages of automobiles, medium trucks, and heavy trucks in the traffic volume), and other environmental conditions such as roadway grade and surrounding site conditions. Assumptions used for each of these adjustment categories are identified in the Project Noise Impact Analysis (EIR Appendix F). The results of the modeling effort for the 23 roadway segments included in the Project study area are summarized at Table 4.5-2.

**Table 4.5-2  
Noise Contours for Existing Conditions (without Project)**

ID	Road	Segment	Adjacent Land Use <sup>1</sup>	CNEL at at Nearest Adjacent Land Use (dBA) <sup>2</sup>	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Baker Ave.	n/o 6th St.	Low Density Residential	65.3	RW	46	99
2	Vineyard Ave.	n/o 8th St.	General Industrial	73.8	59	127	273
3	Vineyard Ave.	s/o 8th St.	Med. Density Residential	74.1	83	179	385
4	Vineyard Ave.	n/o Fourth St.	Neighborhood Comm.	73.0	94	203	437
5	Vineyard Ave.	s/o Fourth St.	Med. Density Residential	72.3	84	181	389
6	Vineyard Ave.	s/o Inland Empire Bl.	Med. Density Residential	72.5	86	186	401

**Table 4.5-2  
Noise Contours for Existing Conditions (without Project)**

ID	Road	Segment	Adjacent Land Use <sup>1</sup>	CNEL at at Nearest Adjacent Land Use (dBA) <sup>2</sup>	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
7	Hellman Ave.	n/o Fourth St.	Business Park	66.2	RW	40	85
8	Archibald Ave.	s/o Arrow Rte.	General Commercial	73.1	81	175	376
9	Archibald Ave.	n/o 6th St.	Low Density Residential	73.2	82	177	381
10	Archibald Ave.	s/o 6th St.	Low-Med. Density Residential	73.3	83	178	384
11	Archibald Ave.	n/o Inland Empire Bl.	Med. Density Residential	73.5	101	217	468
12	Archibald Ave.	s/o Inland Empire Bl.	Mixed Use	74.4	116	250	538
13	Haven Ave.	n/o Inland Empire Bl.	Mixed Use	78.0	286	615	1326
14	Fourth St.	w/o Baker Ave.	High Density Residential	70.4	63	135	292
15	Fourth St.	e/o Baker Ave.	High Density Residential	71.2	71	153	330
16	Fourth St.	w/o Hellman Ave.	Low-Medium Density Residential	71.7	77	166	358
17	Fourth St.	e/o Hellman Ave.	Low-Med. Density Residential	71.5	75	161	347
18	Fourth St.	e/o Archibald Ave.	Open Space - Parkland	72.1	82	177	380
19	Fourth St.	w/o Haven Ave.	Med. Density Residential	72.2	83	179	386
20	Fourth St.	e/o Haven Ave.	Mixed Use	73.3	97	210	452
21	Inland Empire Bl.	e/o Archibald Ave.	Mixed Use	72.8	68	147	316
22	Inland Empire Bl.	w/o Haven Ave.	Med. Density Residential	73.5	75	162	350
23	Inland Empire Bl.	e/o Haven Ave.	Mixed Use	70.9	67	145	312

**Source:** Meredith International Centre Specific Plan Amendment, Noise Impact Analysis, City of Ontario (Urban Crossroads, Inc.) October 28, 2014.

<sup>1</sup> Per the City of Ontario Policy Plan Land Use Plan, Exhibit LU-01, and the City of Rancho Cucamonga General Plan Land Use Plan, Figure LU-2.

<sup>2</sup> The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.

As shown above, the unmitigated exterior noise levels are expected to range from 65.3 to 78.0 dBA CNEL. This shows that the existing without Project noise levels on off-site study area roadway segments already exceed the normally acceptable 65 dBA CNEL noise compatibility criteria for noise-sensitive residential land uses.

### Sensitive Receptors

Land uses classified as noise-sensitive by the State of California include: schools, hospitals, rest homes, long-term care centers, and mental care facilities. Some jurisdictions also consider day care centers, single-family dwellings, mobile home parks, churches, libraries, and recreation areas to be noise-sensitive. Moderately noise-sensitive land uses typically

include: multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs.

Land uses which are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

Primary sensitive receptors in the Project vicinity include existing residential uses located to the north, east, and west of the site.

#### **4.5.2.6 Vibration**

According to the Federal Transit Administration (FTA) Transit Noise Impact and Vibration Assessment, vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure borne noise. Sources of groundborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency. Vibration is often described in units of velocity (inches per second), and discussed in decibel (dB) units in order to compress the range of numbers required to describe vibration. Vibration impacts are generally associated with activities such as train operations, construction and heavy truck movements.

The background vibration-velocity level in residential areas is generally 50 VdB. Groundborne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-

velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

### **4.5.3 EXISTING POLICIES AND REGULATIONS**

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the State have established standards and ordinances to control noise. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains fairly constant with time. Air and rail traffic, and commercial and industrial activities are also major sources of noise in some areas. Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

#### **4.5.3.1 State of California**

##### **Noise Requirements**

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared according to guidelines adopted by the Governor's Office of Planning and Research. The purpose of the Noise Element is to "limit the exposure of the community to excessive noise levels." In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

##### **California Building Code**

The State of California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Code. These noise standards are applied to new construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive

structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

#### 4.5.3.2 City of Ontario

##### **The Ontario Plan Safety Element**

The City of Ontario Policy Plan identifies several policies to minimize the impacts of excessive noise levels throughout the community in Section S4, Noise Hazards, of the Safety Element. The Noise Hazards section establishes a goal of maintaining “an environment where noise does not adversely affect the public’s health, safety and welfare.” To satisfy this goal, the Policy Plan identifies several policies related to: noise mitigation; coordination with transportation authorities; airport noise mitigation; truck traffic; roadway design; and airport noise compatibility.

The Noise Level Exposure and Land Use Compatibility Guidelines, shown on Figure 4.5-3, describe categories of compatibility and not specific noise standards. These guidelines are based on the Governor’s Office of Planning and Research and are used to assess the compatibility of community noise exposure by land use category. According to the Noise Level Exposure and Land Use Compatibility Guidelines, noise sensitive land uses such as single and multi-family residences are considered clearly acceptable with exterior noise levels below 60 dBA CNEL and normally acceptable with noise levels below 65 dBA CNEL. For office and retail land uses, exterior noise levels below 75 dBA CNEL are considered normally acceptable and noise levels of less than 80 are considered normally unacceptable. Manufacturing and warehousing land uses are considered normally acceptable with noise levels below 75 and 80 dBA CNEL, respectively, and normally unacceptable with noise levels of less than 80 and 85 dBA CNEL, respectively.

LAND USE CATEGORIES		COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)					
Category	Land Use	55	60	65	70	75	80
Residential/ Lodging	Single Family / Duplex	Green	Green	Yellow	Orange	Red	Red
	Multi-Family	Green	Green	Yellow	Orange	Red	Red
	Mobile Homes	Green	Green	Yellow	Red	Red	Red
	Hotel/Motels	Green	Green	Green	Yellow	Orange	Orange
Public/Institutional	Schools/Hospitals	Green	Green	Yellow	Orange	Red	Red
	Churches/ Libraries	Green	Green	Yellow	Orange	Red	Red
	Auditoriums/Concert Halls	Green	Yellow	Orange	Orange	Red	Red
Commercial	Offices	Green	Green	Green	Yellow	Yellow	Orange
	Retail	Green	Green	Green	Green	Yellow	Orange
Industrial	Manufacturing	Green	Green	Green	Green	Yellow	Orange
	Warehousing	Green	Green	Green	Green	Yellow	Yellow
Recreational/ Open Space	Parks/Playgrounds	Green	Green	Green	Yellow	Orange	Red
	Golf Courses/ Riding Stables	Green	Green	Green	Yellow	Orange	Red
	Outdoor Spectator Sports	Green	Green	Yellow	Orange	Orange	Red
	Outdoor Music Shells/ Amphitheaters	Yellow	Yellow	Orange	Red	Red	Red
	Livestock/Wildlife Preserves	Green	Green	Green	Green	Orange	Red
	Crop Agriculture	Green	Green	Green	Green	Green	Green

**LEGEND**

	<b>Clearly Acceptable:</b>	No special noise insulation required, assuming buildings of normal conventional construction.
	<b>Normally Acceptable:</b>	Acoustical reports will be required for major new residential construction. Conventional construction with closed windows and fresh air supply systems of air conditioning will normally suffice.
	<b>Normally Unacceptable:</b>	New construction should be discouraged. Noise/aviation easements required for all new construction. If new construction does proceed, a detailed analysis of noise reduction requirements must be made and necessary noise insulation features included.
	<b>Clearly Unacceptable:</b>	No new construction should be permitted.

Source: California Office of Noise Control; Urban Crossroads, Inc.

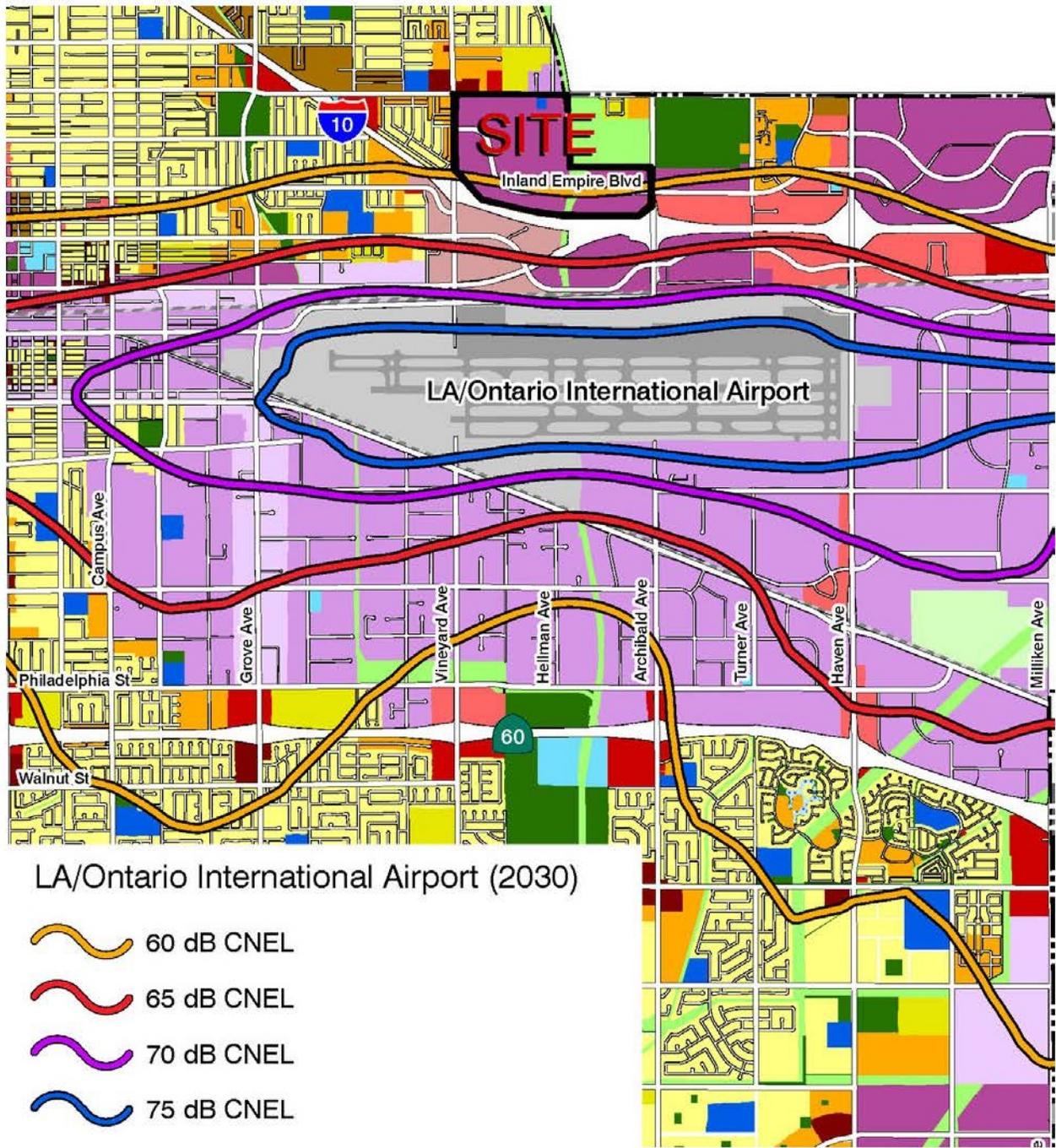
Consistent with the land use compatibility guidelines, this noise study has been prepared to satisfy a normally acceptable exterior noise level of less than 65 dBA CNEL and an interior noise level of less than 45 dBA CNEL for the multi-family residential uses within the Specific Plan area. The 65 dBA CNEL normally acceptable exterior noise guidelines apply to first floor patio areas for multi-family residential units. The on-site noise levels at the industrial and commercial land uses within the Project site are evaluated based on the acceptable commercial interior space noise levels established under the LA/Ontario International Airport Land Use Compatibility Plan (ALUCP).

### **LA/Ontario International Airport Land Use Compatibility Plan (ALUCP)**

The ALUCP was adopted by Ontario City Council on April 19, 2011. The basic function of the ALUCP is to promote compatibility between the Airport and the land uses that surround it. As required by State law, the ALUCP provides guidance to affected local jurisdictions with regard to airport land use compatibility matters involving the Airport. The main objective of the ALUCP is to avoid future compatibility conflicts rather than to remedy existing incompatibilities. Also, the ALUCP is aimed at addressing future land uses and development, not airport activity. The ALUCP does not place any restrictions on the present and future role, configuration, or use of the airport. The geographic scope of the ALUCP is the Airport Influence Area (AIA), the area in which current or future airport-related noise, safety, airspace protection and/or overflight factors may affect land uses or impose restrictions on those uses.

Section 6.2 of the ALUCP identifies noise compatibility policies to avoid the establishment of noise-sensitive land uses in the portions of the AIA that are exposed to significant levels of aircraft noise. The ALUCP aircraft noise contours are shown on Figure 4.5-4. While many of the ALUCP policies focus on noise sensitive residential development within the noise contours of the airport, the following noise policies are applicable to the proposed Meredith International Centre Specific Plan Amendment:

N2 *Residential Development Exceptions:* The following types of residential developments are allowed within the CNEL 65 dB contour, if the structure is capable of attenuating exterior noise from all noise sources to an indoor CNEL of 45 dB or less.



NOT TO SCALE

Source: The Ontario Plan Environmental Impact Report

Figure 4.5-4  
ALUCP Noise Contours

- N2a *Multi-Family Residential*: Multi-family residential is allowed within the CNEL 65 dB contour if the development can achieve a density that is greater than 8 dwelling units per acre and incorporate interior common space and recreational facilities.
- N3 *Non-residential Development*: New nonresidential development is incompatible in locations where the airport-related noise exposure would be highly disruptive to the specific land use. The applicable criteria are indicated in Table 2-3: Noise Criteria.
- N4 *Maximum Interior Noise Level*: To the extent that the criteria in Table 2-3: Noise Criteria and other policies herein permit the development, land uses with interior activities that may be easily disrupted by aircraft noise should be required to incorporate exterior-to-interior noise level reduction (NLR) design features for all new structures.

Table 2-3 of the ALUCP establishes an interior noise level limit of 45 dBA CNEL for residential land use with greater than 8 dwelling units per acre located within the 60 to 65 dBA CNEL noise contours. Planning Area 4 of the Specific Plan Amendment proposes Urban Residential uses, with up to 800 multi-family dwelling units on 21.4 acres. This Planning Area is located in the eastern portion of the Project site, mostly north of the LA/Ontario International Airport 60 dBA CNEL noise contour boundary (except for the southeastern corner). The Urban Residential uses propose a density of roughly 37 dwelling units per acre, far exceeding the noise policy N2 exempting multi-family residential development within the 60 to 65 dB contour with a density of greater than 8 dwelling units per acre.

The Urban Commercial land uses in Planning Areas 2 and 3 will be located within the 60 to 65 dBA CNEL noise contours, and are considered a normally compatible land use when interior noise levels in office, retail, and other noise-sensitive indoor spaces are below 50 dBA CNEL. Outdoor dining or gathering places are considered incompatible with noise levels above 70 dBA CNEL. The majority of the industrial uses proposed within Planning Area 1 are located north of the airport noise contours; however, the Planning Area's southern boundary is overlapped by the 60 dBA CNEL noise contour. Based on a review of preliminary site plans, the portion potentially within the 60 dBA CNEL noise contour

contains water quality basins and a very small portion of an industrial building. Therefore, indoor office uses located within the southern portion of the affected building would be considered a normally compatible land use with interior noise levels below 50 dBA CNEL.

### **City of Ontario Municipal Code**

To analyze noise impacts originating from a designated fixed location or private property such as the Project, area-source (stationary/area-source) noise such as the expected drive-thru speakerphones, parking lot activities, idling trucks, delivery truck activities, parking, backup alarms, refrigerated containers or reefers, as well as loading and unloading of goods are typically evaluated against standards established under the City's Municipal Code.

#### ***Operational Noise Standards***

The Project operational (stationary/area-source) noise impacts are governed by the City of Ontario Municipal Code, Title 5, Chapter 29. Section 5-29.04(a) identifies acceptable daytime and nighttime ambient exterior noise standards based on land use type. For the manufacturing and industrial land uses (Noise Zone V) within the Project site, ambient exterior noise levels may not exceed 70 dBA Leq. For the Project commercial land uses (Noise Zone III), ambient exterior noise levels may not exceed 65 dBA Leq during the daytime hours (7:00 a.m. to 10:00 p.m.), and may not exceed 60 dBA Leq during nighttime hours (10:00 p.m. to 7:00 a.m.). For the Project multi-family residential uses (Noise Zone II), ambient exterior noise levels may not exceed 65 dBA Leq during the daytime hours (7:00 a.m. to 10:00 p.m.), and may not exceed 50 dBA Leq during the nighttime hours (10:00 p.m. to 7:00 a.m.).

Operation of the Project has the potential to impact vicinity off-site land uses. Maximum acceptable Project-stationary/area-source noise levels received at the off-site land uses are identified at Table 4.5-3. Project-source stationary/area-source noise levels received at off-site City of Ontario residential land uses are conservatively evaluated based on the 65 dBA Leq daytime and 45 dBA Leq nighttime noise level standards for single-family residential (Noise Zone I) land uses. As stated in Section 5-29.11 of the Municipal Code: "It is unlawful for any person to create any noise that causes the outdoor noise level at any school, day care center, hospital or similar health care institution, church, library or museum while the

same is in use, to exceed the noise standards specified in § 5-29.04 prescribed for the assigned Noise Zone I.” Based on this standard, Project-related operational noise impacts at the Italo M. Bernt Elementary School will be evaluated based on the 65 dBA Leq daytime and 45 dBA Leq nighttime noise level standards. Since nearby noise-sensitive receivers are also located in the City of Rancho Cucamonga, this report includes the relevant noise regulations of the City of Rancho Cucamonga as shown below and further discussed described in Section 4.5.3.3.

**Table 4.5-3  
Exterior Noise Level Limits**

City	Zoning District	Time Period	Maximum Permissible Exterior Noise Levels				
			Leq (Average)	L <sub>25</sub> (15 min)	L <sub>17</sub> (10 min)	L <sub>8</sub> (5 min)	L <sub>max</sub> (<1 min)
Ontario	Residential	Daytime (7am-10pm)	65	65	-	-	85
		Nighttime (10pm-7am)	45	45	-	-	65
	Commercial	Daytime (7am-10pm)	65	65	-	-	85
		Nighttime (10pm-7am)	60	60	-	-	80
	Industrial	Anytime	70	70	-	-	90
Rancho Cucamonga	Residential	Daytime (7am-10pm)	65	65	70	79	80
		Nighttime (10pm-7am)	60	60	65	74	75

Source: Meredith International Centre Specific Plan Amendment Noise Impact Analysis (Urban Crossroads, Inc.) October 28, 2014.

### ***Construction Noise Standards***

The City of Ontario has set restrictions to control noise impacts associated with the construction of the proposed Project. Section 5-29.09 of the Municipal Code states: “No person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, on any weekday except between the hours of 7:00 a.m. and 6:00 p.m. or on Saturday or Sunday between the hours of 9:00 a.m. and 6:00 p.m.” While the City establishes limits to the hours during which construction

activity may take place, it does not identify specific noise level limits for construction noise levels at potentially affected receivers. To allow for a quantified determination of what the Noise Control Ordinance constitutes as a detriment to public health, comfort, convenience, safety, welfare and prosperity of the residents of the City due to construction activity, relevant quantified construction noise standards established in other cities within the County of San Bernardino were used in this analysis to assess the Project construction noise level limits.

Within the County of San Bernardino, construction noise level limits of 65 dBA Leq are identified in the following cities: Rancho Cucamonga (Development Code, Section 17.66.050(D)(4)(a) Noise Standards); Adelanto (Code of Ordinances, Section 17.90.020(d) Construction Practices); and Chino (Municipal Code, Section 9.40.060(D) Special Provisions). While not enforceable regulations within the City of Ontario, the reference construction noise limits identified by other cities in the County of San Bernardino provide an acceptable threshold for determining the relative significance of Project construction noise levels.

### ***Vibration Standards***

The City of Ontario Municipal Code, Section 9-1.3310, has established a standard of vibration displacement for sensitive land uses as the basis for determining the relative significance of potential Project-related vibration impacts.

**Table 4.5-4**  
**City of Ontario Vibration Standards**

Frequency (cycles/sec)	Vibration Displacement (inches)		Peak Particle Velocity (PPV) <sup>1</sup>	
	Steady State	Impact	Steady State	Impact
Under 10	0.0055	0.0010	1.7279	0.3142
10–19	0.0044	0.0008	2.6264	0.4775
20–29	0.0033	0.0006	3.0065	0.5466
30–39	0.0002	0.0004	0.2450	0.4901
40 and over	0.0001	0.0002	0.1257	0.2513
Peak	0.0055	0.0010	3.0065	0.5466

**Source:** Meredith International Centre Specific Plan Amendment Noise Impact Analysis (Urban Crossroads, Inc.) October 28, 2014.

<sup>1</sup> Calculated Peak Particle Velocity (PPV) based on the basic vibration formula for provided in the Caltrans Transportation and Construction Vibration Guidance Manual, September 2013.

### *Airport Noise*

The City of Ontario recognizes that noise levels from the LA/Ontario International Airport may exceed the standards set forth in the State's Land Use Compatibility for Community Noise exposure for the majority of surrounding land uses. Therefore, the City has established additional requirements for sound transmission control for new development in high noise impact areas surrounding the airport. These requirements are detailed in Title 8, Chapter 15, Sound Transmission Control in High Noise Impact Areas, of the City's Municipal Code for the purpose of allowing new development in the vicinity of the airport to safeguard health, property, and public welfare of the community. The building requirements for high noise impact areas are limited to existing and new residential construction, such as the proposed multi-family land use in Planning Area 4 of the Project site and requires interior noise levels of 45 dBA CNEL for land uses located within the 60 to 65 dBA CNEL noise contours. However, the sound transmission control requirements for noise-sensitive land uses outlined in Chapter 15 do not apply to the non noise-sensitive commercial and industrial land uses contained within Planning Areas 1, 2, and 3 of the Meredith International Centre Specific Plan Amendment.

#### **4.5.3.3 City of Rancho Cucamonga**

Although the Project site is located within the City of Ontario, it is adjacent to noise-sensitive receivers located in the City of Rancho Cucamonga, and relevant City of Rancho Cucamonga's noise regulations were also used in this analysis.

The City of Rancho Cucamonga has adopted a Public Health and Safety Element of the General Plan to control and abate environmental noise, and to protect the citizens of the City from excessive exposure to noise. The Public Health and Safety Element specifies the maximum allowable exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports and railroads. In addition, the Public Health and Safety Element identifies several policies to minimize the impacts of excessive noise levels throughout the community, and establishes noise level requirements for all land uses.

The noise criteria identified in the City of Rancho Cucamonga Public Health and Safety Element are guidelines to evaluate the land use compatibility of transportation-related

noise. The compatibility criteria provides the City with a planning tool to gauge the compatibility of land uses relative to existing and future exterior noise levels.

According to the City's Noise Compatibility Matrix, noise sensitive land uses such as single-family residences are considered normally acceptable with exterior noise levels below 60 dBA CNEL and conditionally acceptable with noise levels below 65 dBA CNEL. Multi-family land uses are considered normally acceptable with exterior noise levels below 65 dBA CNEL and conditionally acceptable with exterior noise levels below 70 dBA CNEL. For office and retail land uses, exterior noise levels below 70 dBA CNEL are considered normally acceptable and noise levels approaching 75 dBA are considered conditionally acceptable. Manufacturing and industrial land uses are considered normally acceptable with noise levels below 75 dBA and both conditionally acceptable and clearly unacceptable with noise levels between 75 to 80 dBA CNEL.

Since some land uses, located northerly adjacent to the Project site, fall within the City of Rancho Cucamonga boundary, the off-site vehicular-source noise is evaluated based on the conditionally acceptable 65 dBA CNEL noise level criteria for single-family land uses.

### **City of Rancho Cucamonga Development Code**

To analyze the noise impacts on the residential land uses near the Project site, the operational (stationary/area-source) and construction-related noise impacts are evaluated against standards established under the City's Development Code.

#### ***Operational Noise Standards***

The City of Rancho Cucamonga Development Code has established noise level limits for residential zones as measured at receiving the residential land use property line. Section 17.66.050(F)(1) states the exterior noise level limits for residential land uses shall be 65 dBA during the daytime hours (7:00 a.m. to 10:00 p.m.) and 60 dBA during the nighttime hours (10:00 p.m. to 7:00 a.m.). For analysis purposes, the potential Project-related operational noise impacts on sensitive receivers in the City of Rancho Cucamonga are evaluated based on the City of Rancho Cucamonga Development Code noise standards (Section 17.66.050(F)(1)), shown in Table 4.5-3.

### ***Construction Noise Standards***

To control noise impacts associated with the construction of the proposed Project, the City has established limits to the hours of operation. According to Section 17.66.050(D)(4)(a) of the City of Rancho Cucamonga Development Code, the following activities are exempt from the provisions of the noise standards: Noise sources associated with, or vibration created by, construction, repair, remodeling, or grading of any real property or during authorized seismic surveys, provided said activities: when adjacent to a residential land use, school, church or similar type of use, the noise generating activity does not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday, and provided that noise levels created do not exceed the base noise level standard of 65 dBA when measured at the adjacent property line. If Project construction activities occur during the permitted hours of 7:00 a.m. and 8:00 p.m. on weekdays, including Saturdays, and do not occur on Sundays or national holidays, and the noise level does not exceed 65 dBA at nearby residential land uses within the City of Rancho Cucamonga, the construction noise level impacts are considered exempt from the noise standards. Since the Project is located within the City of Ontario, the City of Rancho Cucamonga standards for construction activity are only applied to those potentially impacted sensitive receivers in the City of Rancho Cucamonga.

### ***Vibration Standards***

The City of Rancho Cucamonga Development Code, Section 17.66.050(D)(4)(a), identifies exemptions from the noise standards for: Noise sources associated with, or vibration created by, construction, repair, remodeling, or grading of any real property or during authorized seismic surveys, provided said activities...do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or any time on Sunday or a national holiday. However, for analysis purposes, the potential vibration impacts created by Project construction are evaluated based on the City of Rancho Cucamonga established vibration standards (Section 17.66.070(A)) for: Uses that generate vibrations that may be considered a public nuisance or hazard on any adjacent property shall be cushioned or isolated to prevent generation of vibrations.

The City of Rancho Cucamonga Development Code vibration standards in acceleration by frequency and the equivalent calculated velocities are shown on Table 4.5-5.

**Table 4.5-5  
City of Rancho Cucamonga Vibration Standards**

Frequency (CPS)	Acceleration (in/sec)	Velocity (in/sec)
50	0.0020	0.0025
51	0.0010	0.0012
52	0.0010	0.0012
53	0.0010	0.0012
54	0.0010	0.0011
55	0.0010	0.0011
56	0.0010	0.0011
Peak	0.0020	0.0025

**Source:** Meredith International Centre Specific Plan Amendment Noise Impact Analysis (Urban Crossroads, Inc.) October 28, 2014.

#### 4.5.4 STANDARDS OF SIGNIFICANCE

Based on the noise criteria presented above, and direction provided within the CEQA Guidelines as implemented by the Ontario, Project noise impacts would be considered potentially significant if the Project is determined to result in or cause the following conditions:

- 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. This impact would occur if the Project would create or result in noise exposure at receiving occupied land uses exceeding standards established by the City of Ontario or City of Rancho Cucamonga.
- A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. This condition will occur if the Project temporarily or periodically increases noise levels at receiving occupied land uses in excess of, and for durations longer than, are allowed under applicable City standards.
- A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.

For vehicular-source noise, this impact will occur if:

- The ambient CNEL is below applicable Noise Standards, and the Project increases the ambient CNEL above applicable standards; or
- The Project increases the CNEL at any receptor by an audible amount (1.5 dB or more) when the ambient CNEL is equal to or exceeds applicable standards.

For stationary operational/area-source noise, this impact will occur if:

- The base ambient noise condition is below applicable standards, and noise generated by Project area/stationary source noise increase the ambient noise conditions above applicable standards; or
  - Project area/stationary source noise were to increase ambient noise levels by an audible amount (1.5 dB or more) when existing conditions exceed the base ambient standards.
- Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels.
  - 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, expose people residing or working in the Project area to excessive noise levels.
  - For a project within the vicinity of a private airstrip, expose people residing or working in the Project area to excessive noise levels.

## **4.5.5 POTENTIAL IMPACTS AND MITIGATION MEASURES**

### **4.5.5.1 Introduction**

The following discussions focus on areas where it has been determined that the Project may result in potentially significant noise/vibration impacts, based on the analysis presented

within this Section and included within the EIR Initial Study (EIR Appendix A). Of the CEQA threshold considerations identified above at 4.5.4, and as substantiated in the Initial Study, the Project's potential impacts under the following topics are determined to be less-than-significant, and are not further discussed in this Section:

- For a project within the vicinity of a private airstrip, expose people residing or working in the Project area to excessive noise levels.

Please refer also to Initial Study Checklist Item VII., "Noise."

#### **4.5.5.2 Impact Statements**

To assess the long-term operational and short-term construction and operational noise impacts, vicinity sensitive receiver locations were identified. As illustrated at Figure 4.5-5, these receiver locations include the existing residential dwellings located at receiver locations R1 to R8, and R11 to R12; the existing hotel use at receiver location R10; and the existing Italo M. Bernt Elementary School at receiver location R13.<sup>1</sup> Receiver location R9 represents the future location of Urban Residential land use in Planning Area 4 of the Project site. The following discussions describe the receiver locations in detail.

- R1: Located approximately 102 feet west of the Project site, R1 represents the existing single-family residential uses along Vineyard Avenue. Long-term noise measurement location L1 is used to describe the existing ambient noise environment at this location.
- R2: Location R2 represents the existing multi-family residential uses along Fourth Street located roughly 83 feet north of the Project Site. A long-term noise level measurement was taken at this location, L2, to describe the existing ambient noise environment.
- R3: Location R3 represents the existing mobile home park situated approximately 78 feet north of the Project site. A long-term noise level measurement was taken at this location, L3, to describe the existing ambient noise environment.

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<sup>1</sup> This analysis includes "Option A" and "Option B" scenarios. Under Option A, the existing Italo M. Bernt Elementary School would be demolished and redeveloped with industrial uses as part of Planning Area A. Under Option B, the school would remain in place and operational.



**LEGEND:**

- 10' Existing Noise Barrier Height (in feet)
- Distance from noise receiver to Project site boundary (in feet)
- Existing Noise Barrier Location
- Noise Receiver Locations



NOT TO SCALE

Source: Urban Crossroads, Inc.

Figure 4.5-5  
Noise Receiver Locations

- R4: Location R4 represents the existing single-family residential uses located approximately 180 feet northeast of the Project site. Long-term noise level measurement L12 is used to describe the existing ambient noise conditions at this location.
- R5: At a distance of approximately 895 feet east of the Project site, location R5 represents existing single-family residential uses south of Fourth Street. Long-term noise level measurement L4 is used to describe the existing ambient noise conditions at this location.
- R6: At a distance of 959 feet east of the Project site, R6 describes the existing single-family residential uses across the San Bernardino Flood Control facilities.
- R7: Location R7 represents the single-family residential uses located approximately 1353 feet north of the Project site along Archibald Avenue. Long-term measurement location L5 is used to describe the existing ambient noise conditions at this location.
- R8: Located approximately 335 feet east of the Project site, R8 represents the commercial plaza adjacent to existing single family residential uses north of Inland Empire Boulevard. A long-term noise level measurement, L13, is used to represent the existing ambient noise levels at this location.
- R9: Location R9 represents the future location of multi-family residential uses within the Urban Residential land use in Planning Area 4 of the Project site. Long-term measurement location L8 is used to describe the existing ambient noise conditions at this location.
- R10: Located approximately 235 feet south of the Project site across the I-10 Freeway, R10 represents the existing Residence Inn hotel. A long-term noise level measurement, L14, is used to represent the existing ambient noise levels at this location.
- R11: Location R11 represents the existing single family residential uses west of Vineyard Avenue and north of the I-10 Freeway westbound on-ramp, located approximately 141 feet west of the Project site. Long-term measurement location L9 is used to describe the existing ambient noise conditions at this location.
- R12: Located approximately 51 feet west of the Project site, R12 represents the existing single family residential uses west of Vineyard Avenue. A long-term noise level measurement, L10, is used to represent the existing ambient noise levels at this location.

R13: Located within the Project site, R13 represents the existing Italo M. Bernt Elementary School on Fourth Street. A long-term noise level measurement, L11, is used to represent the existing ambient noise levels at this location.

Following is an analysis of potential noise impacts that are expected to occur as a result of the Project, as received at the above locations. Noise levels will change both on-site and off-site if the Project is approved and implemented. The discussion of potential noise impacts is organized to reflect categories or types of noise sources, including:

- Construction-Source Noise;
- Vehicular-Source Noise;
- Operational/Area-Source Noise; and
- Vibration.

For each topical discussion, potential impacts are evaluated under applicable criteria established above at Section 4.5.4, “Standards of Significance.”

#### **CONSTRUCTION-SOURCE NOISE**

**Potential Impact:** *Would Project construction activities and associated noise result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

**Impact Analysis:** Construction noise represents a short-term impact on ambient noise levels. Noise generated by construction equipment, including trucks, power tools, concrete mixers and portable generators can reach high levels. Project construction is expected to occur in the same four stages for each Planning Area:

- Grading;
- Building Construction;
- Architectural Coating; and
- Paving.

However, Planning Area 1 will require more equipment than Planning Areas 2, 3, and 4. As such, Planning Area 1 was analyzed separately from Planning Areas 2, 3, and 4. Using the stationary-source Roadway Construction Noise Model (RCNM) noise prediction model, published Federal Highway Administration (FHWA), calculations of the Project construction noise level impacts at the 13 noise receiver locations were completed.

Table 4.5-6 provides the noise levels that can be expected during construction of Planning Area 1.

**Table 4.5-6  
Planning Area 1 Construction Noise Levels (Unmitigated)**

Noise Receiver	Distance To Property Line	Construction Phase Hourly Noise Level (dBA Leq)					Potentially Significant Impact?
		Grading	Building Const.	Arch. Coating	Paving	Peak	
R1	102'	85.9	79.4	75.6	77.7	85.9	Yes
R2	83'	87.7	81.2	77.4	79.5	87.7	Yes
R3	78'	82.6	76.1	72.3	74.4	82.6	Yes
R4	180'	74.4	67.9	64.1	66.2	74.4	Yes
R5	895'	67.0	60.5	56.7	58.8	67.0	Yes
R6	959'	60.7	54.2	50.4	52.5	60.7	No
R7	2,073'	54.1	47.6	43.8	45.9	54.1	No
R8	2,444'	58.3	51.8	48.0	50.1	58.3	No
R9 <sup>1</sup>	N/A	N/A	N/A	N/A	N/A	N/A	N/A
R10	892'	56.4	49.9	46.1	48.2	56.4	No
R11	669'	63.9	57.4	53.6	55.7	63.9	No
R12	51'	91.9	85.4	81.6	83.7	91.9	Yes
R13	0'	92.1	85.6	81.8	83.9	92.1	Yes

**Source:** Meredith International Centre Specific Plan Amendment, Noise Impact Analysis, City of Ontario (Urban Crossroads, Inc.) October 28, 2014.

<sup>1</sup> Receiver location R9 represents the future urban residential land use included in Project construction located within Planning Area 4.

As shown above, the unmitigated peak construction noise levels for Planning Area 1 are expected to range from 54.1 to 92.1 dBA Leq.

Table 4.5-7 provides the noise levels that can be expected during construction of Planning Areas 2, 3, and 4.

**Table 4.5-7**  
**Planning Areas 2, 3, and 4 Construction Noise Levels (Unmitigated)**

Noise Receiver	Distance To Property Line	Construction Phase Hourly Noise Level (dBA Leq)					Potentially Significant Impact?
		Grading	Building Const.	Arch. Coating	Paving	Peak	
R1	1,008'	63.3	58.4	52.7	54.8	63.3	No
R2	1,714'	58.7	53.8	48.1	50.2	58.7	No
R3	2,185'	51.0	46.1	38.7	42.5	51.0	No
R4	2,076'	51.3	46.4	40.7	42.8	51.3	No
R5	1,901'	57.8	52.9	47.2	49.3	57.8	No
R6	1,347'	55.1	50.2	44.5	46.6	55.1	No
R7	1,353'	55.1	50.2	44.5	46.6	55.1	No
R8	420'	70.9	66.0	60.3	62.4	70.9	Yes
R9 <sup>1</sup>	N/A	N/A	N/A	N/A	N/A	N/A	N/A
R10	235'	65.0	60.1	54.4	56.5	65.0	Yes
R11	141'	74.0	69.1	63.4	65.5	74.0	Yes
R12	224'	76.4	71.5	65.8	67.9	76.4	Yes
R13	1,999'	57.4	52.5	46.8	48.9	57.4	No

**Source:** Meredith International Centre Specific Plan Amendment, Noise Impact Analysis, City of Ontario (Urban Crossroads, Inc.) October 28, 2014.

<sup>1</sup> Receiver location R9 represents the future urban residential land use included in Project construction located within Planning Area 4.

As shown in Table 4.5-7, the unmitigated peak construction noise levels for Planning Areas 2, 3, and 4 are expected to range from 51.0 to 76.4 dBA Leq.

### Summary

As indicated in the preceding discussion, the unmitigated hourly noise levels associated with the various phases of Project construction are expected to exceed the acceptable construction noise level threshold of 65 dBA Leq at nearby sensitive receiver locations during peak activity near the property line. This is a potentially significant impact.

**Level of Significance:** Potentially Significant.

## **Mitigation Measures:**

- 4.5.1 *Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall occur between the permitted hours of 7:00 a.m. and 6:00 p.m. on weekdays, or Saturdays, and between 9:00 a.m. and 6:00 p.m. on Sundays. The Project construction supervisor shall ensure compliance with the note and the City shall conduct periodic inspection at its discretion.*
- 4.5.2 *Install temporary noise control barriers that provide a minimum noise level attenuation of 10.0 dBA when Project construction occurs near existing noise-sensitive structures. The noise control barrier must present a solid face from top to bottom. The noise control barrier must be high enough and long enough to block the view of the noise source. Unnecessary openings shall not be made.*
- *The noise barriers must be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.*
  - *The noise control barriers and associated elements shall be completely removed and the site appropriately restored upon the conclusion of the construction activity.*
- 4.5.3 *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 receivers nearest the Project site.*
- 4.5.4 *The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receivers nearest the Project site (i.e., to the south) during all Project construction.*
- 4.5.5 *The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, or Saturdays, and between 9:00 a.m. and 6:00 p.m. on Sundays). The Project Applicant shall prepare a haul route exhibit for review and approval by the City of Ontario Planning Division prior to commencement of construction activities. The haul route exhibit shall*

*design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.*

**Level of Significance After Mitigation:** Tables 4.5-8 and 4.5-9 present the noise levels that can be expected to result from Project construction with the incorporation of Mitigation Measures 4.5.1 through 4.5.5.

**Table 4.5-8  
Mitigated Construction Equipment Noise Levels - Planning Area 1**

Noise Receiver	Unmitigated Peak Construction Noise Levels (dBA Leq)	Temporary Noise Barrier Attenuation	Construction Noise Levels with Temporary Barriers (dBA Leq)	Potentially Significant Impact?
R1	85.9	-10.0	75.9	Yes
R2	87.7	-10.0	77.7	Yes
R3	82.6	-10.0	72.6	Yes
R4	74.4	-10.0	64.4	No
R5	67.0	-10.0	57.0	No
R6	60.7	0.0	60.7	No
R7	54.1	0.0	54.1	No
R8	58.3	0.0	58.3	No
R9 <sup>1</sup>	N/A	N/A	N/A	N/A
R10	56.4	0.0	56.4	No
R11	63.9	0.0	63.9	No
R12	91.9	-10.0	81.9	Yes
R13	92.1	-10.0	82.1	Yes

**Source:** Meredith International Centre Specific Plan Amendment, Noise Impact Analysis, City of Ontario (Urban Crossroads, Inc.) October 28, 2014.

<sup>1</sup> Receiver location R9 represents the future urban residential land use included in Project construction located within Planning Area 4.

**Table 4.5-9  
Mitigated Construction Equipment Noise Levels - Planning Areas 2, 3, and 4**

Noise Receiver	Unmitigated Peak Construction Noise Levels (dBA Leq)	Temporary Noise Barrier Attenuation	Construction Noise Levels with Temporary Barriers (dBA Leq)	Potentially Significant Impact?
R1	63.3	0.0	63.3	No
R2	58.7	0.0	58.7	No
R3	51.0	0.0	51.0	No
R4	51.3	0.0	51.3	No
R5	57.8	0.0	57.8	No
R6	55.1	0.0	55.1	No
R7	55.1	0.0	55.1	No
R8	70.9	-10.0	60.9	No
R9 <sup>1</sup>	N/A	N/A	N/A	N/A
R10	65.0	0.0	65.0	Yes
R11	74.0	-10.0	64.0	No
R12	76.4	-10.0	66.4	Yes
R13	57.4	0.0	57.4	No

**Source:** Meredith International Centre Specific Plan Amendment, Noise Impact Analysis, City of Ontario (Urban Crossroads, Inc.) October 28, 2014.

<sup>1</sup> Receiver location R9 represents the future urban residential land use included in Project construction located within Planning Area 4.

As shown above, even with the incorporation of Mitigation Measures 4.5.1 through 4.5.5, construction noise levels will still likely exceed the City's 65 dBA Leq construction noise level threshold due to the Project's close proximity to noise-sensitive receivers. Therefore, construction of the Project will result in a temporary *significant and unavoidable* noise impact. Notwithstanding, it is also recognized that Project construction noise will be temporary and intermittent. These noise levels will tend to diminish as the use of heavy equipment in the early construction stages concludes and will dissipate entirely at the end of construction activities.

**Potential Impact:** *Would Project construction activities and associated noise result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

**Impact Analysis:** Construction noise is not considered a source of permanent noise increases, and associated threshold questions are not germane.

**Level of Significance:** Not Applicable.

**Potential Impact:** *Would Project construction activities and associated noise result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

**Impact Analysis:** As indicated previously, even with the incorporation of Mitigation Measures 4.5.1 through 4.5.5, construction noise levels will still likely exceed the City's 65 dBA Leq construction noise level threshold due to the Project's close proximity to noise-sensitive receivers.

**Level of Significance:** *Significant and Unavoidable.* While the preceding Mitigation Measures 4.5.1 through 4.5.5 will reduce construction noise to the extent feasible, it is anticipated that noise associated with the construction of the Project would exceed applicable City of Ontario standards. As such, Project construction activities would result in a substantial temporary and periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.

## VEHICULAR-SOURCE NOISE

**Potential Impact:** *Would Project vehicular-source noise result in exposure of persons to, or generation of, noise levels in excess of standards established in the City's General Plan or Noise Ordinance, or other applicable standards of other agencies?*

**Impact Analysis:** To assess impacts resulting from Project-related vehicular-source noise, the Project Noise Study developed contours based on roadway average daily trip (ADT) estimates, and Project trip generation and distribution as presented in the Project Traffic Impact Analysis (Project TIA, EIR Appendix C). Noise contours were developed for the following traffic scenarios:

- Existing With/Without Project (See previous Table 4.5-2);
- Year 2017 With/Without Project;
- Year 2020 With/Without Project; and
- Year 2035 With/Without Project.

### **Traffic Noise Contours for Off-Site Vehicular-Source Noise**

Noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway under consideration. Noise contours presented herein indicate incremental contributions of the Project to total vehicular noise impacts at land uses adjacent to roadways conveying Project traffic. The noise contours conservatively do not take into account the effect of any existing noise barriers or topography that may affect ambient noise levels. In addition, in that the noise contours reflect modeling of vehicular noise along area roadways, they appropriately do not reflect noise contribution from the surrounding commercial and industrial uses in the study area. Based on the noise contours presented within the Noise Impact Analysis, Tables 4.5-10 through 4.5-12 compare conditions with and without the Project for the 2017, 2020, and 2035 scenarios.

**Table 4.5-10**  
**Year 2017 Off-Site Project-Related Vehicular-Source Noise Impacts**

ID	Road	Segment	Adjacent Land Use	CNEL at Adjacent Land Use (dBA)			Potentially Significant Impact?
				No Project	With Project	Project Addition	
1	Baker Ave.	n/o 6th St.	Low Density Residential	65.5	65.6	0.1	No
2	Vineyard Ave.	n/o 8th St.	General Industrial	74.1	74.3	0.2	No
3	Vineyard Ave.	s/o 8th St.	Medium Density Residential	74.9	75.1	0.2	No
4	Vineyard Ave.	n/o Fourth St.	Neighborhood Commercial	73.7	74.0	0.3	No
5	Vineyard Ave.	s/o Fourth St.	Medium Density Residential	72.9	73.3	0.4	No
6	Vineyard Ave.	s/o Inland Empire Bl.	Medium Density Residential	73.0	74.8	1.8	Yes
7	Hellman Ave.	n/o Fourth St.	Business Park	66.4	66.7	0.3	No
8	Archibald Ave.	s/o Arrow Rte.	General Commercial	73.6	73.8	0.2	No
9	Archibald Ave.	n/o 6th St.	Low Density Residential	73.9	74.2	0.3	No
10	Archibald Ave.	s/o 6th St.	Low Medium Density Residential	74.0	74.3	0.3	No
11	Archibald Ave.	n/o Inland Empire Bl.	Medium Density Residential	74.3	74.6	0.3	No
12	Archibald Ave.	s/o Inland Empire Bl.	Mixed Use	75.2	75.7	0.5	No
13	Haven Ave.	n/o Inland Empire Bl.	Mixed Use	78.4	78.4	0.0	No
14	Fourth St.	w/o Baker Ave.	High Density Residential	71.0	71.1	0.1	No
15	Fourth St.	e/o Baker Ave.	High Density Residential	71.9	72.1	0.2	No
16	Fourth St.	w/o Hellman Ave.	Low-Medium Density Residential	72.4	72.5	0.1	No
17	Fourth St.	e/o Hellman Ave.	Low-Medium Density Residential	72.2	72.2	0.0	No
18	Fourth St.	e/o Archibald Ave.	Open Space - Parkland	72.7	72.8	0.1	No
19	Fourth St.	w/o Haven Ave.	Medium Density Residential	73.2	73.3	0.1	No
20	Fourth St.	e/o Haven Ave.	Mixed Use	73.8	73.9	0.1	No
21	Inland Empire Bl.	e/o Archibald Ave.	Mixed Use	73.6	73.7	0.1	No
22	Inland Empire Bl.	w/o Haven Ave.	Medium Density Residential	73.8	73.8	0.0	No
23	Inland Empire Bl.	e/o Haven Ave.	Mixed Use	71.1	71.1	0.0	No

Source: Meredith International Centre Specific Plan Amendment, Noise Impact Analysis, City of Ontario (Urban Crossroads, Inc.) October 28, 2014.

Table 4.5-10 presents a comparison of the Year 2017 without and with Project conditions CNEL noise levels. As shown, the Project is expected to generate an unmitigated exterior noise level increase of up to 1.8 dBA CNEL. Based on the significance criteria discussed in Section 4.5.4, when the “without Project” noise levels already exceed the acceptable ambient noise level of 65 dBA CNEL, a Project noise level increase of 1.5 dBA CNEL or greater is considered a significant impact if nearby noise-sensitive receivers are affected.

Since the land use adjacent to the affected roadway (Vineyard Avenue south of Inland Empire Boulevard) is noise-sensitive Medium Density Residential, the Project impact of 1.8 dBA CNEL is considered potentially significant.

**Table 4.5-11**  
**Year 2020 Off-Site Project-Related Vehicular-Source Noise Impacts**

ID	Road	Segment	Adjacent Land Use	CNEL at Adjacent Land Use (dBA)			Potentially Significant Impact?
				No Project	With Project	Project Addition	
1	Baker Ave.	n/o 6th St.	Low Density Residential	65.8	66.1	0.3	No
2	Vineyard Ave.	n/o 8th St.	General Industrial	74.4	74.8	0.4	No
3	Vineyard Ave.	s/o 8th St.	Med. Density Residential	75.1	75.5	0.4	No
4	Vineyard Ave.	n/o Fourth St.	Neighborhood Comm.	73.9	74.7	0.8	No
5	Vineyard Ave.	s/o Fourth St.	Med. Density Residential	73.1	74.1	1.0	No
6	Vineyard Ave.	s/o Inland Empire Bl.	Med. Density Residential	73.2	74.9	1.7	Yes
7	Hellman Ave.	n/o Fourth St.	Business Park	66.7	67.8	1.2	No
8	Archibald Ave.	s/o Arrow Rte.	General Commercial	73.8	74.2	0.4	No
9	Archibald Ave.	n/o 6th St.	Low Density Residential	74.1	74.8	0.6	No
10	Archibald Ave.	s/o 6th St.	Low-Med. Density Residential	74.2	75.0	0.7	No
11	Archibald Ave.	n/o Inland Empire Bl.	Med. Density Residential	74.5	75.3	0.8	No
12	Archibald Ave.	s/o Inland Empire Bl.	Mixed Use	75.4	76.3	0.9	No
13	Haven Ave.	n/o Inland Empire Bl.	Mixed Use	78.6	78.7	0.0	No
14	Fourth St.	w/o Baker Ave.	High Density Residential	71.2	71.5	0.3	No
15	Fourth St.	e/o Baker Ave.	High Density Residential	72.1	72.5	0.4	No
16	Fourth St.	w/o Hellman Ave.	Low-Med. Density Residential	72.6	73.2	0.6	No
17	Fourth St.	e/o Hellman Ave.	Low-Med. Density Residential	72.4	72.8	0.4	No
18	Fourth St.	e/o Archibald Ave.	Open Space - Parkland	73.0	73.2	0.2	No
19	Fourth St.	w/o Haven Ave.	Med. Density Residential	73.4	73.6	0.2	No
20	Fourth St.	e/o Haven Ave.	Mixed Use	74.1	74.2	0.2	No
21	Inland Empire Bl.	e/o Archibald Ave.	Mixed Use	73.8	74.2	0.4	No
22	Inland Empire Bl.	w/o Haven Ave.	Med. Density Residential	74.0	74.2	0.2	No
23	Inland Empire Bl.	e/o Haven Ave.	Mixed Use	71.3	71.5	0.2	No

Source: Meredith International Centre Specific Plan Amendment, Noise Impact Analysis, City of Ontario (Urban Crossroads, Inc.) October 28, 2014.

Table 4.5-11 presents a comparison of the Year 2020 without and with Project conditions CNEL noise levels. As shown, the Project is expected to generate an exterior noise level increase of up to 1.7 dBA CNEL. Since the land use adjacent to the affected roadway (Vineyard Avenue south of Inland Empire Boulevard) is noise-sensitive Medium Density Residential, the Project-source impact of 1.7 dBA CNEL is considered potentially significant, and would be cumulatively considerable as it additive to an already unacceptable and cumulatively significant ambient noise condition.

**Table 4.5-12**  
**Year 2035 Off-Site Project-Related Vehicular-Source Noise Impacts**

ID	Road	Segment	Adjacent Land Use	CNEL at Adjacent Land Use (dBA)			Potentially Significant Impact?
				No Project	With Project	Project Addition	
1	Baker Ave.	n/o 6th St.	Low Density Residential	66.5	66.7	0.3	No
2	Vineyard Ave.	n/o 8th St.	General Industrial	74.8	75.2	0.4	No
3	Vineyard Ave.	s/o 8th St.	Med. Density Residential	75.5	75.9	0.4	No
4	Vineyard Ave.	n/o Fourth St.	Neighborhood Commercial	74.1	74.9	0.8	No
5	Vineyard Ave.	s/o Fourth St.	Med. Density Residential	73.8	74.7	0.9	No
6	Vineyard Ave.	s/o Inland Empire Bl.	Med. Density Residential	73.7	75.2	1.5	Yes
7	Hellman Ave.	n/o Fourth St.	Business Park	67.1	68.2	1.1	No
8	Archibald Ave.	s/o Arrow Rte.	General Commercial	74.3	74.6	0.3	No
9	Archibald Ave.	n/o 6th St.	Low Density Residential	74.6	75.2	0.6	No
10	Archibald Ave.	s/o 6th St.	Low-Med. Density Residential	74.6	75.3	0.7	No
11	Archibald Ave.	n/o Inland Empire Bl.	Med. Density Residential	74.9	75.7	0.8	No
12	Archibald Ave.	s/o Inland Empire Bl.	Mixed Use	75.9	76.7	0.8	No
13	Haven Ave.	n/o Inland Empire Bl.	Mixed Use	78.9	79.0	0.0	No
14	Fourth St.	w/o Baker Ave.	High Density Residential	70.4	70.7	0.3	No
15	Fourth St.	e/o Baker Ave.	High Density Residential	71.1	71.6	0.4	No
16	Fourth St.	w/o Hellman Ave.	Low-Med. Density Residential	73.5	73.9	0.5	No
17	Fourth St.	e/o Hellman Ave.	Low-Med. Density Residential	73.3	73.6	0.3	No
18	Fourth St.	e/o Archibald Ave.	Open Space - Parkland	73.5	73.7	0.2	No
19	Fourth St.	w/o Haven Ave.	Med. Density Residential	73.7	73.9	0.2	No
20	Fourth St.	e/o Haven Ave.	Mixed Use	74.4	74.5	0.2	No
21	Inland Empire Bl.	e/o Archibald Ave.	Mixed Use	74.6	74.9	0.3	No
22	Inland Empire Bl.	w/o Haven Ave.	Med. Density Residential	74.6	74.8	0.2	No
23	Inland Empire Bl.	e/o Haven Ave.	Mixed Use	71.8	72.0	0.2	No

Source: Meredith International Centre Specific Plan Amendment, Noise Impact Analysis, City of Ontario (Urban Crossroads, Inc.) October 28, 2014.

Table 4.5-12, above, presents a comparison of the Year 2035 without and with Project conditions CNEL noise levels. As shown, the Project is expected to generate an exterior noise level increase of up to 1.5 dBA CNEL. Since the land use adjacent to the affected roadway (Vineyard Avenue south of Inland Empire Boulevard) is noise sensitive Medium Density Residential, the Project-source impact of 1.5 dBA CNEL is considered potentially significant, and would be cumulatively considerable as it additive to an already unacceptable and cumulatively significant ambient noise condition.

### **On-Site Exterior Vehicular-Source Noise**

An on-site exterior noise impact analysis has been completed to determine the transportation noise exposure and to identify potential noise abatement measures for the Project. It is expected that the primary source of noise impacts to the Project site will be traffic noise from Archibald Avenue, Inland Empire Boulevard, and the I-10 Freeway. The Project will also experience some background traffic noise impacts from the Project's internal streets, however, due to the distance, topography and low traffic volume/speed, traffic noise from these roads will not make a significant contribution to the noise environment.

Using the FHWA traffic noise prediction model, the expected future exterior noise levels for the future residential uses to be located within Planning Area 4 were calculated. As presented within the Noise Impact Analysis, patios facing Archibald Avenue, Inland Empire Boulevard and the I-10 Freeway would experience exterior noise levels ranging from 51.7 to 71.7 dBA CNEL, which exceeds the City of Ontario normally acceptable 65 dBA CNEL exterior noise level criteria for multi-family residential development. As such, on-site exterior vehicular-source noise is considered potentially significant.

### **On-Site Interior Vehicular-Source Noise**

To ensure that the on-site interior noise levels comply with the City of Ontario 45 dBA CNEL interior noise standards, future noise levels were calculated at the first and second floor building facades of the multi-family residential uses proposed in Planning Area 4.

The interior noise level is the difference between the predicted exterior noise level at the building facade and the noise reduction of the structure. Typical building construction will provide a Noise Level Reduction (NLR) of approximately 12 dBA with “windows open” and a minimum 25 dBA noise reduction with “windows closed.”

The Noise Impact Analysis indicates that future noise levels at the first floor building façade are expected to range from 51.7 to 65.0 dBA CNEL. To provide the necessary interior noise level reduction, buildings facing Archibald Avenue, Inland Empire Boulevard, and the I-10 Freeway will require a windows closed condition and a means of mechanical ventilation (e.g., air conditioning). Since a minimum of 25 dBA noise reduction can be assumed with standard building construction, the City of Ontario 45 dBA CNEL interior noise level standards can be satisfied using standard [minimum sound transmission class (STC) rating of 27] windows.

Future noise levels at the second floor building façades are expected to range from 60.9 to 71.0 dBA CNEL. Standard windows (minimum STC rating of 27) are expected to satisfy the City of Ontario’s 45 dBA CNEL interior noise level standards for all locations except those facing Inland Empire Boulevard. All windows facing Inland Empire Boulevard will require upgraded windows with a minimum STC rating of 29.

## **Summary**

### **Off-Site Vehicular-Source Noise Impacts**

As presented above, the Project would create a substantial permanent increase in traffic-related noise levels and expose persons to noise levels in excess of the exterior noise level standards at the adjacent land uses along certain Study Area roadways. This is a potentially significant impact. In these instances, because Project vehicular-source noise would be additive to already unacceptable and cumulatively significant ambient noise conditions, Project vehicular-source noise impacts would also be cumulatively considerable.

### **On-Site Exterior Impacts**

As previously discussed, patios of future residential uses facing Archibald Avenue, Inland Empire Boulevard, and the I-10 Freeway would experience exterior noise levels in excess of the City of Ontario's exterior noise level criteria for multi-family residential development. This is a potentially significant impact.

### **On-Site Interior Impacts**

The Noise Impact Analysis indicates that, under a windows closed condition and with a means of mechanical ventilation (e.g., air conditioning), future noise levels at the first and second floor building façades at buildings facing Archibald Avenue and the I-10 Freeway City of Ontario 45 dBA CNEL interior noise level standards can be satisfied using standard windows. Additionally, standard windows are sufficient to satisfy interior noise level standards at first floor building façades along Inland Empire Boulevard. However, noise levels received at the second story windows along this façade may exceed City standards and are considered potentially significant.

**Level of Significance:** Potentially Significant.

### **Mitigation Measures:**

4.5.6 *First floor residential patio areas adjacent to Inland Empire Boulevard shall include the construction of 6-foot high noise barriers.*

4.5.7 *All residential uses proposed within the Specific Plan shall be equipped with a means of mechanical ventilation (e.g., air conditioning).*

4.5.8 *All second floor residential façades facing Inland Empire Boulevard shall require upgraded windows with a minimum STC rating of 29.*

**Level of Significance After Mitigation:** Table 4.5-13 presents the anticipated exterior noise levels with the incorporation of Mitigation Measure 4.5.6.

**Table 4.5-13  
Residential Patio Exterior Noise Levels, Unmitigated vs. Mitigated**

Location <sup>1</sup>	Roadway	Unmitigated Noise Level (dBA CNEL)	Mitigated Noise Level (dBA CNEL)	Barrier Height	Top of Barrier Elevation
Northeast Residential	Archibald Ave.	56.6	- <sup>2</sup>	- <sup>2</sup>	- <sup>2</sup>
Southeast Residential	Archibald Ave.	51.7	- <sup>2</sup>	- <sup>2</sup>	- <sup>2</sup>
South Residential	Inland Empire Blvd.	71.7	65.0	6.0'	991.0'
	I-10 Freeway				

**Source:** Meredith International Centre Specific Plan Amendment, Noise Impact Analysis, City of Ontario (Urban Crossroads, Inc.) October 28, 2014.

<sup>1</sup> The precise location of the multi-family residential buildings was not available at the time of analysis. The locations represent the future outdoor patio areas on the first floor, at an assumed minimum setback distance of 5 feet from the property line based on the City of Ontario Development Code, Article 14, Section 9-1410 Development Standards for multi-family residential development.

<sup>2</sup> Exterior noise levels at the first floor patio meet the City of Ontario 65 dBA CNEL criteria.

As shown above, with the recommended noise barriers, the mitigated future exterior noise levels will range from 51.7 to 65.0 dBA CNEL, which meets the City of Ontario 65 dBA CNEL exterior noise level standard. As such, impacts in this regard are considered less-than-significant with the incorporation of Mitigation Measure 4.5.6.

Table 4.5-14 presents the anticipated second floor interior noise levels with the incorporation of Mitigation Measures 4.5.7 and 4.5.8.

**Table 4.5-14  
Second Floor Interior Noise Impacts, Unmitigated vs. Mitigated**

Location	Noise Level at Façade <sup>1</sup>	Required Interior Noise Reduction <sup>2</sup>	Estimated Interior Noise Reduction <sup>3</sup>	Upgraded Windows <sup>4</sup>	Interior Noise Level <sup>5</sup>
Northeast Residential	66.5	21.5	25	No	41.5
Southeast Residential	60.9	15.9	25	No	35.9
South Residential	71.0	26.0	27	Yes	44.0

**Source:** Meredith International Centre Specific Plan Amendment, Noise Impact Analysis, City of Ontario (Urban Crossroads, Inc.) October 28, 2014.

<sup>1</sup> Exterior noise level at the façade with a windows closed condition requiring a means of mechanical ventilation (e.g., air conditioning).

<sup>2</sup> Noise reduction required to satisfy the 45 dBA CNEL interior noise standards.

<sup>3</sup> A minimum of 25 dBA noise reduction is assumed with standard building construction. An estimated interior noise reduction of 27 dBA is assumed with upgraded windows (STC 29).

<sup>4</sup> Does the required interior noise reduction trigger upgraded with a minimum STC rating of greater than 27?

<sup>5</sup> Estimated interior noise level with minimum STC rating for all windows and upgraded windows for those buildings facing Inland Empire Boulevard.

As shown, mitigated interior noise levels will range from 35.9 to 44.0 dBA CNEL, which is below the City standard of 45 dBA CNEL. As such, impacts in this regard are considered less-than-significant with the incorporation of Mitigation Measures 4.5.7 and 4.5.8.

However, no feasible mitigation measures exist that would reduce off-site vehicular-source noise impacts to less-than-significant levels. The results of this analysis are consistent with the findings of the City of Ontario Policy Plan Environmental Impact Report (EIR) which states: “No mitigation measures are available that would prevent noise levels along major transportation corridors from increasing as a result of substantial increases in traffic volumes . . . .” As such, off-site vehicular-source noise impacts as a result of the Project are considered *significant and unavoidable*.

**Potential Impact:** *Would Project vehicular-source noise result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

**Impact Analysis:** Vehicular-source noise is addressed as a permanent source of noise, rather than a temporary or periodic source of noise increases. As such, associated threshold questions are not germane.

**Level of Significance:** Not Applicable.

**Potential Impact:** *Would Project vehicular-source noise result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

**Impact Analysis:** As discussed previously, all on-site vehicular noise impacts can be mitigated to less-than-significant levels. However, no feasible mitigation measures exist that would reduce off-site vehicular-source noise impacts to less-than-significant levels. The results of this analysis are consistent with the findings of the City of Ontario Policy Plan Environmental Impact Report (EIR) which states: “No mitigation measures are available that would prevent noise levels along major transportation corridors from increasing as a result of substantial increases in traffic volumes...” As such, off-site

vehicular-source noise impacts as a result of the Project are considered *significant and unavoidable*.

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

**OPERATIONAL/AREA-SOURCE NOISE**

The general and persistent level of activity within the site may result in a permanent substantial increase in ambient noise levels. Additionally, certain short term periodic noise events may exceed applicable Noise Ordinance Standards. Characteristic Project noise sources contributing to average noise levels include: drive-through speaker phones, parking lot activities, and distribution warehouse facilities. Previously identified noise receiver locations R1 through R13 were again used to represent the nearest off-site noise receptor locations. The following assessments address noise levels that could result from each noise category, and each type of activity within these categories.

**Reference Noise Level Impacts**

The following discussions provide a detailed description of the reference noise level measurement results shown on Table 4.5-15. It is important to note that the following projected noise levels assume the worst-case noise environment with the drive-through speakerphones, parking lot activities, idling trucks, delivery truck activities, parking, backup alarms, refrigerated containers or reefers, as well as loading and unloading of goods all operating simultaneously. In reality, the noise will be intermittent and impacts will vary throughout the day.

**Table 4.5-15  
Reference Noise Level Measurements**

Noise Sources	Duration	Distance From Source (Feet)	Noise Source Height (Feet)	Hourly Activity (Minutes)	Noise Level (Leq dBA)
Drive-Through Speakerphones	0:16:56	6	4	60	62.1
Parking Lot Activities	0:29:00	10	5	60	61.8
Distribution/Warehouse Noise	24:00:00	25	8	60	69.1

Source: Meredith International Centre Specific Plan Amendment, Noise Impact Analysis, City of Ontario (Urban Crossroads, Inc.) October 28, 2014.

### ***Drive-Through Speakerphones***

To describe the potential noise level impacts associated with the Project's existing and potential drive-through speakerphones, a reference noise level measurement was collected on Tuesday, November 19th, 2013 at a McDonald's fast food restaurant located at 612 East Redlands Boulevard in the City of Redlands. The reference noise levels collected at the McDonald's restaurant are expected to reflect the drive-through speakerphone noise level activities at the Project site, since the reference noise level measurement includes double drive-through speakerphone activity noise. The noise sources included in the reference noise level measurement consist of voices of the McDonald's employees over the speakerphones and the customers ordering food, as well as vehicle noise from customer cars idling and driving in the drive-through lane. As shown on Table 4.5-15, at a distance of six feet from the speakerphone, a reference noise level of 62.1 dBA Leq was measured. The drive-through speakerphone activities are estimated to operate for 60 minutes during the peak hour conditions.

### ***Parking Lot Activities***

To determine the noise level impacts associated with parking lot activity noise, Urban Crossroads, Inc. also collected reference noise level measurements on Tuesday, November 19th, 2013 at the same McDonald's fast food restaurant located at 612 East Redlands Boulevard in the City of Redlands. The twenty-nine minute noise level measurement indicates that the parking lot activity generates a noise level of 61.8 dBA Leq at a distance of ten feet. The parking lot noise levels are mainly due to cars pulling in and out of spaces and the opening and closing of car doors. Noise associated with parking lot activity is expected during the typical daytime, evening, and nighttime conditions for the entire hour (60 minutes).

### ***Distribution Warehouse Facilities***

Since the future tenants of the proposed Project are unknown, the Project noise levels were estimated based on reference noise level measurements of a similar logistics warehouse building. The reference noise levels are intended to describe the expected operational noise sources that may include idling trucks, delivery truck activities, parking, backup alarms, refrigerated containers or reefers, as well as loading and unloading of goods.

To estimate the Project off-site operational noise impacts associated with the Meredith International Centre Specific Plan Amendment, reference noise level measurements were collected from an existing logistics warehouse operation containing similar operational noise sources. On Tuesday, January 22, 2013, Urban Crossroads, Inc. collected long-term 24-hour operational noise level measurements at the Veg Fresh Farms and FedEx distribution facility located at 500 East Orangethorpe Avenue in the City of Anaheim. The Veg Fresh Farms and FedEx distribution center noise level measurements represent the typical weekday logistics warehouse operation consisting of over 150 loading bays (docks). Since the reference noise level measurements include the use of refrigerated containers or reefers that may not reflect the actual tenant operations at the Meredith International Centre Specific Plan Amendment, the analysis may conservatively overstate the Project operational noise levels.

At a distance of 25 feet from the reference loading bay (docks) noise source and with an estimated noise source height of 8 feet, the 24-hour measurements produced an exterior reference noise level of 69.1 dBA Leq. While the specific noise levels at the Project site will depend on the actual tenant, the intensity and the daytime/nighttime hours of operation, a reference noise level of 69.1 dBA Leq is used in this analysis to describe the Project operational noise level impacts. The reference noise levels are intended to describe noise level impacts associated with the expected typical warehouse and distribution storage operations at the Project site and do not account for any special noise generators.

**Potential Impact:** *Would Project operational noise result in exposure of persons to, or generation of, noise levels in excess of standards established in the City's General Plan or Noise Ordinance?*

**Impact Analysis:** Based upon the reference noise levels, it is possible to estimate the Project operational stationary/area-source noise levels that would be received at each of the 13 noise receiver locations under Option A and B scenarios. Using the reference noise levels to represent the proposed logistics warehouse operations and commercial uses that include drive-thru speakerphones, parking lot activities, idling trucks, delivery truck activities, parking, backup alarms, refrigerated containers or reefers, as well as loading and unloading of goods, it is possible to estimate the Project operational source noise levels at

the Project site (direct project impacts) at each noise receiver locations and estimate the Project contribution (incremental project impacts).

The operational noise level calculations, shown on Tables 4.5-16 and 4.5-19, include the distance from the reference noise source to the noise receivers, the distance attenuation, the noise barrier attenuation, and the estimated Project related hourly noise levels. The Project only operational noise level projections for Options A and B account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. With geometric spreading, sound levels attenuate (or decrease) at a rate of 6 dB for each doubling of distance from a point source (drive-through and distribution/warehouse noise) and 4.5 dB for each doubling of distance from a line source (parking lot).

### *Option A*

The Project operational noise level projections under the Option A scenario, as identified in Table 4.5-16, will range from 25.0 to 44.6 dBA Leq and will not exceed the City of Ontario or the City of Rancho Cucamonga noise level standards.

**Table 4.5-16  
Operational Noise Level Projections (Option A)**

Receiver Location	Drive-Thru Speakerphones	Parking Lot Activities	Distribution/Warehouse Noise	Combined Noise Levels
R1	17.5	31.7	42.4	42.8
R2	N/A	N/A	41.6	41.6
R3	N/A	N/A	33.4	33.4
R4	N/A	N/A	33.1	33.1
R5	N/A	N/A	36.1	36.1
R6	6.8	22.0	30.9	31.4
R7	9.2	23.5	24.8	27.3
R8	26.2	37.7	28.8	38.5
R9 – West	0.0	0.0	33.4	41.0
	38.9	0.0	34.3	
R9 – East	38.1	0.0	0.0	44.5
	39.0	41.3	0.0	
R10	2.9	18.2	24.0	25.0

**Table 4.5-16  
Operational Noise Level Projections (Option A)**

Receiver Location	Drive-Thru Speakerphones	Parking Lot Activities	Distribution/Warehouse Noise	Combined Noise Levels
R11	27.6	37.9	31.9	39.2
R12	29.7	40.8	42.0	44.6

**Source:** Meredith International Centre Specific Plan Amendment, Noise Impact Analysis, City of Ontario (Urban Crossroads, Inc.) October 28, 2014.

Notes:

Receiver location R9 represents the future urban residential land use included in Project construction located within Planning Area 4. At the time of this analysis, the locations of potential noise sources, such as drive-thru speakerphones at potential fast food restaurants, within Planning Area 3 were unknown. The noise level projections represent the worst case operational noise levels assuming a drive-thru speakerphone is located at the northern boundary of Planning Area 3, in addition to the existing drive-thru speakerphone to the east of Planning Area 4.

N/A = Noise source will not impact the receiver location.

To describe the Project operational noise level contributions under the Option A scenario, the operational noise levels were combined with the existing ambient noise levels measurements. The difference between the combined Project and ambient noise levels describe the Project noise level contributions. Noise levels that would be experienced at area receivers when Project-source noise is added to ambient daytime and nighttime conditions are presented on Tables 4.5-17 and 4.5-18, respectively.

**Table 4.5-17  
Daytime (8:00am to 10:00pm) Operational Noise Levels (Option A)**

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Contribution	Incremental Significant Impact?
R1	42.8	L1	65.4	65.4	0.0	No
R2	41.6	L2	70.3	70.3	0.0	No
R3	33.4	L3	68.3	68.3	0.0	No
R4	33.1	L12	63.8	63.8	0.0	No
R5	36.1	L4	56.8	56.8	0.0	No
R6	31.4	L4	56.8	56.8	0.0	No
R7	27.3	L5	58.7	58.7	0.0	No
R8	38.5	L13	58.7	58.7	0.0	No
R9 West	41.0	L8	63.5	63.5	0.0	No
R9 East	44.5	L8	63.5	63.6	0.1	No
R10	25.0	L14	63.9	63.9	0.0	No
R11	39.2	L9	64.8	64.8	0.0	No
R12	44.6	L10	69.4	69.4	0.0	No

**Source:** Meredith International Centre Specific Plan Amendment, Noise Impact Analysis, City of Ontario (Urban Crossroads, Inc.) October 28, 2014.

**Table 4.5-18**  
**Nighttime (10:01pm to 7:59am) Operational Noise Levels (Option A)**

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Contribution	Incremental Significant Impact?
R1	42.8	L1	61.6	61.7	0.1	No
R2	41.6	L2	66.7	66.7	0.0	No
R3	33.4	L3	64.6	64.6	0.0	No
R4	33.1	L12	61.2	61.2	0.0	No
R5	36.1	L4	57.7	57.7	0.0	No
R6	31.4	L4	57.7	57.7	0.0	No
R7	27.3	L5	58.8	58.8	0.0	No
R8	38.5	L13	56.9	57.0	0.1	No
R9 West	41.0	L8	60.8	60.8	0.0	No
R9 East	44.5	L8	60.8	60.9	0.1	No
R10	25.0	L14	61.0	61.0	0.0	No
R11	39.2	L9	62.2	62.2	0.0	No
R12	44.6	L10	65.7	65.7	0.0	No

*Source: Meredith International Centre Specific Plan Amendment, Noise Impact Analysis, City of Ontario (Urban Crossroads, Inc.) October 28, 2014.*

As indicated above, under the Option A scenario, the Project would contribute operational stationary/area-source noise levels of up to 0.1 dBA Leq (daytime) and 0.1 dBA Leq (nighttime) at nearby receiver locations. In no instance would Project operational stationary area-source noise cause or result in an exceedance of the maximum acceptable ambient condition (65 dBA daytime/45 dBA nighttime). Nor would the Project operational stationary/area-source noise result in an increase of 1.5 dBA or greater in instances where noise levels without the Project already exceed the maximum acceptable ambient condition.

### ***Option B***

The Option B scenario assumes that the existing Italo M. Bernt Elementary School remains in place and operational within the Project site (identified as receiver location R13). Operational noise level projections under the Option B scenario are presented in Table 4.5-19.

**Table 4.5-19  
Operational Noise Level Projections (Option B)**

Receiver Location	Drive-Thru Speakerphones	Parking Lot Activities	Distribution/Warehouse Noise	Combined Noise Levels
R1	17.5	31.7	42.4	42.8
R2	N/A	N/A	41.6	41.6
R3	N/A	N/A	33.6	33.6
R4	N/A	N/A	33.1	33.1
R5	N/A	N/A	36.1	36.1
R6	6.8	22.0	30.9	31.4
R7	9.2	23.5	24.8	27.3
R8	26.2	37.7	28.8	38.5
R9 – West	0.0	0.0	33.4	41.0
	38.9	0.0	34.3	
R9 – East	38.1	0.0	0.0	44.5
	39.0	41.3	0.0	
R10	3.9	18.2	24.0	25.0
R11	27.6	37.9	31.9	39.2
R12	29.7	40.8	42.0	44.6
R13	N/A	N/A	38.0	42.4
	N/A	N/A	40.5	

**Source:** Meredith International Centre Specific Plan Amendment, Noise Impact Analysis, City of Ontario (Urban Crossroads, Inc.) October 28, 2014.

**Notes:**

Receiver location R9 represents the future urban residential land use included in Project construction located within Planning Area 4. At the time of this analysis, the locations of potential noise sources, such as drive-thru speakerphones at potential fast food restaurants, within Planning Area 3 were unknown. The noise level projections represent the worst case operational noise levels assuming a drive-thru speakerphone is located at the northern boundary of Planning Area 3, in addition to the existing drive-thru speakerphone to the east of Planning Area 4.

N/A = Noise source will not impact the receiver location.

As shown above, operational noise levels associated with the Option B scenario will range from 25.0 to 44.6 dBA Leq and will not exceed the City of Ontario or the City of Rancho Cucamonga noise level standards.

To describe the Option B operational noise level contributions, the Project operational noise levels were combined with the existing ambient noise levels measurements. The difference between the combined Project and ambient noise levels describe the Project noise level contributions. Noise levels that would be experienced at area receivers when Project-source noise is added to ambient daytime and nighttime conditions are presented on Tables 4.5-20 and 4.5-21, respectively.

**Table 4.5-20  
Daytime (8:00 a.m. to 10:00 p.m.) Operational Noise Levels (Option B)**

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Contribution	Incremental Significant Impact
R1	42.8	L1	65.4	65.4	0.0	No
R2	41.6	L2	70.3	70.3	0.0	No
R3	33.6	L3	68.3	68.3	0.0	No
R4	33.1	L12	63.8	63.8	0.0	No
R5	36.1	L4	56.8	56.8	0.0	No
R6	31.4	L4	56.8	56.8	0.0	No
R7	27.3	L5	58.7	58.7	0.0	No
R8	38.5	L13	58.7	58.7	0.0	No
R9 West	41.0	L8	63.5	63.5	0.0	No
R9 East	44.5	L8	63.5	63.6	0.1	No
R10	25.0	L14	63.9	63.9	0.0	No
R11	39.2	L9	64.8	64.8	0.0	No
R12	44.6	L10	69.4	69.4	0.0	No
R13	42.4	L11	52.6	53.0	0.4	No

Source: Meredith International Centre Specific Plan Amendment, Noise Impact Analysis, City of Ontario (Urban Crossroads, Inc.) October 28, 2014.

**Table 4.5-21  
Nighttime (10:01 p.m. to 7:59 a.m.) Operational Noise Levels (Option B)**

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Contribution	Incremental Significant Impact
R1	42.8	L1	61.6	61.7	0.1	No
R2	41.6	L2	66.7	66.7	0.0	No
R3	33.6	L3	64.6	64.6	0.0	No
R4	33.1	L12	61.2	61.2	0.0	No
R5	36.1	L4	57.7	57.7	0.0	No
R6	31.4	L4	57.7	57.7	0.0	No
R7	27.3	L5	58.8	58.8	0.0	No
R8	38.5	L13	56.9	57.0	0.1	No
R9 West	41.0	L8	60.8	60.8	0.0	No
R9 East	44.5	L8	60.8	60.9	0.1	No
R10	25.0	L14	61.0	61.0	0.0	No

**Table 4.5-21  
Nighttime (10:01 p.m. to 7:59 a.m.) Operational Noise Levels (Option B)**

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Contribution	Incremental Significant Impact
R11	39.2	L9	62.2	62.2	0.0	No
R12	44.6	L10	65.7	65.7	0.0	No
R13	42.4	L11	55.1	55.3	0.2	No

**Source:** Meredith International Centre Specific Plan Amendment, Noise Impact Analysis, City of Ontario (Urban Crossroads, Inc.) October 28, 2014.

As indicated in Tables 4.5-20 and 4.5-21, under the Option B scenario, the Project would contribute operational stationary/area-source noise levels of up to 0.4 dBA Leq (daytime) and 0.2 dBA Leq (nighttime) at nearby receiver locations. In no instance would Project operational stationary area-source noise cause or result in an exceedance of the maximum acceptable ambient condition (65 dBA daytime/45 dBA nighttime). Nor would the Project operational stationary/area-source noise result in an increase of 1.5 dBA or greater in instances where noise levels without the Project already exceed the maximum acceptable ambient condition.

### Summary

Based on the preceding analysis, under either development scenario (Option A or B), Project operational stationary area-source noise would not cause or result in an exceedance of the maximum acceptable ambient condition (65 dBA daytime/45 dBA nighttime). Nor would the Project operational stationary/area-source noise result in an increase of 1.5 dBA or greater in instances where noise levels without the Project already exceed the maximum acceptable ambient condition. On this basis, Project operational noise would not result in exposure of persons to, or generation of, noise levels in excess of standards established in the City's General Plan or Noise Ordinance.

**Level of Significance:** Less-Than-Significant. As presented above, normal operational activities are expected to result in less-than-significant Project impacts. However, to further reduce potential operational noise levels received at adjacent residential land uses, the Noise Impact Analysis presented the following recommendations, that are incorporated here as mitigation:

4.5.9 *If the Project is developed under the Option A scenario:*

- *Construct the recommended 8-foot high noise barriers at the western and eastern boundaries of Planning Area 4, as shown on Exhibit 10-A of the Noise Impact Analysis.*

4.5.10 *If the Project is developed under the Option B scenario:*

- *Construct the recommended 8-foot high noise barriers at the western and eastern boundaries of Planning Area 4, as shown on Exhibit 10-B of the Noise Impact Analysis.*
- *Construct the recommended 8-foot high noise barrier at the southern property boundary at the existing school, as shown on Exhibit 10-B of the Noise Impact Analysis.*

4.5.11 *All trucks, tractors, and forklifts shall be operated with proper operating and well maintained mufflers.*

4.5.12 *Maintain quality pavement conditions that are free of bumps to minimize truck noise.*

4.5.13 *The truck access gates and loading docks within the truck court on the project site shall be posted with signs which state:*

- *Truck drivers shall turn off engines when not in use;*
- *Diesel trucks servicing the Project shall not idle for more than five (5) minutes; and*
- *Post telephone numbers of the building facilities manager to report violations.*

**Potential Impact:** *Would Project operational noise result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

**Impact Analysis:** As discussed above, noise levels attributable to ongoing Project activities and operations would not exceed City Noise Ordinance Standards. As such, temporary and periodic peak noise events generated by Project operations and area/site sources would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. Potential impacts would be less-than-significant.

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

**Potential Impact:** *Would Project operational noise result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

**Impact Analysis:** Evaluation of the potential for Project operational/area-source noise to substantially and permanently increase ambient noise levels is reflected by relative change in average day/night conditions due to Project operations/site activities. As discussed in the preceding analysis, unmitigated noise levels generated by Project operations and area sources would not exceed City standards, and thus would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. Potential impacts in this regard would be less-than-significant.

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

**Potential Impact:** *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?*

**Impact Analysis:** The Project site may be impacted by aircraft noise from nearby LA/Ontario International Airport, located approximately one-half mile southerly of the site. As illustrated at Figure 4.5-4 (previously presented), Planning Areas 2 and 3, as well as a small portion of Planning Area 1, are located within the 60 to 65 dBA CNEL noise contour boundary, as established by the LA/Ontario Airport Land Use Compatibility Plan (ALUCP). The ALUCP establishes parameters for aircraft-source noise within the airport influence area and noise contour boundaries.

The majority of Planning Area 1 is located north of the airport noise contours; however, the southern boundary is overlapped by the 60 dBA CNEL noise contour. Preliminary plans indicate this portion of the site would contain water quality basins and the southern part of an industrial building. Planning Areas 2 and 3 are planned as commercial areas.

The ALUCP requires the interior areas of industrial and commercial land uses within the 60 to 65 dBA CNEL contour to meet an interior noise level standard of 50 dBA CNEL. In this regard, the Project is required to comply with the State of California Green Building Standards Code, which requires new developments which fall within an airport or freeway 65 dBA CNEL noise contour have a combined sound transmission class (STC) rating of the wall and roof-ceiling assemblies of at least 50. With aircraft noise levels ranging from 60 to 65 dBA CNEL, the STC rating of 50 would satisfy the ALUCP normally compatible standard of 50 dBA CNEL for interior noise levels.

Based on the preceding discussion, the Project's potential to expose people residing or working in the Project area to excessive noise levels is considered less-than-significant.

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

## VIBRATION

**Potential Impact:** *Would the Project result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise?*

### Impact Analysis:

#### *Construction Vibration*

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that groundborne vibration from Project construction activities would cause only intermittent, localized intrusion. Potential sources of vibration are:

- **Heavy Construction Equipment:** Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to building, the vibration is usually short-term and is not of sufficient magnitude to cause building damage. It is not expected that heavy

equipment such as large bulldozers would operate close enough to any residences to cause a vibration impact.

- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Groundborne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA). Tables 4.5-22 and 4.5-23 present the expected Project-related vibration levels at each of the 13 sensitive receiver locations for the construction of Planning Area 1, and Planning Areas 2, 3, and 4.

**Table 4.5-22**  
**Construction Equipment Vibration Levels, Planning Area 1**

Noise Receiver	Distance To Property Line (In Feet)	Receiver PPV Levels (in/sec)					Potentially Significant Impact?
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration	
R1	102'	0.0004	0.0042	0.0092	0.0108	0.0108	No
R2	83'	0.0005	0.0058	0.0126	0.0147	0.0147	No
R3	78'	0.0005	0.0064	0.0138	0.0161	0.0161	No
R4	180'	0.0002	0.0018	0.0039	0.0046	0.0046	Yes
R5	895'	0.0000	0.0002	0.0004	0.0004	0.0004	No
R6	959'	0.0000	0.0001	0.0003	0.0004	0.0004	No
R7	2,073'	0.0000	0.0000	0.0001	0.0001	0.0001	No
R8	2,444'	0.0000	0.0000	0.0001	0.0001	0.0001	No
R9 <sup>1</sup>	N/A	N/A	N/A	N/A	N/A	N/A	N/A
R10	892'	0.0000	0.0002	0.0004	0.0004	0.0004	No
R11	669'	0.0000	0.0003	0.0005	0.0006	0.0006	No
R12	51'	0.0010	0.0120	0.0261	0.0305	0.0305	No
R13	25'	0.0030	0.0350	0.0760	0.0890	0.0890	No

Source: Meredith International Centre Specific Plan Amendment, Noise Impact Analysis, City of Ontario (Urban Crossroads, Inc.) October 28, 2014.

<sup>1</sup> Receiver location R9 represents the future urban residential land use included in Project construction located within Planning Area 4.

As shown above, at distances ranging from 25 to 2,444 feet from the Project site, Planning Area 1 construction vibration levels are expected to range from 0.000 to 0.089 in/sec. Using the construction vibration assessment methods provided by the FTA, the proposed Project site may include or require equipment that would result in a perceptible human response (annoyance). Specifically, receiver location R4, located in the City of Rancho Cucamonga, is expected to experience peak vibration levels exceeding the City of Rancho Cucamonga vibration standards with levels approaching 0.0046 in/sec. This is a potentially significant impact at this location.

**Table 4.5-23**  
**Construction Equipment Vibration Levels, Planning Areas 2, 3, and 4**

Noise Receiver	Distance To Property Line	Receiver PPV Levels (in/sec)					Potentially Significant Impact?
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration	
R1	1,008'	0.0000	0.0001	0.0003	0.0003	0.0003	No
R2	1,714'	0.0000	0.0001	0.0001	0.0002	0.0002	No
R3	2,185'	0.0000	0.0000	0.0001	0.0001	0.0001	No
R4	2,076'	0.0000	0.0000	0.0001	0.0001	0.0001	No
R5	1,901'	0.0000	0.0001	0.0001	0.0001	0.0001	No
R6	1,347'	0.0000	0.0001	0.0002	0.0002	0.0002	No
R7	1,353'	0.0000	0.0001	0.0002	0.0002	0.0002	No
R8	420'	0.0000	0.0005	0.0011	0.0013	0.0013	No
R9 <sup>1</sup>	N/A	N/A	N/A	N/A	N/A	N/A	N/A
R10	235'	0.0001	0.0012	0.0026	0.0031	0.0031	No
R11	141'	0.0002	0.0026	0.0057	0.0066	0.0066	No
R12	224'	0.0001	0.0013	0.0028	0.0033	0.0033	No
R13	1,999'	0.0000	0.0000	0.0001	0.0001	0.0001	No

Source: Meredith International Centre Specific Plan Amendment, Noise Impact Analysis, City of Ontario (Urban Crossroads, Inc.) October 28, 2014.

<sup>1</sup> Receiver location R9 represents the future urban residential land use included in Project construction located within Planning Area 4.

As shown above, at distances ranging from 141 to 2,185 feet from the Project site, Planning Areas 2, 3, and 4 construction vibration levels are expected to range from 0.000 to 0.0066 in/sec. Using the construction vibration assessment methods provided by the FTA, the proposed Project will not include or require equipment that would result in a perceptible human response (annoyance).

### ***Operational Vibration***

Although the human threshold of perception for vibration is around 65 VdB, human response to vibration is not usually significant unless the vibration exceeds 70 VdB. Truck vibration levels are dependent on vehicle characteristics, load, speed and pavement condition. Typical vibration levels for heavy trucks on normal traffic speeds do not exceed 65 VdB. Truck deliveries transiting on site will be travelling at very low speeds so it is expected that delivery truck vibration impacts nearby homes will be less than significant. Commercial developments typically do not operate machinery that can create significant long-term vibration impacts.

**Level of Significance:** Potentially Significant at receiver location R4 during construction of Planning Area 1.

### **Mitigation Measures:**

*4.5.14 The operation of heavy equipment shall only occur between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, or Saturdays, and between 9:00 a.m. and 6:00 p.m. on Sundays, and avoided at the Project site boundary nearest receiver location R4 whenever feasible.*

**Level of Significance After Mitigation:** *Significant and Unavoidable.* Although Mitigation Measure 4.5.14 will avoid impacts to receiver location R4 when feasible, construction of Planning Area 1 is still expected to generate vibration levels exceeding applicable City of Rancho Cucamonga vibration significance criteria.

It is also noted that construction-source vibration impacts would be intermittent and transitory, occurring only when construction equipment is operating proximate to the Project site perimeter. Construction activities at the Project site would be restricted to daytime hours consistent with City requirements, thereby precluding potential construction-source vibration impacts during sensitive nighttime hours.

## **4.6 HAZARDS/HAZARDOUS MATERIALS**

## 4.6 HAZARDS/HAZARDOUS MATERIALS

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### *Abstract*

*This Section identifies and addresses potential hazards and hazardous materials impacts that may result from the implementation and operations of the Meredith International Centre Specific Plan Project (the Project). More specifically, the hazards and hazardous materials analysis presented here examines whether the Project would:*

- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; or*
- Result in a safety hazard for people residing or working in the project area 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.*

*As supported by the analysis presented in this Section, with the application of mitigation, and the Project's mandated compliance with existing rules and regulations, potential hazards and hazardous materials impacts of the Project are less-than-significant.*

### 4.6.1 INTRODUCTION

The analysis presented in this Section addresses the potential impacts of hazards and/or hazardous materials associated with the construction and operation of the proposed Meredith International Centre Specific Plan Project. The analysis considers potential hazards/hazardous conditions affecting the Project site; and also considers potential hazards resulting from the Project, including potential effects at off-site land uses.

Information presented in this Section is summarized in part from the Project Phase I Environmental Site Assessment (Phase I ESA): *Phase I Environmental Site Assessment*,

*Meredith Specific Plan Area, Ontario, California* (Arden Environmental Group, Inc.) July 23, 2014. The Phase I ESA in its entirety is provided in EIR Appendix G.

## **4.6.2 SETTING**

The physical setting of the Project provided here serves as context for potential hazards associated with, or resulting from, the Project.

### **4.6.2.1 Project Site Land Use**

As illustrated in Figure 4.6-1, the majority of the site is vacant land. Existing land uses include the Italo M. Bernt School (located along the northern boundary of the site, on the Fourth Street frontage) and commercial uses (which include a coffee house, two fast food restaurants, a karate studio, and a gas station, located in the eastern portion of the site, along the site's Archibald Avenue frontage).

Cucamonga Creek Channel and Deer Creek Channel, both concrete-lined flood control channels, traverse the central portion of the site in a north/south alignment. Inland Empire Boulevard crosses through the southern portion of the site in an east/west direction.

### **4.6.2.2 Project Site History**

Based on historical research conducted as part of the Phase I ESA, the Project site was used for agricultural purposes beginning in approximately 1938. The Italo M. Bernt School was constructed in 1977. A gas station was located in the eastern portion of the site (where there are now existing commercial uses) from about 1965 to 1995. This property was redeveloped with the existing uses around 2000. The remainder of the site remained in agricultural use until approximately 1994.



NOT TO SCALE

Source: Google Earth, Applied Planning, Inc.

Figure 4.6-1  
Existing Land Uses

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

Single-family and multi-family residential uses are located to the west of the Project site, across Vineyard Avenue, as well as neighborhood commercial uses and an equipment rental center. Uses north of the Project site, across Fourth Street, include a wide range of commercial, industrial, and residential types. San Bernardino County Flood Control basins are located to the north/northeast of the site. Commercial uses and Cucamonga-Guasti Regional Park are located to the east of the Project site, across Archibald Avenue. The Interstate 10 (I-10) freeway is directly south of the Project site.

#### **4.6.3 EXISTING HAZARDS/HAZARDOUS CONDITIONS**

Existing hazardous conditions affecting the Project site and surrounding areas have been documented within the Project Phase I ESA noted previously in this Section. As part of this research, the California Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), South Coast Air Quality Management District (SCAQMD), County of San Bernardino Fire Department – Hazardous Materials Division, and lead regulatory agencies for permitting and regulating above ground storage tanks (ASTs), underground storage tanks (USTs), leaking underground storage tanks cases, and/or cases involving hazardous waste were contacted (and/or online records searched). Results and findings are summarized below.

##### **4.6.3.1 Potential Project Site Hazards**

Potential on-site hazards analyzed as part of the Phase I ESA are discussed below.

##### *Pesticides*

As previously mentioned, the majority of the site was historically used for agricultural purposes. Although there is no indication that large quantities of pesticides and/or herbicides have been stored or mixed at the site, it is assumed that these chemicals may have been used at the site.

##### *Use and Storage of Hazardous Substances and Petroleum Products*

The existing Arco gasoline station stores and dispenses fuel, such as gasoline, from four USTs. No other hazardous substances or petroleum products were observed.

### *Storage and Disposal of Hazardous Wastes*

No storage or disposal of large quantities of hazardous wastes was noted at the site.

### *Unidentified Substance Containers*

No unidentified substance containers were observed on site during the site reconnaissance.

### *Aboveground Storage Tanks (ASTs) and Underground Storage Tanks (USTs)*

Four fuel USTs are currently used by Arco. These tanks are permitted, and of relatively new installation (early-2000s). This facility has not been reported as having had a release. Based on the relatively new construction and lack of regulatory listings, the fueling system associated with the Arco gasoline station would not be considered an environmental concern to the site. No ASTs or evidence of other USTs were noted during site reconnaissance.

### *Evidence of Releases*

Evidence of chemical release on the site, such as odors, stressed vegetation, stains, leaks, pools of liquids, and spills, was not observed during the site reconnaissance.

### *Polychlorinated Biphenyls (PCBs)*

Historically, PCBs (a group of hazardous substances and suspected human carcinogens) were widely used as an additive in cooling oils for electrical components. Typical sources of PCBs can include electrical transformers. Two pad mounted electrical transformers were noted within the commercial uses along Archibald Avenue. Both were labeled as being owned and operated by Southern California Edison Company (SCE). No stains or evidence of a release was noted. Based on the age (early-2000s), there is a low likelihood that these features contain PCB-containing oils. The electrical transformers would not be considered an environmental concern to the site.

### *Suspect Asbestos-Containing Building Materials (ACMs)*

The manufacture of most ACMs was phased out in the 1970s, ending in 1980. Previously manufactured ACMs that were in stock continued to be used through

approximately 1981. Some non-friable<sup>1</sup> ACMs are still manufactured (e.g. roofing mastics). In general, buildings constructed after 1981 have a negligible potential to contain friable ACMs and a low potential for most non-friable ACMs, with the exception of roofing materials. Based on the age of the existing onsite commercial uses (1999-2000), ACMs were not likely used.

The Phase I ESA concluded that ACMs were likely used in the 1977 construction of the Italo M. Bernt School. Additionally, although possibly buried at this time, underground asbestos-containing transite pipe may have been used for transferring water as part of the historical agricultural uses onsite.

#### *Lead Based Paint (LBP)*

The manufacture of LBP was phased out in approximately 1978. Since the Italo M. Bernt School buildings were constructed during the mid-1970s, the presence of LBP is likely. Based on the age of the onsite commercial uses, the presence of LBP is unlikely in that area of the Project site.

#### *Indications of Water Damage or Mold Growth*

No visual indications of water damage or visible mold growth were present.

#### *Wastewater Systems*

Wastewater systems were not observed during site reconnaissance.

#### *Stormwater Systems*

Sporadic stormwater floor drains were noted throughout the parking lot of the onsite commercial uses. No stormwater systems were noted on the remaining portions of the site.

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<sup>1</sup> A distinction is made between more and less dangerous ACMs. More dangerous, "friable" ACM can release asbestos fibers into the air where they can be inhaled and cause illness. Less dangerous, "non-friable" ACM generally coats or encapsulates the asbestos fibers with cement, plastics, or asphalt so that they are not easily released into the air. Friable ACMs are defined as those materials containing more than 1% asbestos which could be crumbled, pulverized or reduced to powder by hand pressure when dry, using methods specified in the National Emission Standards for Hazardous Air Pollutants rules. A non-friable ACM is a material containing more than 1% asbestos but not able to be crumbled, pulverized or reduced to powder by hand pressure when dry, using the same methods.

### *Wells*

During site reconnaissance, no wells (e.g., groundwater monitoring wells, water supply wells, etc.) were observed. A water well was located immediately east of Italo M. Bernt School from at least 1938 through 2006. This previous well would not be considered an environmental concern to the site.

### *Other Subsurface Structures*

No other subsurface structures (e.g., sumps, vaults, oil/water separators, and other surface impoundments) were noted during the site reconnaissance.

### *Other Issues*

No other on- or off-site issues of environmental concern were noted.

#### **4.6.3.2 Potential Vicinity Hazards**

Vicinity land uses that could pose potential hazards to the Project site were evaluated as part of the Phase I ESA background and database searches. Sites with recognized environmental conditions, and located in an up-gradient orientation from the Project site are of primary concern. In this regard, ground water typically represents the migration medium for contaminants to travel over significant distances, and any contaminants released to the soils or surfaces of up-gradient properties could infiltrate to underlying ground waters and be carried “downstream” affecting the Project site. Sites located in equi-gradient or down-gradient orientations are less likely to result in any hazards/hazardous materials concerns that would affect the Project site.

An environmental database search was performed, including federal, state, local, and tribal databases, to evaluate whether properties within the vicinity of the site have been reported as having experienced significant events with potentially adverse environmental effects. A total of 15 vicinity properties were identified within the database search. Based on the information provided for these properties and/or the type of database on which the properties were listed, the Phase I ESA concluded that it was unlikely that any of these listed sites would result in, or cause, environmental concerns that would affect the Project site.

#### **4.6.4 HAZARDS/HAZARDOUS MATERIALS POLICIES AND REGULATIONS**

A number of federal, state, and local laws have been enacted to regulate and manage hazardous materials. Implementation of these laws and the associated management of hazardous materials are regulated independently of the CEQA process, through programs administered by various agencies at the federal, state, and local levels. An overview of regulatory agencies and certain key hazardous materials laws and regulations applicable to the Project, and to which the Project must conform, is provided below.

##### **4.6.4.1 Federal**

Several federal agencies regulate hazardous materials. These include the United States Environmental Protection Agency (USEPA), the United States Occupational Safety and Health Administration (OSHA), and the United States Department of Transportation (USDOT). Applicable Federal Regulations are contained primarily in Titles 10, 29, 40, and 49 of the Code of Federal Regulations (CFR). In particular, Title 49 of the CFR governs the manufacture of packaging and transport containers; packing and repacking; labeling and the marking of hazardous material transport. Some of the major federal laws and issue areas include the following statutes and implementing regulations:

- Resources Conservation and Recovery Act (RCRA) - hazardous waste management;
- Hazardous and Solid Waste Amendments Act (HSWA) - hazardous waste management;
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) - cleanup of contamination;
- Superfund Amendments and Reauthorization Act (SARA) - cleanup of contamination; and
- Emergency Planning and Community Right-to-Know (SARA Title III) - business inventories and emergency response planning.

The USEPA is the primary federal agency responsible for the implementation and enforcement of hazardous materials regulations. In most cases, enforcement of

environmental laws and regulations established at the federal level is delegated to state and local environmental regulatory agencies.

In addition, with respect to emergency planning, the Federal Emergency Management Agency (FEMA) is responsible for ensuring the establishment and development of policies and programs for emergency management at the federal, state, and local levels. This includes the development of a national capability to mitigate against, prepare for, respond to, and recover from a full range of emergencies.

### **Hazardous Waste Handling**

The USEPA has authorized the California Department of Toxic Substance Control (DTSC) to enforce hazardous waste laws and regulations in California. Requirements place “cradle-to-grave” responsibility for hazardous waste disposal on the shoulders of hazardous waste generators. Waste generators must ensure that their wastes are disposed of properly, and legal requirements dictate the disposal requirements for many waste streams (e.g., a ban on many types of hazardous wastes from landfills).

### **Hazardous Materials Transport**

The USDOT Office of Hazardous Materials Safety has developed regulations pertaining to the transport of hazardous materials and hazardous wastes by all modes of transportation, as outlined in Title 49 of the CFR. The U.S. Postal Service has developed additional regulations for the transport of hazardous materials by mail. USDOT regulations specify packaging requirements for different types of materials. USEPA has also promulgated regulations for the transport of hazardous wastes. These more stringent requirements include tracking shipments with manifests to ensure that wastes are delivered to their intended destinations.

#### **4.6.4.2 State**

The primary state agencies with jurisdiction over hazardous chemical materials management are the DTSC and the State Water Quality Control Board (SWQCB). Other state agencies involved in hazardous materials management are the Department of Industrial Relations, California OSHA (Cal OSHA) implementation, Office of

Emergency Services (OES - California Accidental Release Prevention Implementation), Air Resources Board (ARB), California Department of Transportation (Caltrans), State Office of Environmental Health Hazard Assessment (OEHHA - Proposition 65 implementation) and CalRecycle (formerly the California Integrated Waste Management Board, CIWMB). The enforcement agencies for hazardous materials transportation regulations are the California Highway Patrol (CHP) and Caltrans. Hazardous materials and waste transporters are responsible for complying with all applicable packaging, labeling, and shipping regulations.

Relevant hazardous materials management laws in California include, but are not limited to, the following statutes and implementation regulations:

- Hazardous Materials Management Act - business plan reporting;
- Hazardous Waste Control Act - hazardous waste management;
- Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65) - release of and exposure to carcinogenic chemicals;
- Hazardous Substance Act - cleanup of contamination; and
- Hazardous Materials Storage and Emergency Response.

### **California Environmental Protection Agency**

The California Environmental Protection Agency (CalEPA) has broad jurisdiction over hazardous materials management in the state. Within CalEPA, the DTSC has primary regulatory responsibility for hazardous waste management and cleanup. Enforcement of regulations has been delegated to local jurisdictions that enter into agreements with DTSC for the generation, transport, and disposal of hazardous materials under the authority of the Hazardous Waste Control Law.

Along with the DTSC, the SWQCB is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup. SWQCB regulations are contained in Title 27 of the California Code of Regulations (CCR). Additional state regulations applicable to hazardous materials are contained in Title 22

of the CCR. Title 26 of the CCR is a compilation of those sections or titles of the CCR that are applicable to hazardous materials.

### **Department of Toxic Substances Control**

The Resource Conservation and Recovery Act (RCRA) of 1976 is the principal federal law that regulates the generation, management, and transportation of hazardous materials and other wastes. The DTSC regulates hazardous waste in California primarily under the authority of the federal RCRA, and the California Health and Safety Code. Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. In addition, DTSC reviews and monitors legislation to ensure that the position reflects the DTSC's goals. From these laws, DTSC's major program areas develop regulations and consistent program policies and procedures. The regulations spell out what hazardous waste handlers must do to comply with the laws.

California law provides the general framework for regulation of hazardous wastes by the Hazardous Waste Control Law (HWCL) passed in 1972. DTSC is the State's lead agency in implementing the HWCL. The HWCL provides for state regulation of existing hazardous waste facilities, which include "any structure, other appurtenances, and improvements on the land, used for treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous wastes," and requires permits for, and inspections of, facilities involved in generation and/or treatment, storage and disposal of hazardous wastes.

### **California Accidental Release Prevention Program (CalARP)**

The CalARP program (CCR Title 19, Division 2, Chapter 4.6) covers certain businesses that store or handle more than a certain volume of specific regulated substances at their facilities. The list of regulated substances is found in Article 8, Section 2770.5 of the CalARP program regulations. The businesses that use a regulated substance above the noted threshold quantity must implement an accidental release prevention program, and some may be required to complete a Risk Management Plan (RMP). An RMP is a detailed engineering analysis of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. The

purpose of an RMP is to decrease the risk of an off-site release of a regulated substance that might harm the surrounding environment and community. An RMP includes the following components: safety information, hazard review, operating procedures, training, maintenance, compliance audits, and incident investigation. The RMP must consider the proximity to sensitive populations located in schools, residential areas, general acute care hospitals, long-term health care facilities, and child day-care facilities, and must also consider external events such as seismic activity.

### **Hazardous Materials Transportation**

In California, the CHP has the primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies. Specifically, Section 31303 of the California Vehicle Code requires that when hazardous materials are transported on state or interstate highways, the highway(s) that offer the shortest overall transit time possible shall be used. Transportation of hazardous materials along any city or state roadways is subject to all hazardous materials transportation regulations established by the CHP and Caltrans. Transporters of hazardous materials and waste are responsible for complying with all applicable packaging, labeling, and shipping regulations.

### **Investigation and Cleanup of Contaminated Sites**

The oversight of hazardous materials release sites often involves several different agencies that may have overlapping authority and jurisdiction. The DTSC and SWQCB are the two (2) primary state agencies responsible for issues pertaining to hazardous materials release sites. Air quality issues related to remediation and construction at contaminated sites are also subject to federal and state laws and regulations that are administered at the local level.

Investigation and remediation activities that would involve potential disturbance or release of hazardous materials must comply with applicable federal, state, and local hazardous materials laws and regulations. The DTSC has developed standards for the investigation of sites where hazardous materials contamination has been identified or could exist based on current or past uses. The standards identify approaches to

determine if a release of hazardous wastes/substances exists at a site and delineate the general extent of contamination; estimate the potential threat to public health and/or the environment from the release and provide an indicator of relative risk; determine if an expedited response action is required to reduce an existing or potential threat; and complete preliminary project scoping activities to determine data gaps and identify possible remedial action strategies to form the basis for development of a site strategy.

#### **4.6.4.3 Regional**

##### **Southern California Association of Governments (SCAG)**

SCAG is the regional agency for coordination between various local agencies within the six-county region covering Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial counties. The region covers more than 38,000 square miles and is home to more than 18 million people. SCAG is the designated Regional Transportation Planning Agency, and is responsible for preparing plans and developing goals, policies, and programs to ensure regional cooperation. One such program is the Southern California Compass Blueprint Growth Vision. SCAG works with local governments and other entities in the region to implement the program's four (4) principles: Mobility, Livability, Prosperity, and Sustainability. SCAG is also responsible for preparing the Regional Comprehensive Plan and Guide (RCPG), an advisory plan to achieve a sustainable balance between environmental, economic, and social interests throughout the SCAG region.

##### **South Coast Air Quality Management District (SCAQMD)**

The SCAQMD establishes Rules that regulate or control various air pollutant emissions and emissions sources within the South Coast Air Basin (Basin). The SCAQMD coordinates its actions with local, state, and federal government agencies, the business community, and private citizens to achieve and maintain healthy air quality for San Bernardino County, including the City of Ontario.

#### 4.6.4.4 Local

##### **San Bernardino County Fire Department, Hazardous Materials Division**

Under the California Unified Hazardous Waste and Hazardous Material Management Regulatory Program, (Chapter 6.11, Division 20, Section 25404 of the Health and Safety Code), hazards/hazardous materials management is addressed locally through the Certified Unified Program Agency (CUPA). The primary CUPA for the City of Ontario is the San Bernardino County Fire Department.

As a CUPA, San Bernardino County Fire Department manages the following six hazardous material and hazardous waste programs:

- Hazardous Materials Release Response Plans and Inventory (Business Plan);
- California Accidental Release Program (CalARP);
- Underground Storage Tanks (UST);
- Aboveground Petroleum Storage Act (APSA)/Spill Prevention, Control, and Countermeasure Plan (SPCC Plan);
- Hazardous Waste Generation and Onsite Treatment; and
- Hazardous Materials Management Plans and Inventory Statements under Uniform Fire Code Article 80.

##### **Ontario International Airport Land Use Compatibility Plan**

The Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) was adopted by Ontario City Council on April 19, 2011. The basic function of the ONT ALUCP is to promote compatibility between the Airport and surrounding land uses. As required by State law, the ALUCP provides guidance to affected local jurisdictions with regard to airport land use compatibility matters. The main objective of the ALUCP is to avoid future compatibility conflicts rather than to remedy existing incompatibilities. The ALUCP is aimed at addressing future land uses and development, not airport activity. The ALUCP does not place any restrictions on the present and future role, configuration, or use of the airport.

The geographic scope of the ONT ALUCP is the Airport Influence Area, the area in which current or future airport-related noise, safety, airspace protection and/or overflight factors may affect land uses or impose restrictions on those uses. The Area includes portions of the cities of Chino, Claremont, Fontana, Montclair, Ontario, Pomona, Rancho Cucamonga and Upland, and the counties of Los Angeles, Riverside and San Bernardino.

#### **City of Ontario General Plan (The Ontario Plan)**

The Ontario Plan includes Goals and Policies which act to reduce potential hazards within the City. Related to the discussion contained herein, Goal S6 and associated policies act to reduce the potential for exposure to hazardous materials. Additionally, Goal LU5 and associated policies address airport planning and safety.

#### **4.6.4.5 Waste Handling Procedures**

As presented above, the identification, characterization, handling, transportation and disposal of wastes are primarily regulated under 40 CFR, part 261.24 (Federal) and Title 22 of the California Code of Regulations (State) and other applicable DOT, CA DTSC, and OSHA laws and regulations. The following discussions detail how these regulations are applied to the specific hazardous materials most likely to be encountered as part of demolition and site preparation phase of the Project (previously identified at Section 4.6.3).

#### **Manifesting and Transportation**

Waste must be hauled under proper shipping manifests as follows:

- 1) Non-hazardous: A uniform non-hazardous manifest;
- 2) Cal-haz/Non-RCRA (State system): A uniform hazardous manifest, identifying the waste as non-RCRA, using an appropriate EPA number;
- 3) RCRA-hazardous (Federal system): A uniform hazardous manifest, identifying the waste as RCRA, using an appropriate EPA number.

The transporter must have the required and appropriate hauling permits and licenses in order to be able to haul the waste.

## **Disposal**

Landfills are classified based on the type of waste accepted; hazardous waste must be disposed of at a Class I landfill, “designated waste”<sup>2</sup> at a Class II, non-hazardous solid waste at a Class III, and inert waste is disposed of at an unclassified disposal site. All designated landfills must have the proper local, State and Federal operating permits. Waste, as classified, is disposed of as follows:

- 1) Non-hazardous: At a non-hazardous Class III landfill or at a Treatment and Recycling facility.
- 2) Cal-haz/Non-RCRA: At a hazardous Class I landfill or at an out of State non-hazardous landfill.
- 3) RCRA-hazardous: At a hazardous Class I landfill.

While non-hazardous waste from the Project site could be transported to a number of Class III landfills, non-hazardous waste generated at the site and vicinity is currently sent to the West Valley Materials Recovery Facility (MRF) in Fontana for processing, recycling, or landfilling. Most refuse is transported from the MRF to the El Sobrante Landfill, located in the City of Corona. Any hazardous waste encountered as part of site preparation activities will be disposed of at a Class I landfill. There are currently three (3) Class I landfills located in California. These sites are located in Imperial, Kings, and Kern Counties. The precise location will be determined by the contractor in charge of demolition and site preparation.

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<sup>2</sup> “Designated waste” is defined as hazardous waste that has been granted a variance from hazardous waste management requirements; or non-hazardous waste that could be released in concentrations exceeding applicable water quality objectives or that could reasonably be expected to affect beneficial uses of waters of the State.

## Pesticides

There are State and Federal thresholds dictating the characterization of pesticide contaminated soils. Specifically, the United States Environmental Protection Agency (U.S. EPA) and California EPA monitor a number of pesticides that were once widely used, but are currently banned or heavily regulated in the United States due to concerns regarding their environmental impact and/or human health risks. Risk-based soil screening levels have been calculated and published by the U.S. EPA, as well as the California EPA Office of Environmental Health Hazard Assessment (OEHHA) for guidance purposes. Both agencies have developed screening levels for both residential and industrial/commercial settings, as seen below in Table 4.6-1.

**Table 4.6-1**  
**Pesticide Screening Level Thresholds ( $\mu\text{g}/\text{kg}$ )**

Agency	Pesticide			
	DDT	DDE	DDD	Dieldrin
U.S. EPA				
<i>Residential</i>	1700	1400	2000	30
<i>Commercial/Industrial</i>	7000	5100	7200	100
Cal EPA				
<i>Residential</i>	1600	1600	2300	35
<i>Commercial/Industrial</i>	6300	6300	9000	130

Source: GeoKinetics, August 1, 2013.

Based on testing results, contaminated soils can be treated onsite (by blending/diluting with clean soil) or disposed of offsite, as follows:

- 1) Non-hazardous: The soil must pass the State and Federal regulatory thresholds. In that case the soil may be disposed of as non-hazardous at a Class III landfill or, as discussed above, a treatment or recycling facility.
- 2) Cal-haz/Non-RCRA: In this case, the soil fails the State regulatory thresholds but passes the Federal requirements. Therefore, the soil may be disposed of as non-RCRA at a Class I hazardous landfill or at an out-of-state non-hazardous landfill.

- 3) RCRA-hazardous: In this case, the soil fails both the State and Federal regulatory thresholds. Therefore, the soil will have to be disposed of as Federal, RCRA-hazardous at a Class I landfill.

### **Asbestos Containing Materials**

Prior to demolition of structures, testing for ACMs is performed by a licensed contractor and any ACMs are disposed of based on the testing results. In California, if asbestos is friable and contains more than 1% asbestos, it is considered hazardous. ACMs are disposed of as follows:

- 1) Non-friable: This ACM waste may be disposed of at a Class III local landfill subject to their acceptance criteria.
- 2) Friable: This ACM waste may be disposed of at a Class I hazardous landfill or at an out-of-state landfill, depending on the level of contamination.

Depending on whether or not the ACMs are friable or non-friable, they will need to be handled, contained, and wrapped accordingly based on the applicable State regulations and the landfill requirements for transportation and disposal purposes.

### **Lead-Based Paint**

Prior to demolition, testing for LBP is performed by a licensed contractor and any LBP is disposed of based on the testing results. LBP waste is disposed of as follows:

- 1) Non-hazardous: If the lead content is less than 50 ppm (presumes it passes the State Soluble Threshold Limit Concentrations (STLC) and the Federal Toxicity Characteristic Leaching Procedure (TCLP) levels of 5.0 mg/l), the waste can be disposed of at a Class III non-hazardous landfill.
- 2) Cal-haz/Non-RCRA: If the waste contains 1,000 ppm lead and it fails the State STLC of 5 mg/l, it is considered cal-hazardous and may be disposed of at an out-of-state landfill as non-RCRA waste.

- 3) RCRA-hazardous: If the waste fails the Federal TCLP of 5 mg/l, it will then have to be disposed of at a hazardous Class I landfill.

#### 4.6.5 STANDARDS OF SIGNIFICANCE

Pursuant to the *CEQA Guidelines* as adopted and implemented by the City of Ontario, and for purposes of this EIR, implementation of the Project may result in or cause potentially significant hazards/hazardous materials impacts if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Section 65962.5 and, as a result, create a significant hazard to the public or the environment;
- Result in a safety hazard for people residing or working in the project area 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;
- Result in a safety hazard for the people residing or working in the project area for a project within the vicinity of a private airstrip;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

- 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.

#### **4.6.6 POTENTIAL IMPACTS AND MITIGATION MEASURES**

##### **4.6.6.1 Introduction**

The following discussions focus on areas where it has been determined that the Project may result in potentially significant hazards and hazardous materials impacts, pursuant to comments received through the NOP process, and based on the analysis presented within this Section and included within the Initial Study.

As discussed within the Initial Study (EIR Appendix A), the potential for the Project to: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; or result in a safety hazard for people residing or working in the project area within two miles of a public airport or public use airport was determined to be potentially significant, and is discussed further within this Section.

Other CEQA hazards/hazardous materials considerations were determined within the Initial Study to be less-than-significant or have no impact. These considerations include:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment;
- 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, create a significant hazard to the public or environment;
- Result in a safety hazard for the people residing or working in the project area for a project within the vicinity of a private airstrip;

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

These potential impacts are therefore not substantively discussed further within this Section. Please refer also to EIR Section 1.5, "Impacts Considered Previously but Not Found to Be Potentially Significant," and to Initial Study Checklist Item VIII., "Hazards and Hazardous Materials."

#### 4.6.6.2 Impact Statements

**Potential Impact:** *Would the Project create a significant hazard to the public or the environment through emitting hazardous emissions or handling acutely hazardous materials, substances, or waste within one-quarter of a mile of an existing or proposed school?*

**Impact Analysis:** Public Resources Code (PRC) Section 21151.4 and correlating Section 15186 of the *CEQA Guidelines* establish requirements for school projects, as well as projects near schools, to ensure that potential health impacts resulting from exposure to hazardous materials, wastes, and substances are examined and disclosed in an environmental document. More specifically, the cited PRC and *CEQA Guidelines* provisions require that when a project located within one-quarter mile of a school involves the construction or alteration of a facility that might reasonably be anticipated to emit hazardous or acutely hazardous air emissions, or handle acutely hazardous materials or a mixture containing acutely hazardous materials in a quantity equal to or greater than that specified in Section 25536(a) of the Health and Safety Code, the Lead Agency must:

- (1) Consult with the school district having jurisdiction regarding the potential impact of the project on the school(s) in question; and

(2) The school district must be provided written notification of the project not less than 30 days prior to the proposed certification of the environmental impact report or approval of the negative declaration.

[Guidelines 15186 (b)]

All development within the Project site would be subject to AQMD permitting and regulatory requirements that would preclude hazardous air emissions. It is also noted that compliance with previously cited applicable hazardous waste control rules and regulations would act to minimize the risk of public exposure (including schools) to any hazardous materials used or stored at the Project site.

Notwithstanding the above considerations, Project construction activities and/or Project operations could potentially generate localized criteria pollutant emissions concentrations exceeding applicable SCAQMD Localized Significance Thresholds (LSTs). The SCAQMD LSTs are based on allowable pollutant concentrations established under the California Ambient Air Quality Standards and National Ambient Air Quality Standards (CAAQS/NAAQS). The CAAQS and NAAQS reflect air quality conditions that are considered safe, and are intended to protect the public health and welfare. Exceedance of the SCAQMD LSTs and related violations of the CAAQS and/or NAAQS would indicate that criteria pollutant emissions concentrations could adversely affect the public health and welfare and could be considered hazardous.

Potential effects of Project-source localized criteria pollutant emissions concentrations are evaluated in detail within the Project Air Quality Impact Analysis (Project AQIA)<sup>3</sup> and discussed at EIR Section 4.3, "Air Quality," "Localized Significance Threshold (LST) Analysis." Conclusions of the Project LST analysis are summarized below:

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<sup>3</sup> Please refer also to EIR Appendix D, *Meredith International Centre Specific Plan Amendment Air Quality Impact Analysis*, City of Ontario (Urban Crossroads, Inc.) November 12, 2014; Section 3.6 "Localized Significance–Construction Activity," and Section 3.7 Localized Significance–Long-Term Operational Activity."

- Mitigated Project construction-source criteria pollutant emissions concentrations would not exceed applicable SCAQMD LSTs, and would therefore be less-than-significant.
- Unmitigated Project operational-source criteria pollutant emissions concentrations would not exceed applicable SCAQMD LSTs and would therefore be less-than-significant.

Based on the preceding, mitigated Project construction-source criteria pollutant emissions concentrations, and unmitigated Project operational-source criteria pollutant emissions concentrations would not create a significant hazard to the public or the environment through emitting hazardous emissions or handling acutely hazardous materials, substances, or waste within one-quarter of a mile of an existing or proposed school.

Additionally, the Project would generate truck traffic, a portion of which may be diesel-powered. Diesel emissions and diesel particulate matter (DPM) are known carcinogens and could increase area health risks. Accordingly, an analysis of potential long-term diesel exposure health risks is provided. To this end, the Project Health Risk Assessment<sup>4</sup> (Project HRA included at EIR Appendix D) characterizes and quantifies potential diesel emissions generated by, and health risk exposure resulting from, Project operations. As concluded in the Project HRA, all potential DPM-source health risks exposures would be less-than-significant. On this basis, Project-source DPM emissions would not create a significant hazard to the public or the environment through emitting hazardous emissions or handling acutely hazardous materials, substances, or waste within one-quarter of a mile of an existing or proposed school.

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<sup>4</sup> Please refer to EIR Appendix D, *Meredith International Centre Specific Plan Amendment Mobile Source Diesel Health Risk Assessment, City of Ontario* (Urban Crossroads, Inc.) November 12, 2014.

As previously discussed, potential on-site hazards include residual pesticides and/or herbicides that may be present in the soil; possible ACMs and LBP that may be present within the school; and underground asbestos-containing transite pipe that may have been used for transferring water as part of the historical agricultural uses onsite.

It is noted that the SPA assumes the continuation of the school use. Left undisturbed, ACMs and LBP do not pose a significant hazard. The following mitigation is proposed in the event that the school use is discontinued and the buildings are demolished.

**Level of Significance:** Potentially Significant.

**Mitigation Measures:**

4.6.1 *Prior to the issuance of grading permits, soil samples shall be taken from various areas of the Project site. Any soils found to contain pesticide levels in excess of the residential and/or industrial/commercial soil screening levels (presented in Table 4.6-1 of this EIR) shall be treated onsite or disposed of offsite, consistent with Section 4.6.4.5 of this EIR. Additional samples shall be collected from the perimeter and bottom of the excavation to confirm that pesticide concentrations in excess of the screening levels do not remain. Any additional impacted soil identified during this process shall be removed and additional confirmatory samples shall be obtained until non-actionable concentrations are obtained.*

4.6.2 *Prior to demolition or major renovations to the Italo M. Bernt School, a comprehensive asbestos and LBP survey shall be completed of suspect materials. If discovered, ACMs and peeling LBP shall be removed and disposed of by a State-licensed abatement contractor prior to demolition/renovation. Similarly, if during grading activities, buried asbestos-containing transite pipes are discovered, these materials shall also be removed and disposed of by a State-licensed abatement contractor.*

*The Project developer shall submit documentation to the City Building Department that asbestos and lead-based paint issues are not applicable to their property, or that*

*appropriate actions, as detailed in Section 4.6.4.5 of this EIR, will be taken to abate asbestos or lead-based paint issues prior to development of the site.*

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

**Potential Impact:** *Would the Project result in a safety hazard for people residing or working in the project area 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?*

As previously discussed, the Project site is located approximately 0.5 miles northerly of the Ontario International Airport, and is located within the identified Airport Influence Area. As such, the Project is subject to the ONT ALUCP, which sets limits on future land uses and development near the airport in response to noise, safety, airspace protection, and overflight impacts of current and future airport activity.

As shown in Figure 4.6-2, the Project is located outside of all identified safety zones for the Airport, as designated within the ONT ALUCP. The Project would be developed in accordance with all City regulations and the ONT ALUCP, precluding significant impacts in this regard. As such, the Project's potential to result in aircraft-related safety hazards for future occupants of the site is considered less-than-significant. Moreover, it is noted that the Project does not propose activities or uses that would otherwise affect airports or airport operations.

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

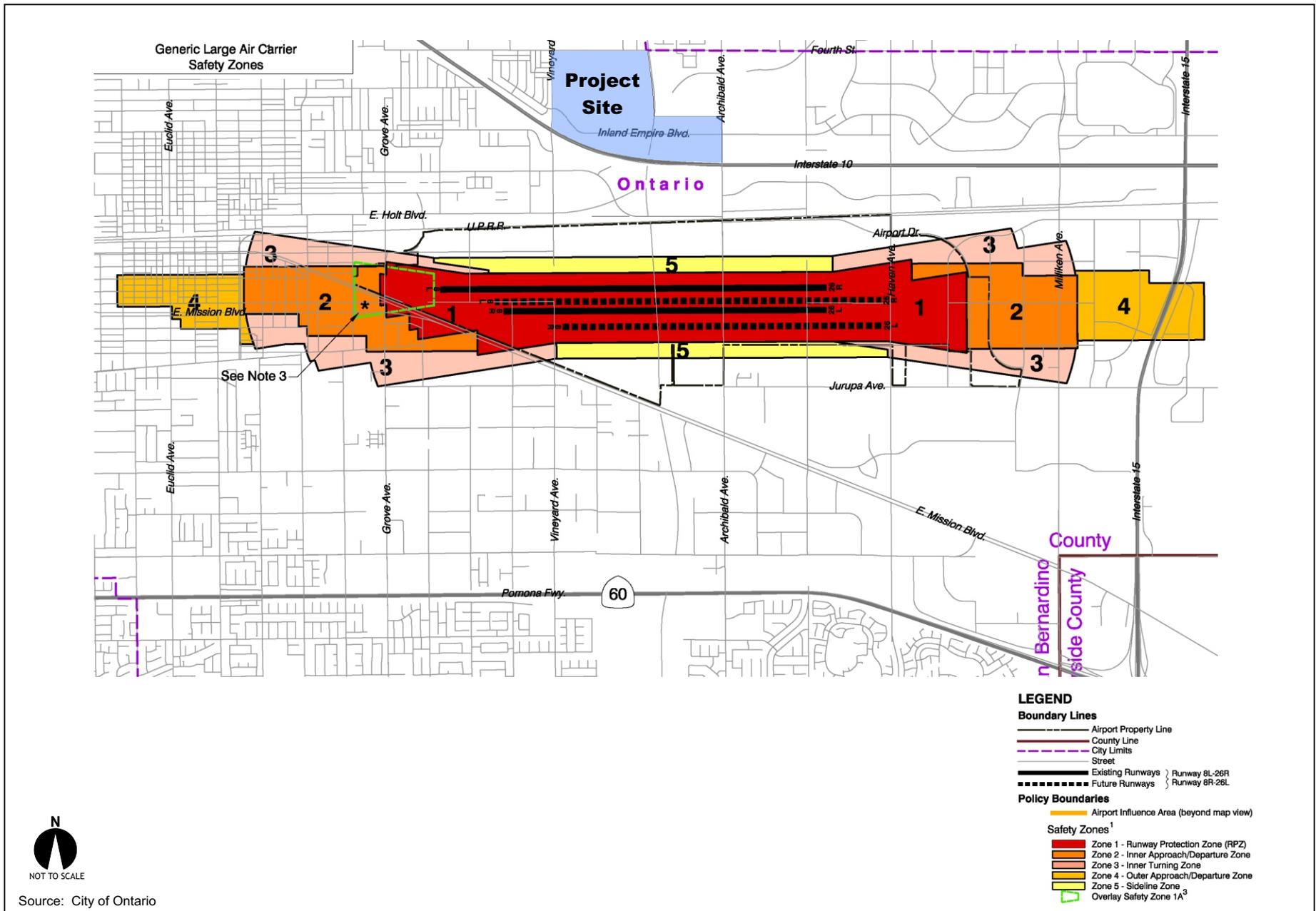


Figure 4.6-2  
ONT Airport Safety Zones

## **4.7 PUBLIC SERVICES AND UTILITIES**

## 4.7 PUBLIC SERVICES & UTILITIES

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### **Abstract**

*This Section of the EIR addresses the Project's potential impacts to public services and utilities. Specifically, the public services and utilities analysis examines whether the Project would:*

- Result in or cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; or result in 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 for fire or police protection services or schools;*
- 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;*
- 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;*
- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed;*
- 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;*

- *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; or*
- *Comply with federal, state, and local statutes and regulations related to solid waste.*

*As supported by the discussion presented in this Section, the potential for the Project to adversely affect public services and utilities; or to result in potentially adverse environmental impacts due to the construction or expansion of service facilities or systems is less-than-significant.*

#### **4.7.1 INTRODUCTION**

For each of the public services and utilities discussed, existing service conditions are described, any improvements required to accommodate the proposed development are identified, and any resulting or associated impacts and required mitigation are discussed. The analysis is based on physical and operational attributes presented in the Project Description (EIR Section 3.0); information presented in the City of Ontario Policy Plan; and information provided by or available through the City of Ontario and County of San Bernardino.

#### **4.7.2 EXISTING CONDITIONS**

##### **4.7.2.1 Fire Protection and Emergency Services**

Fire suppression and emergency response services are provided to the City, including the Project site, by the Ontario Fire Department. Additionally, 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).

Within its eight fire stations, the Ontario Fire Department employs a total of 135 sworn personnel and 18 civilian administrative personnel. The locations of the City's fire

stations are illustrated at Figure 4.7-1. As shown, Station 5 is located nearest the Project site, approximately 0.6 mile to the west, at 1530 Fourth Street.

#### **4.7.2.2 Police Protection Services**

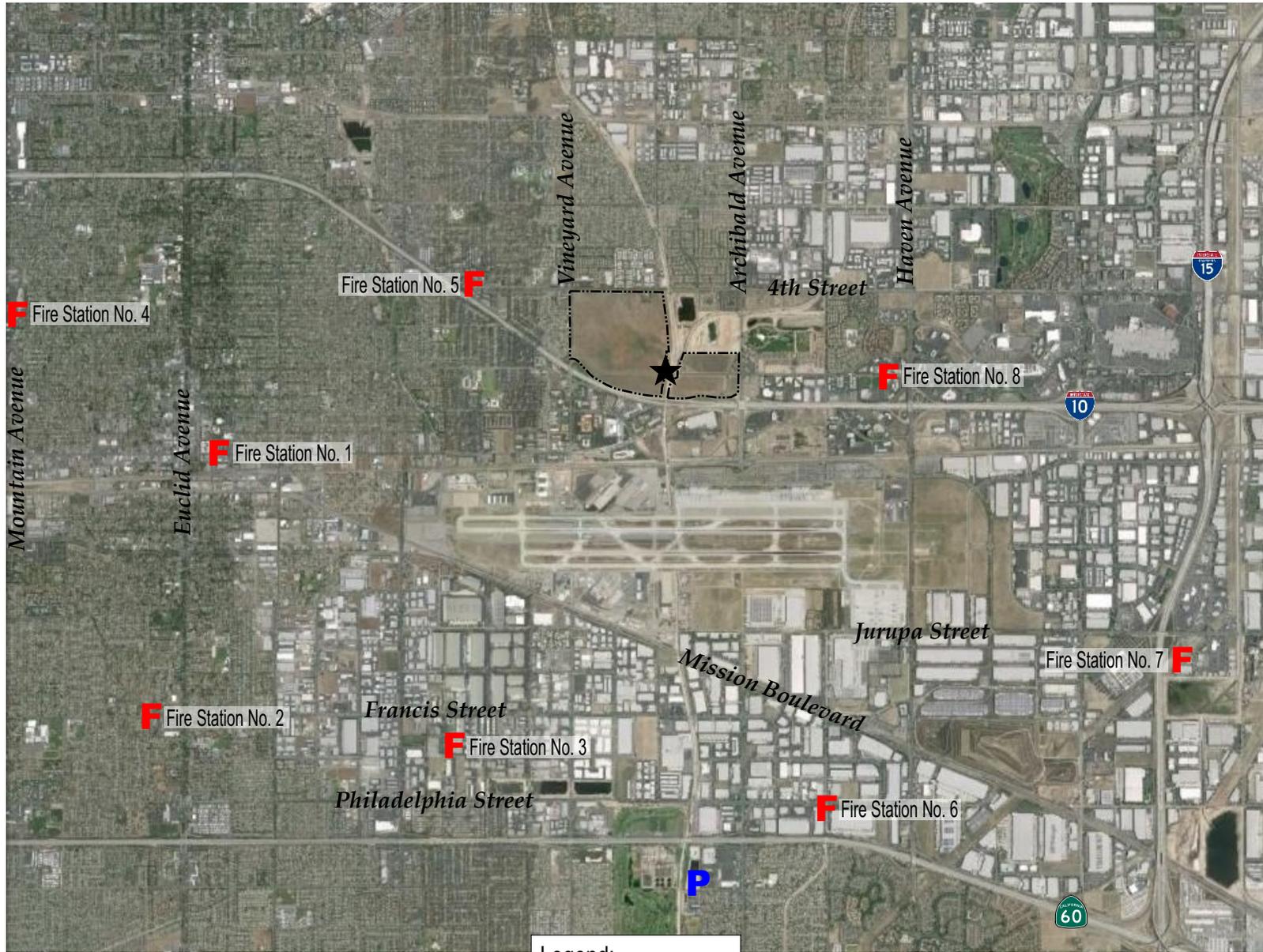
Police protection services are provided to the City by the Ontario Police Department. Additionally, the Department participates in mutual aid agreements with different public agencies to provide the optimum level of service during times of emergency. The Ontario Police Department holds a mutual aid agreement with the San Bernardino County Sheriff and various jurisdictions surrounding Ontario.

The Ontario Police Department, with headquarters located at 2500 South Archibald Avenue, has four main service bureaus: the Field Operations Bureau, Special operations Bureau, Investigations Bureau, and Administrative Services Bureau. Within these bureaus, the Department comprises the Police Administration, Air Support Unit, Community Oriented Problem Solving Unit, Special Weapons and Tactics Team, Traffic Division, Communications Division, Investigation Division, and Crime Prevention Division. 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. The location of the police station within the City is illustrated at Figure 4.7-1.

#### **4.7.2.3 Schools**

The City of Ontario is served by the Chaffey Joint Union High School District (CJUHSD), Ontario-Montclair School District (OMSD), Cucamonga School District (CSD), Mountain View School District (MVSD), and Chino Valley Unified School District (CVUSD). A total of 36 public schools and 10 private schools provide Kindergarten through 12th grade education within the City. The site is located within the boundaries of the CSD and CJUHSD.



NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

Legend:

- ★ Project Site
- F Fire Station
- P Police Station

Figure 4.7-1  
Fire and Police Facility Locations

#### 4.7.2.4 Water Service and Supplies

Water supply to the City of Ontario is derived from a combination of local and imported water, obtained primarily from four sources:

- Ontario wells and treatment in the Chino Groundwater Basin (Basin). The Basin is the primary source of water for the City, which currently receives approximately 70 to 80 percent of its water supply from this source.<sup>1</sup> The Basin was adjudicated by the Superior Court of the State of California for the County of San Bernardino January 27, 1978 ("the Judgment"). A copy of the Judgment and Court-approved amendments thereto are attached as Appendix I to the Project Water Supply Assessment (WSA). The Project WSA is provided at EIR Appendix H.

As substantiated in the Project WSA, the ability to produce water from the Basin is not a matter of availability, as contemplated and sanctioned by the Judgment for the reasons discussed above, but rather a matter of cost. Water produced in excess of production rights will cost more than water produced within a party's production rights. Thus, the quantity and reliability of groundwater supplies under the Judgment for purposes of the Project WSA is a matter of cost of the water produced from the Basin rather than limitations on production which may otherwise operate to reduce the sufficiency of the groundwater supply. The Project does not propose or require elements or aspects that would substantially interfere with groundwater recharge. The Project would therefore not result in or cause potentially significant groundwater supply impacts. Please refer also to the Project WSA, Section 4, *Groundwater Analysis*.

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<sup>1</sup> Since the major source of potable water in the City of Ontario's service area is groundwater, SB 610 requires a groundwater analysis as part of the Project WSA. Accordingly, the Project WSA section includes: 1) review of information contained in the City of Ontario 2010 Urban Water Management Plan relevant to the Project, 2) a description of the groundwater basin used to supply potable water to the Project and a review of the City of Ontario's legal right to pump from this basin, 3) historic (past 5 years) analysis of amount and location of groundwater pumped from the basin, 4) projected analysis of groundwater to be pumped from the basin, and 5) analysis of the sufficiency of the groundwater basin to meet the demands of the proposed Project and the suppliers demands.

- Chino Desalter Authority (CDA) wells and treatment in the Chino Groundwater Basin;
- Treated State Water Project from the Water Facilities Authority (WFA); and
- Recycled water from the Inland Empire Utilities Agency (IEUA), a member agency of the Metropolitan Water District of Southern California (MWD).

#### **4.7.2.5 Wastewater Treatment**

The City of Ontario conveys its wastewater via regional trunk sewers to regional treatment plants operated by IEUA. Wastewater generated within the City is treated at IEUA's Regional Water Reclamation Plants No. 1 and 5.

Regional Water Reclamation Plant No. 1 has a capacity of 44 million gallons per day (mgd), and current wastewater flows are 33.3 mgd. The Plant will ultimately be expanded to 60 mgd after 2020. Regional Water Reclamation Plant No. 5 has a capacity of 16.3 mgd, with daily average flows of 11.5 mgd. This Plant's capacity is planned to be expanded to 28 mgd when demands reach a critical flow. IEUA treats wastewater at both plants to meet discharge requirements and Title 22 water quality standards for reuse as recycled water.

IEUA also operates a non-reclaimable wastewater (NRW) system for certain industrial wastewater. For high saline industrial wastewater (nondomestic) and desalter concentrate in the southern portion of its service area, IEUA operates a collection system that discharges into the Santa Ana Watershed Project Authority (SAWPA) Santa Ana Regional Interceptor Line (SARI). The SARI delivers NRW from the Upper Santa Ana River Watershed to the ocean for disposal after treatment at the Orange County Sanitation District's Regional Treatment Plant No. 1. The SARI line was constructed with a total capacity of 30 mgd. IEUA also collects industrial NRW from its collection system in northern and central Ontario and discharges to the Los Angeles County Sanitation Districts (LACSD) NRW interceptor. These nonreclaimable wastes are then treated in Los Angeles County and discharged to ocean outfalls. IEUA currently has surplus capacity in both SARI and LACSD NRW systems.

#### 4.7.2.6 Storm Drainage

The existing drainage of the site is divided among five watersheds. Cucamonga Creek Channel divides the site into a westerly area (Watersheds 1, 2, and 3) and an easterly area (Watersheds 4 and 5), as discussed below.

- Watershed 1: Runoff sheet flows southeasterly and is tributary to Cucamonga Creek Channel. A berm along the north side of Inland Empire Boulevard prevents runoff from entering the roadway and forces the runoff easterly. All runoff flows over the channel wall into the channel.
- Watershed 2: Runoff from Inland Empire Boulevard runs easterly into two catch basins located just west of Cucamonga Creek Channel. The runoff enters a storm drain system that discharges to the channel.
- Watershed 3: Runoff sheet flows southeasterly and gathers along the north side of Interstate 10, then runs easterly. The runoff enters a drop inlet structure located on a Caltrans property just west of the Cucamonga Creek Channel.
- Watershed 4: Runoff sheet flows southwesterly over the Cucamonga Creek Channel wall into the channel.
- Watershed 5: Runoff north of Inland Empire Boulevard flows southeasterly to a pipe running southerly under Inland Empire Boulevard which discharges on the south side of the street. Inland Empire Boulevard and the commercial uses located on the northwest corner of Inland Empire Boulevard and Archibald Avenue (Planning Area 5) are tributary to two catch basins that discharge on the south side of the street. This concentrated flow is joined by sheet flow runoff from the parcel south of Inland Empire Boulevard. The runoff migrates southerly to exit the site through an existing pipe and headwall that lie within the Caltrans property.

#### 4.7.2.7 Solid Waste Facilities

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 in the City of Corona. Table 4.7-1 presents a summary of El Sobrante Landfill operations.

**Table 4.7-1  
El Sobrante Landfill Information**

Name	Location	Size (acres)	Permitted Daily Throughput (tons)	Average Daily Throughput (tons) <sup>1</sup>	Remaining Capacity	Projected Closure Date
El Sobrante Landfill	Corona	1,322	16,000	6,460.65	145 million tons	2045

Source: <http://www.calrecycle.ca.gov>

<sup>1</sup> Average 2013 daily throughput provided by County of Riverside Waste Management Department.

Solid waste management is guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. The Act requires that localities conduct a Solid Waste Generation Study (SWGS) and develop a Source Reduction Recycling Element (SRRE), providing for a minimum 50 percent reduction in waste sent to landfills. Diversion rates are calculated and tracked by the California Integrated Waste Management Board (Board). Alternatively, the Board can determine that a jurisdiction's "good faith efforts" to implement comprehensive diversion programs have satisfied the requirement even if diversion levels are below 50 percent.

To reduce waste disposal, AB 939 requires every California city and county to divert 50 percent of its waste from landfills by the year 2000. Residential, commercial and governmental waste recycling programs in support of the SRRE have been implemented by the City of Ontario. The City has met this waste diversion requirement through local recycling programs and participation in regional recycling programs. The City's waste diversion program is run by the Recycling Division. For the fiscal year

2006, Ontario's Board-approved diversion rate was 64 percent. Preliminary rates for 2007 indicate a waste diversion rate of about 57 percent.<sup>2</sup>

#### 4.7.3 STANDARDS OF SIGNIFICANCE

Consistent with the standards of significance outlined in the *CEQA Guidelines*, public services impacts resulting from implementation of the Project could be considered potentially significant if they caused or resulted in any of the following:

- Substantial adverse physical effects from the construction of new or altered government facilities needed to maintain acceptable service ratios, response times, or other performance objectives for fire or police protection services, schools, parks, or other public facilities.
- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- 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.
- 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.
- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.
- 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.

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<sup>2</sup> The Ontario Plan Draft EIR, Section 5, "Utilities and Service Systems, Page 5.17-30.

- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.
- Comply with federal, state, and local statutes and regulations related to solid waste.

#### 4.7.4 POTENTIAL IMPACTS AND MITIGATION MEASURES

##### 4.7.4.1 Introduction

The following discussions focus on areas where it has been determined that the Project may result in potentially significant public services impacts, based on the analysis presented within this Section and included within the NOP Initial Study (EIR Appendix A).

That is, as substantiated in the Initial Study, the Project could result in potentially significant impacts to certain public services and utilities; however, it would not result in potentially significant impacts related to the provision of new or physically altered parks or other public facilities; or exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

The Project's potential to impact remaining public services and utilities concerns are discussed below. Please refer also to the NOP Initial Study Checklist Items XIV., "Public Services" and XVII., "Utilities and Service Systems."

##### 4.7.4.2 Impact Statements

**Potential Impact:** *Would the Project result in or cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; or result in 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 for fire or police protection services or schools?*

## **Impact Analysis:**

### **Fire Protection Services**

Development of the Project would result in an incremental increase in the overall demand for fire protection and emergency medical response services. Fire protection/suppression and emergency medical response services for the Project would be provided by the Ontario Fire Department. Station 5, located approximately 0.6 mile westerly of the site, would likely provide initial response to the Project site based on its proximity.

Prior to issuance of building permits, all development plans for individual projects within the Specific Plan area will be reviewed by the City and the Fire Department to ensure compliance with Fire Department Conditions of Approval to include emergency access and fire flow requirements, along with any fire prevention, protection, and/or suppression requirements as specified under existing City Ordinances and applicable Building Code and Fire Code provisions.

All development will be designed, constructed, and operated consistent with applicable General Plan Goals and Policies. Moreover, the Project is required to comply with agency-specific criteria outlined in the Project Conditions of Approval. To this end, the Fire Department is expected to provide Project Conditions of Approval through the City's final site plan and plan check/building permit review processes. The Project will comply with these Conditions of Approval and subsequent requirements of the Fire Department, should they be identified. Compliance with these requirements acts to further reduce potential demands for, and impacts upon, fire department services and emergency medical services.

It is also noted that development impact fees assessed for the Project, as well as tax revenues generated by the proposal, will provide supplemental funding available to expand or enhance current fire protection services available to the Project and vicinity.

### **Police Protection Services**

The introduction of new buildings, vehicles, and people (employees and customers) to the Project site would be accompanied by a demand for onsite police protection services. Actual crime occurrence is difficult to predict; however, the types of crime that are likely to occur would primarily be considered property crimes, including shoplifting, fraud, car theft, and other crimes that generally occur with urban uses. Thus, a demand for law enforcement and police services would be generated by the Project.

Law enforcement services for the Project site and vicinity properties are currently provided by the Ontario Police Department. The demand for police services generated by the Project could lead to the redeployment of police officers throughout the City to account for the new development.

All development plans for individual projects within the Specific Plan area will be reviewed by the City Planning Department, City Building Department, and the Ontario Police Department to ensure the incorporation of appropriate safety and security elements throughout the Project, e.g., appropriate building and parking lot security and alarm systems, adequate outdoor lighting, and provision of defensible spaces.

It is further noted that development impact fees and sales tax revenues generated by the Project will provide supplemental funding to expand or enhance current police protection services available to the Project and vicinity.

### **Schools**

Development of the Project's residential land uses is expected to result in increased student demands on existing school facilities. Grades K-12 public schools in the Project vicinity are administered by CSD and CJUHSD. School impacts attributable to development projects are customarily mitigated by payment of school impact fees. Upon the issuance of building permits, all individual projects within the Specific Plan area will be required to pay requisite fees to the appropriate district(s).

## Summary

Development of the Project would result in an incremental increase in demands for fire protection and/or police protection services, which could result in additional staffing or equipment requirements. However, based on the availability of existing facilities and services, the potential for the Project to result in the need or requirement for new physical facilities, the construction of which would result in potentially significant environmental impacts is considered less-than-significant.

The Project is not anticipated to significantly affect emergency service response times or service ratios. In this regard, development impact fees and sales tax generated by development within the Specific Plan area, in combination with other funding sources (e.g., City general fund, grant monies) would be available to support fire and police protection services consistent with demands for those services accruing from new development. The City of Ontario will ultimately determine the most effective use of revenues generated by the Project, and how these funds will be employed for the provision and enhancement of fire and police protection services.

Although the Project may result in increased student populations, each increment of development within the Specific Plan area would require payments to the affected school district(s) to accommodate any potential need for new or expanded facilities. Further, the SPA represents buildout of the site at a lesser intensity than currently envisioned by TOP. The EIR prepared for TOP notes at Section 5.14, "Public Services" that future development consistent with TOP would have less-than-significant effects on fire protection services, police protection services, and schools. As such, Project impacts in this regard are also considered less-than-significant.

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

**Potential Impact:** *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?*

**Impact Analysis:** The Project proponent would be required to pay water and sewer connection fees established by the City to support the maintenance and planned improvement of existing infrastructure. Project improvements will include the construction of water laterals necessary to connect the Project to the existing water distribution and sewer lines. This construction will occur on the Project site or within dedicated public easements/right of way.

No additional or non-standard treatment is required to specifically meet the Project's water demands. Each individual development project within the Specific Plan area would be required to pay applicable water and sewer connection and service fees, which act to fund City improvement plans, operations, and maintenance. The IEUA, as a regional wastewater treatment provider, will determine when and in what manner treatment facilities will be constructed and/or upgraded to meet increasing demands of areawide development, including the incremental demands of the Project.

The Project's potential to require the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, is considered less-than-significant.

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

**Potential Impact:** *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?*

**Impact Analysis:** Under post-development conditions, the site's drainage patterns and points of runoff discharge will be nearly the same as in the existing condition (described in Section 4.7.2.6), although the site will be divided up into six watersheds. The Project's storm drainage plan is illustrated as Figure 4.7-2 and detailed as follows.



- Watersheds 1, 2, and 3 (Planning Area 1): Runoff would flow generally southeasterly across pavement and along local street-side curb and gutters. The runoff would be collected within water quality detention facilities proposed along the northern side of Inland Empire Boulevard, before ultimately flowing into the Cucamonga Creek Channel.
- Watershed 4: Runoff from realigned Inland Empire Boulevard would flow easterly into two catch basins just west of the Cucamonga Creek Channel. The runoff would then enter an underground storm drain system discharging to the Channel.
- Watershed 5 (Planning Area 2): Runoff will flow generally easterly over the surface and within localized storm drain systems. The runoff would discharge into the existing storm drain system located in the Caltrans property just west of the Cucamonga Creek Channel.
- Watershed 6 (Planning Areas 3, 4, and 5): These areas would drain southerly toward Interstate 10. A new storm drain pipe will convey storm water flows from these areas to an existing culvert that is located south of Planning Area 3 and travels under Interstate 10. A water detention basin is planned in Planning Area 3 and/or Planning Area 4 to detain incremental increases in storm water flows before discharge to the culvert under Interstate 10.

Additionally, new storm drain improvements (e.g., storm drain pipe and catch basins) shall be required within Fourth Street to capture storm drain flows that originate north (off-site) of the Specific Plan area. The potential storm drain improvements would convey storm water flows east where they would discharge into the Cucamonga Creek Channel at a new outlet connection in the northeast corner of Planning Area 1.

The Project incorporates all necessary drainage and storm water management systems, and will comply with all storm water system design, construction, and operational requirements mandated under the City Municipal Code and within regulations

established by other agencies, such as the SARWQCB and California Department of Water Resources.

The SPA's drainage concept will maintain the site's primary drainage patterns, and will implement drainage systems and detention areas to accept developed storm water discharges from the Project site and off-site sources. Additionally, consistent with established building code regulations, site-specific drainage studies reflecting precise pad locations, proposed drainage structures, detention facilities, etc., are required prior to the issuance of building permits.

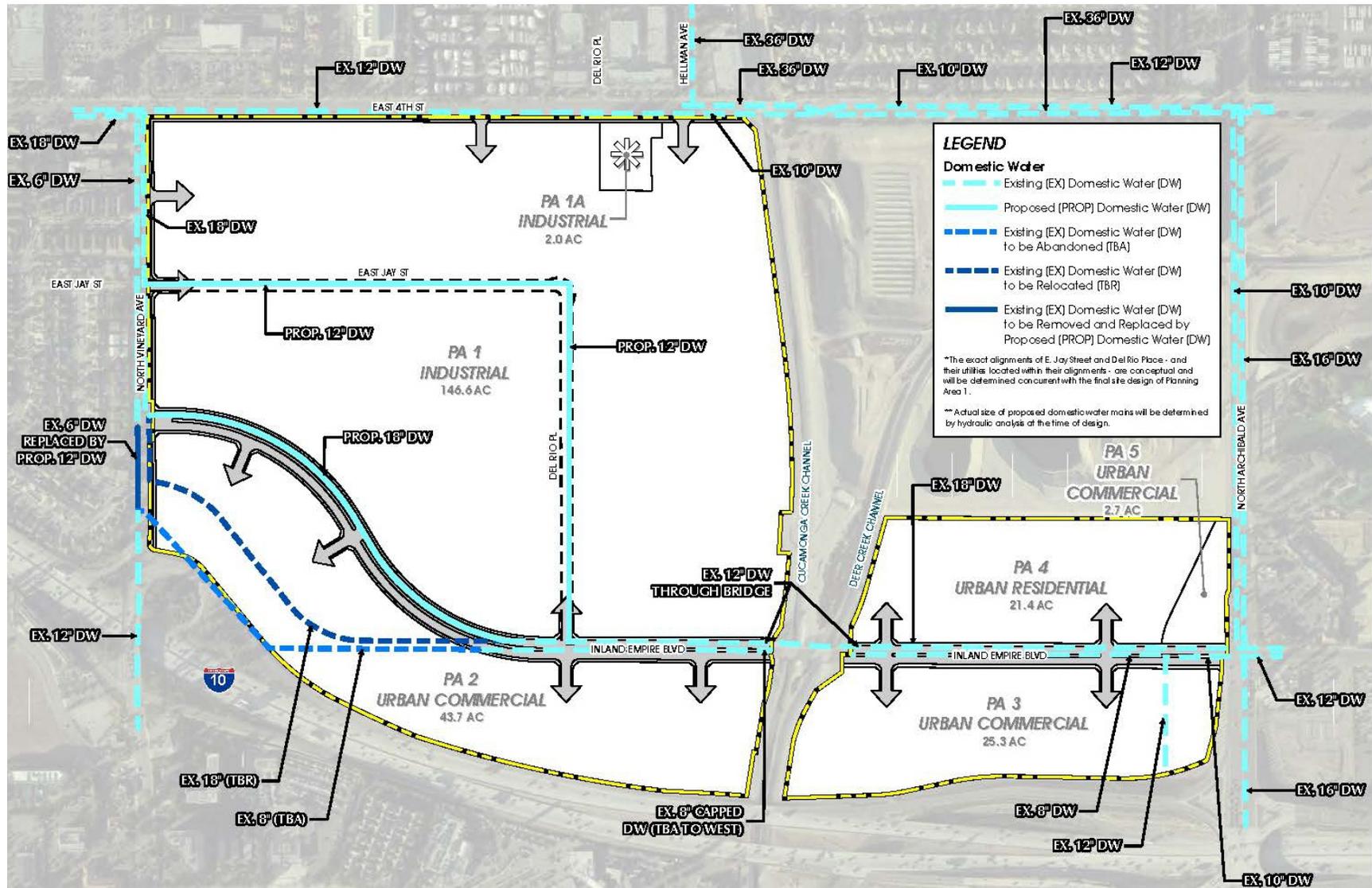
In combination, the Project's storm water management components, and compliance with regulatory requirements act to preclude potentially adverse drainage and storm water runoff impacts. Based on the preceding discussion, the Project incorporates all necessary drainage and storm water management systems and the Project's potential 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 determined to be less-than-significant.

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

**Potential Impact:** *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

**Impact Analysis:** The Project would connect to one or more of the water service lines located in road rights-of-ways adjacent to the Project site. As shown in Figure 4.7-3, water lines currently exist within Fourth Street, Vineyard Avenue, Archibald Avenue, and a portion of Inland Empire Boulevard.

The Project will install recycled water distribution system for landscaping and connect to the IEUA's existing recycled water system (located within Fourth Street), reducing Project potable water demand with recycled, non-potable water.



Source: T&B Planning, Inc.

Figure 4.7-3  
Water Plan

Based on the Project WSA prepared for the Project (EIR Appendix H), Table 4.7-2 presents the anticipated water demand of the Meredith SPA.

**Table 4.7-2  
Meredith International Centre SPA, Projected Water Demand**

Planning Area	Land Use	Acreage	Unit Water Demand	Water Demand (gpd)
1	Industrial	146.6	2,000 gpd/ac	293,200
1A	Industrial	2.0	2,000 gpd/ac	4,000
2	Urban Commercial	43.7	2,200 gpd/ac	91,400
	Overnight Lodging (200 units)		150 gpd/room	60,000
3	Urban Commercial	25.3	2,200 gpd/ac	55,660
	Overnight Lodging (400 Units)		150 gpd/room	60,000
4	Urban Residential (800 Units)	21.4	152 gpd/du	121,600
5	Urban Commercial (Existing)	2.7	2,200 gpd/ac	5,940
Roadway Modifications		16.0	-	-
<b>Total Demand</b>		<b>691,800 gpd (775 acre feet/year)</b>		

Source: *Water Supply Assessment, Meredith International Centre Specific Plan Amendment* (Albert A. Webb Associates) September 18, 2014.

For comparative purposes, Table 4.7-3 provides the water demand associated with buildout of the site consistent with TOP.

**Table 4.7-3  
Projected Water Demand of the Project Site Under TOP**

Land Use	Unit	Unit Water Use	Daily Water Demand (gpd)
Residential Dwelling Population	5,914 Persons	76 gpd/person	449,464
Jobs (Non-Office)	1,541 Jobs	125 gpd/job	192,625
Jobs (Office)	15,348 Jobs	43 gpd/job	659,964
<b>Total Demand</b>	<b>1,302,053 gpd (1,459 acre feet/year)</b>		

Source: *Water Supply Assessment, Meredith International Centre Specific Plan Amendment* (Albert A. Webb Associates) September 18, 2014.

As can be seen from Tables 4.7-2 and 4.7-3, the Project accounts for approximately 50 percent of the anticipated water demand assumed for the site within TOP and accounted for within the City's 2010 UWMP. The 2010 UWMP concluded that the City

would be able to meet 100 percent of its dry year demand under a normal water year, single dry year, and multiple dry years.

In addition to the above, as part of the entitlement process, the Project Applicant is also required to comply with conditions of approval which include construction of infrastructure and payment of Development Impact Fees (DIF).

On the basis of the preceding discussion, sufficient water supplies are available to serve the Project from existing entitlements and resources. The potential for the Project to result in the need for new or additional entitlements or resources is therefore determined to be less-than-significant.

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

**Potential Impact:** *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

**Impact Analysis:** The Project would connect to one or more of the City's sanitary sewer lines located in road rights-of-way adjacent to the Project site. As illustrated in Figure 4.7-4, existing sanitary sewer lines are currently located within Vineyard Avenue, Archibald Avenue, and a portion of Inland Empire Boulevard.

Wastewater generated by the Project would be conveyed by new Project wastewater conveyance facilities easterly to existing City facilities in Inland Empire Boulevard, just west of Archibald Avenue, and then conveyed southerly through existing City facilities to connect to IEUA Regional Water Reclamation Plant No. 1 and then possibly on to Plant No. 5.

Conservatively assuming that 100 percent of the Project's water demand will be generated as wastewater, development within the Specific Plan area can be anticipated to generate 691,800 gpd of wastewater.

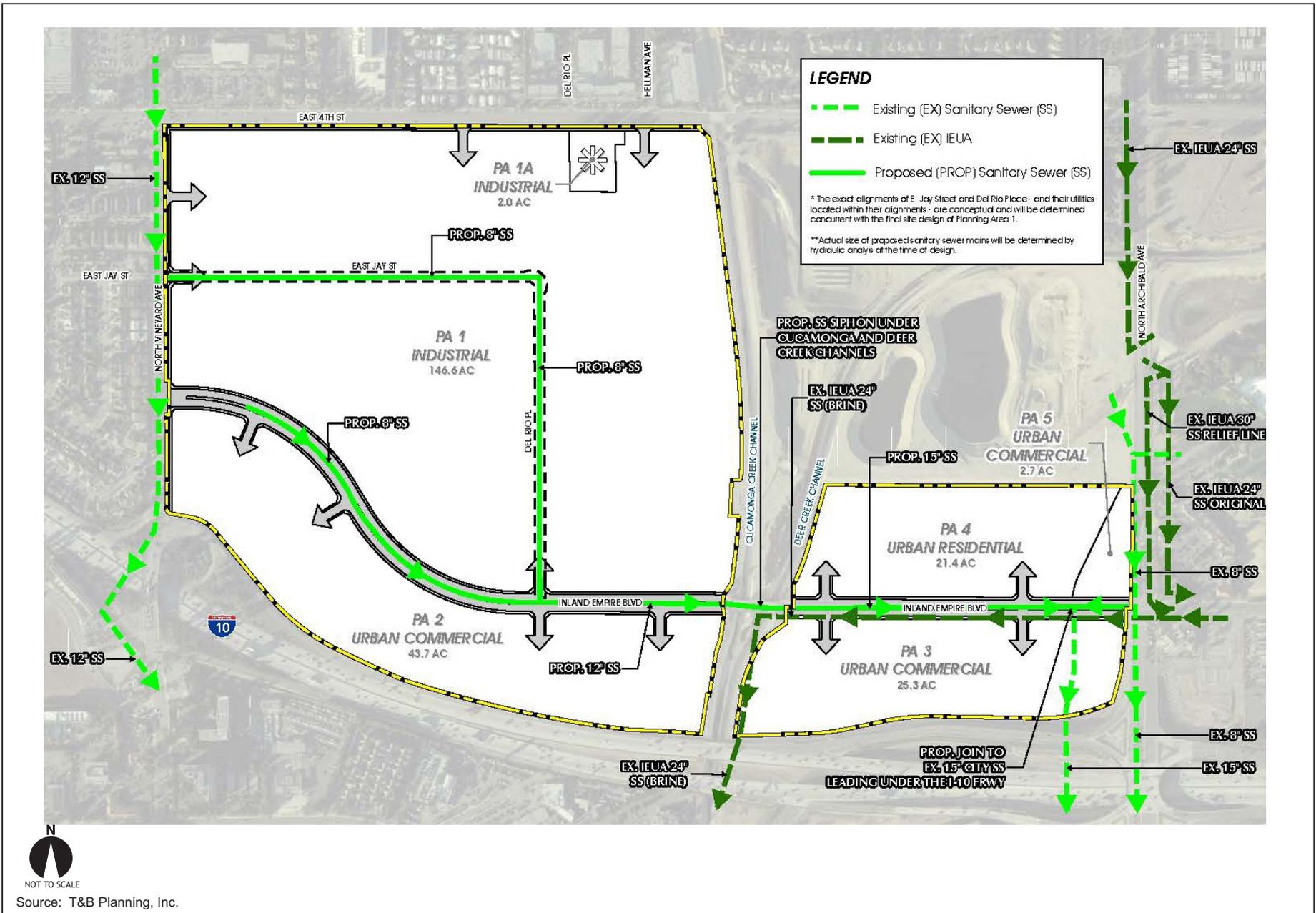


Figure 4.7-4  
Sewer Plan

As previously discussed, the receiving water reclamation plants have a total combined capacity of 60.3 mgd, with a combined average daily flow of 44.8 mgd. Not taking into account the anticipated expansion of each plant, the plants currently have 15.5 mgd of surplus capacity. Wastewater generated by development of the Project would represent 4 percent of current surplus treatment capacity, and would not require expansion or modification of existing wastewater treatment facilities.

The EIR prepared for TOP concluded that, upon implementation of regulatory requirements and standard conditions of approval, buildout of the City would not result in significant impacts to wastewater treatment facilities. It is noted that the SPA proposes land uses at a lesser intensity than is currently anticipated by TOP.

Currently, there are no existing sewer deficiencies downstream of the Project in the City facilities. Future deficiencies are expected at build-out of the tributary, due to the cumulative development within the sewer tributary area. The future deficiencies are identified in the current Sewer Master Plan Update and funding for potential mitigation measures of the deficiencies are included in the current OMC Sewer Development Impact Fees (DIF). As development occurs within the sewer tributary area and as capacity in the downstream sewer system is reached, individual future projects may be required to construct certain mitigation measures through the development entitlement process. The Project's plans for connection to existing sanitary sewer infrastructure facilities are subject to review and approval by the City, and the Project Applicant will be required to apply for service and pay a mandated Connection Fee to City/IEUA facilities. IEUA annually reviews treatment capacity and connection fees for new development. Through the use of connection fees and agreements, the IEUA is able to maintain and expand its wastewater collection and treatment system as necessary, and is able to ensure that new developments pay their fair-share costs associated with increased demand. Wastewater generated by the Project is typical of domestic generators, and wastewater resulting from the Project uses will not require treatment beyond that provided by existing facilities.

As supported by the preceding discussion, the Project's potential to result in a determination by the wastewater treatment provider which serves or may serve the Project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments is determined to be less-than-significant.

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

**Potential Impact:** *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; Comply with federal, state, and local statutes and regulations related to solid waste?*

**Impact Analysis:** Using the City's solid waste demand factor, the solid waste generation associated with the Meredith International Centre SPA was projected, as presented below.

**Table 4.7-4  
Meredith International Centre SPA, Solid Waste Generation**

Land Use	Unit <sup>1</sup>	Unit Waste Disposal Rate <sup>2</sup>	Waste Generation (tons/year)
Household	1,600 Residents	0.37 tons/resident/year	592 tons/year
Business	4,944 Employees	1.85 tons/employee/year	9,146 tons/year
<b>Total Generation</b>	<b>9,738 tons/year</b>		

<sup>1</sup> *Analysis of Market Absorption Potentials and Related Socioeconomic Impacts, Meredith International Centre Specific Plan, TNDG, Table B-4*

<sup>2</sup> The Ontario Plan EIR, Table 5.17-4.

As shown, the Project is expected to generate 9,738 tons of solid waste annually, which equates to approximately 27 tons of solid waste on a daily basis. Based on the capacity information previously presented at Table 4.7-1, Project-generated solid waste would represent 0.4 percent of the permitted daily throughput of El Sobrante Landfill. As means of comparison, Table 4.7-5 presents estimated solid waste that would be generated pursuant to buildout of the subject site envisioned under The Ontario Plan EIR.

**Table 4.7-5  
Solid Waste Generation, TOP EIR Development Scenario**

<b>Land Use</b>	<b>Unit<sup>1</sup></b>	<b>Generation Rate<sup>2</sup></b>	<b>Waste Generation (tons/year)</b>
Household	5,914 Residents	0.37 tons/resident/year	2,188 tons/year
Business	16,890 Employees	1.85 tons/employee/year	31,247 tons/year
<b>Total Generation</b>	<b>33,435 tons/year</b>		

<sup>1</sup> The Ontario Plan EIR, Table 3-4.

<sup>2</sup> The Ontario Plan EIR, Table 5.17-4.

As indicated at Table 4.7-5, development of the subject site envisioned under The Ontario Plan EIR would generate approximately 33,435 tons of solid waste annually. Comparing Tables 4.7-4 and 4.7-5, under the proposed Meredith SPA, the developed site would generate approximately 29 percent of the solid waste generation assumed for the subject site within The Ontario Plan EIR.

Additionally, the TOP EIR concluded that, with the continuance of City recycling programs and payment of development impact fees, impacts related to solid waste based on buildout of the City were less-than-significant. The Project would comply with and implement applicable SRRE requirements.

Based on the preceding discussions, the Project will be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs and comply with federal, state, and local statutes and regulations related to solid waste; impacts in this regard are considered to be less-than-significant.

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

## **4.8 HYDROLOGY/WATER QUALITY**

## 4.8 HYDROLOGY/WATER QUALITY

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### *Abstract*

*This Section of the EIR addresses potential impacts of the Project related to hydrology and water quality. The analysis presented herein focuses on the potential for the Project to:*

- Violate any water quality standards or waste discharge requirements;*
- 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 that would result in substantial erosion or siltation on- or off-site;*
- 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 that would result in flooding on- or off-site;*
- Create or contribute runoff water that would exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff;*
- Otherwise substantially degrade water quality; or*
- 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.*

*As supported by the analysis presented in this Section, the above-noted potential hydrology/water quality impacts are determined to be less-than-significant.*

#### **4.8.1 INTRODUCTION**

This Section evaluates potential impacts of the Project on hydrology and water quality. Information contained and referenced in this Section was obtained from: *Meredith Property Conceptual Hydrology Report* (RBF Consulting) April 2014; *Meredith International Centre Specific Plan Amendment* (T & B Planning, Inc.) September 2014; *The Ontario Plan, Draft Environmental Impact Report* (The Planning Center) April 2009; as well as the City of Ontario Policy Plan. The Project Hydrology Report is available at Appendix H.

#### **4.8.2 SETTING**

Please refer to EIR Section 3.0, "Project Description," for a general discussion of the Project's regional and vicinity setting. The hydrologic setting described below establishes the baseline against which the Project's potential hydrology/water quality impacts were evaluated. The Ontario Plan Draft Environmental Impact Report (Section 5.9) describes area hydrologic and water quality characteristics, as summarized and paraphrased in the following paragraphs.

##### **4.8.2.1 Hydrology**

###### **Regional Drainage**

The Santa Ana River Watershed encompasses approximately 2,800 square miles, and includes portions of San Bernardino, Orange, and Riverside Counties. The Santa Ana River is the main surface drainage course in the region, and the largest river in the Chino Basin. The river originates in the San Bernardino Mountains, travels southwest, and terminates at the Pacific Ocean near the Huntington Beach/Newport Beach city boundary. Water flow in the river is regulated by the Prado Dam, the Seven Oaks Dam, and other flood-control facilities along the river and its tributaries. The City of Ontario is nearest to Reach 3 of the Santa Ana River.

###### **Surface Water**

The City of Ontario is located within the Chino Watershed, which consists of most of the Upper Santa Ana River Valley and portions of the San Gabriel Mountains and Puente and Chino Hills. The Santa Ana River forms the southern boundary of the Watershed. The

primary direction of drainage flow is from the San Gabriel Mountains southward to the Santa Ana River, then southwest in the river.

Within the City, streams in the watershed include the West Cucamonga, Deer Creek, Day Creek, and Etiwanda Creek Channels, and the Cucamonga Creek Flood Control Channel. West Cucamonga Channel and Deer Creek Channel discharge into the Cucamonga Creek Flood Control Channel, which discharges into the Santa Ana River. Within the City, some stormwater runoff is diverted for recharge in flood retention and spreading basins, including the Eighth Street, Ely, Turner, Chris, Cucamonga, and Wineville Basins.

The USEPA denotes four surface water bodies within the Chino Watershed on its list of Water Quality Limited Segments pursuant to Section 303(d) of the Clean Water Act (USEPA 2007). One of these water bodies passes through the City of Ontario: the Valley Reach of Cucamonga Creek is included on the Section 303(d) list for coliform bacteria from an unknown nonpoint source.

### **Groundwater**

The Chino Basin is one of the largest groundwater basins in southern California, covering approximately 235 square miles of the Upper Santa Ana River Valley. The basin is bounded by the Rialto-Colton Fault on the northeast, the Jurupa Mountains and La Sierra Hills to the southeast, the Central Avenue Fault to the southwest, and the San Jose Fault and Red Hill Fault to the northwest. Groundwater is produced from the basin by cities, other water supply entities, and by agricultural users overlying the basin. Prior to 1978, the basin was in overdraft. Since 1978, the basin has been managed via ongoing court adjudication in the 1978 judgment Chino Basin Municipal Water District vs. City of Chino et al.

The City of Ontario currently draws all of its groundwater supply from the Chino Basin. Groundwater flows through the Chino Basin in a north/south alignment, and groundwater quality tends to be better in the northern portion of the basin, where significant recharge occurs. Salinity, measured as total dissolved solids (TDS), and nitrate concentrations increase in the southern portion of Chino Basin. TDS and nitrate generally originate from nonpoint sources such as land application of wastes and fertilizer from previous and current agricultural activities. In addition, there are several point sources of contamination

in the basin that affect groundwater quality in localized areas. The primary water quality concerns for the City's groundwater wells are nitrate and perchlorate levels. Other contaminants of concern are volatile organic compounds (VOC) and TDS.

#### **4.8.2.2 Flood Hazards**

While significant hydrologic improvements have been made within the City, including channelization of many of the City's watercourses, flooding associated with peak 100-year and 500-year floods and dam inundation remains a potential hazard.

#### **Types of Floods**

Flash floods are short, but have high peak volumes and velocities. The local mountains are very steep and consist of rock types that are fairly impervious to water. Consequently, little precipitation infiltrates the ground. Instead, rainwater flows across the surface as runoff, collecting in major drainages that pass through the City. When a major storm event moves in, water collects rapidly and runs off quickly. Because of the steep terrain and scarcity of vegetation in the mountains, flood flows often carry large amounts of mud, sand, and rock. Sheet flow occurs when the capacity of the existing channels, either natural or man-made, are exceeded and water flows over and into the adjacent areas.

#### **Recent Historical Floods**

In the winter of 1969, flood flows were greater than the estimated 100-year flood, and exceeded the capacity of levees, storm drains, and flood-control channels. About 1,000 people were reportedly evacuated from the Cucamonga area. In Ontario, most of the floodwaters were contained in improved channels and basins; however, overbank flow from Deer and Etiwanda Creeks flooded portions of the City.

In 1998, the area received more than double its average annual rainfall, and this, combined with a lack of storm drains in south Ontario, resulted in significant flooding of the dairy preserve. The flooding caused significant property damage, the deaths of about 16,000 dairy cows, with losses to farmers in the millions of dollars.

The winter storms of 2004/2005 again dropped record rainfall on southern California. Ontario experienced localized flooding and sedimentation, mainly due to inadequacies in the local storm drain system, but the damage was considerably less than the 1998 losses.

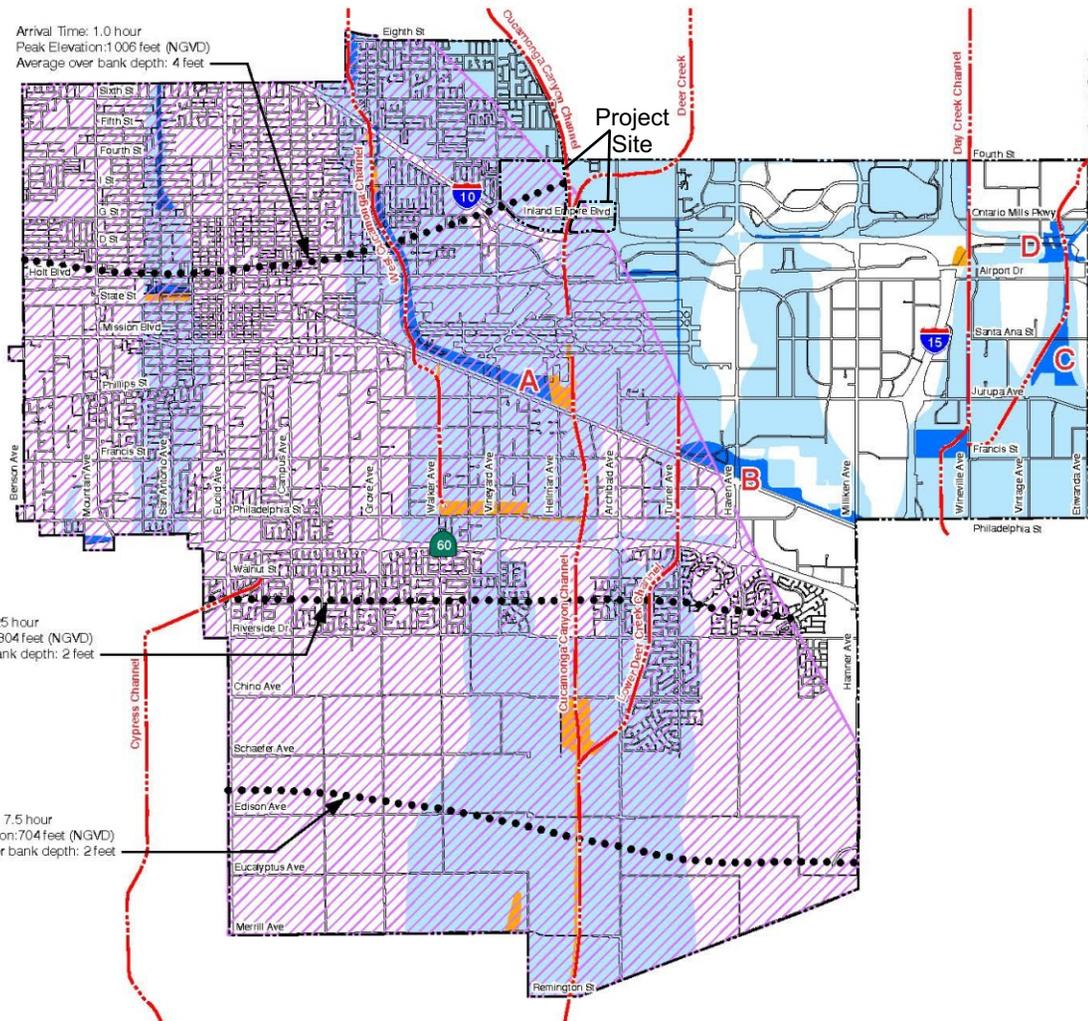
### **Designated Flood Zones**

As shown in Figure 4.8-1, the 100-year flood in Ontario is generally confined to the major watercourses, channels, and basins that traverse the City. These watercourses are primarily channelized to prevent flood hazards. But in the event of a peak 100-year or 500-year storm event, flood waters can flow over their banks and inundate adjacent areas. Large portions of the City would be impacted by shallow and/or infrequent flooding, primarily by sheet flow as storm drains and channels become overwhelmed. This type of flooding is also exacerbated by graded embankments along the rail lines and east/west roadway embankments within the City that cause ponding. The Project site is located outside of the 100-year floodplain, but within the 500-year floodplain.

### **Seismically Induced Dam Inundation**

Other flood hazards for the City of Ontario include dam inundation in the event of a catastrophic failure, such as seismically induced dam failure. Statutes governing dam safety are defined in Division 3 of the California State Water Code. These statutes empower the California Division of Dam Safety to monitor the structural safety of dams that are greater than 25 feet high or have more than 50 acre feet (af) of storage capacity.

Several structures north of Ontario meet these criteria, including San Antonio Dam, Cucamonga Basin, Deer Creek Basin, and Day Creek Basin. For the City of Ontario, a worst-case scenario would be failure of the San Antonio Dam when it is near capacity. Constructed in 1956, the dam is operated by the US Army Corps of Engineers and is located at the base of the San Gabriel Mountains, 4.7 miles north of the City boundary. As shown in Figure 4.8-1, the western portion of the City of Ontario (including a portion of the Project site) lies within the dam inundation area for the San Antonio Dam.



- 100-Year Floodplain
- 500-Year Floodplain
- Drainage Basins and Channels
- San Antonio Creek Dam Failure Inundation
- Dam Inundation Arrival Times
- Channels



Source: The Ontario Plan Draft EIR

Figure 4.8-1  
Flood Hazard Areas

### 4.8.3 SITE DRAINAGE

#### 4.8.3.1 Existing Site Drainage

As illustrated in Figure 4.8-2, the existing hydrology of the site is divided among five watersheds. Cucamonga Creek Channel divides the site into a westerly area (Watersheds 1, 2, and 3) and an easterly area (Watersheds 4 and 5), as discussed below.

- Watershed 1: Runoff sheet flows southeasterly and is tributary to Cucamonga Creek Channel. A berm along the north side of Inland Empire Boulevard prevents runoff from entering the roadway and forces the runoff easterly. All runoff flows over the channel wall into the channel.
- Watershed 2: Runoff from Inland Empire Boulevard runs easterly into two catch basins located just west of Cucamonga Creek Channel. The runoff enters a storm drain system that discharges to the channel.
- Watershed 3: Runoff sheet flows southeasterly and gathers along the north side of Interstate 10, then runs easterly. The runoff enters a drop inlet structure located on a Caltrans property just west of the Cucamonga Creek Channel.
- Watershed 4: Runoff sheet flows southwesterly over the Cucamonga Creek Channel wall into the channel.
- Watershed 5: Runoff north of Inland Empire Boulevard flows southeasterly to a pipe running southerly under Inland Empire Boulevard which discharges on the south side of the street. Inland Empire Boulevard and the commercial uses located on the northwest corner of Inland Empire Boulevard and Archibald Avenue (Planning Area 5) are tributary to two catch basins that discharge on the south side of the street. This concentrated flow is joined by sheet flow runoff from the parcel south of Inland Empire Boulevard. The runoff migrates southerly to exit the site through an existing pipe and headwall that lie within the Caltrans property.

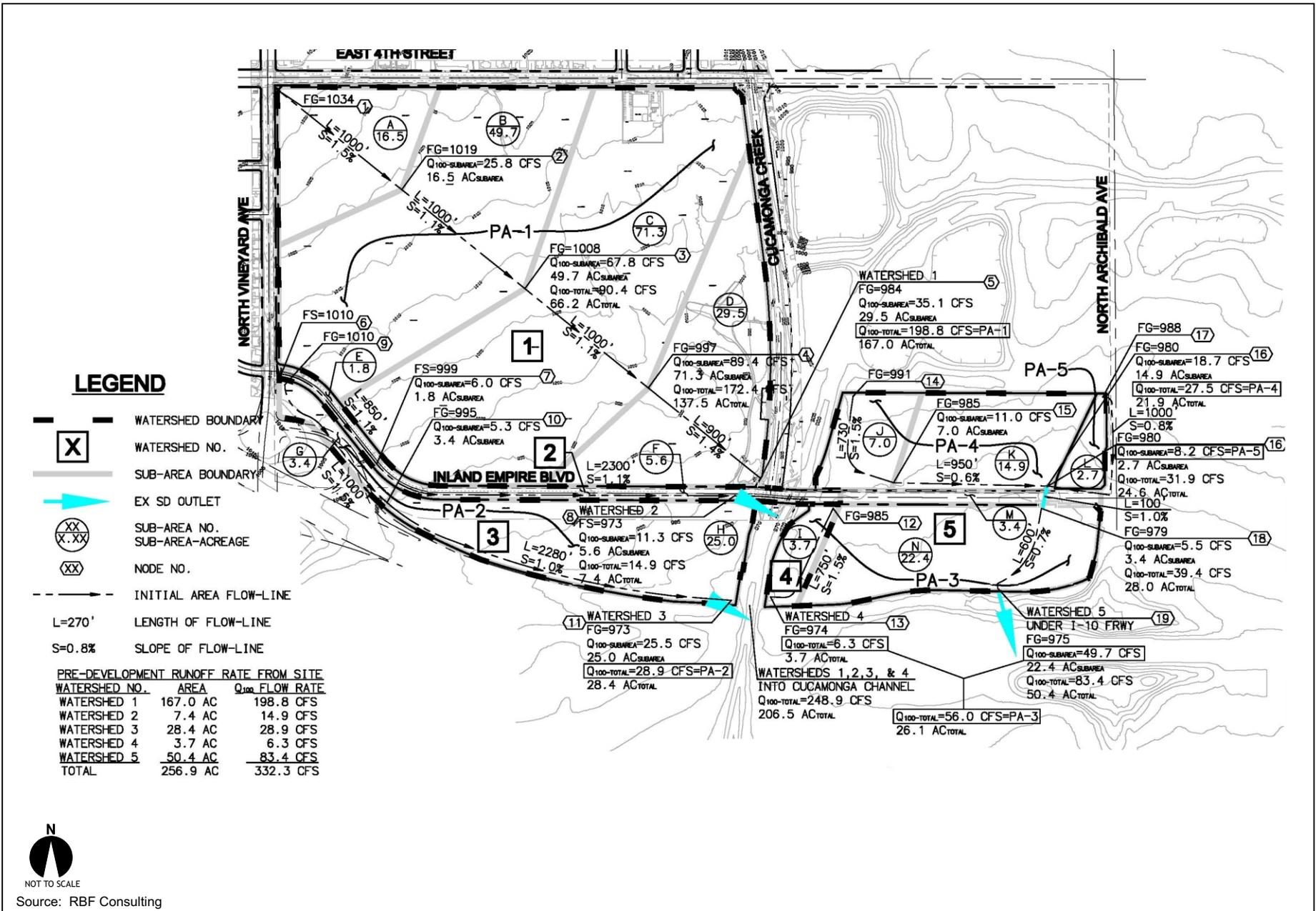
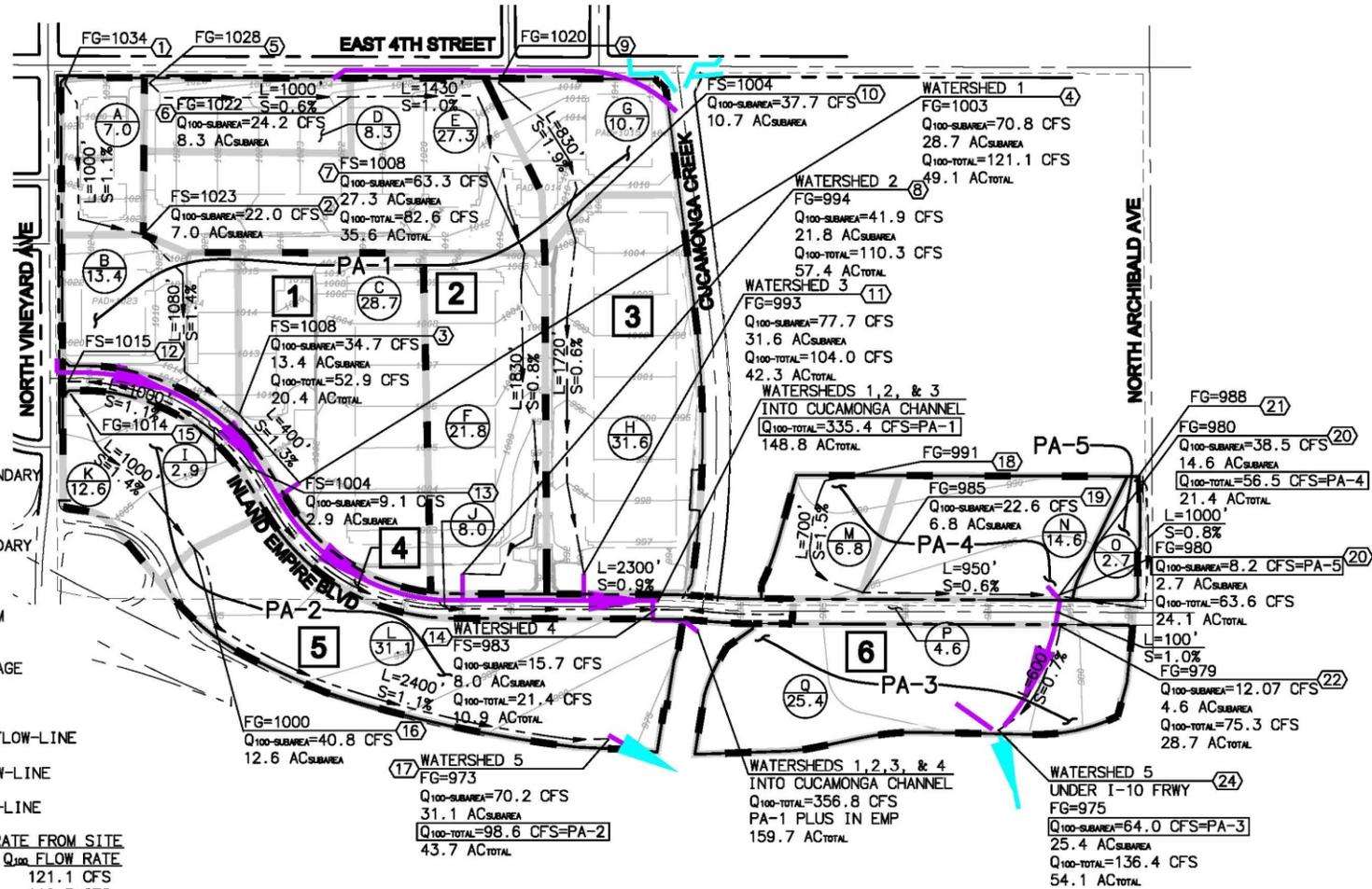


Figure 4.8-2  
Existing Hydrology

#### 4.8.3.2 Proposed Site Drainage

As presented within the Project Hydrology Report and illustrated in Figure 4.8-3, the site's drainage patterns and points of runoff discharge will be nearly the same as in the existing condition, although the site will be divided up into six watersheds. Figure 4.8-4 conceptually presents the Project's storm drain improvements.

- Watersheds 1, 2, and 3 (Planning Area 1): Runoff will flow generally southeasterly across pavement and along local street-side curb and gutters. The runoff will be collected within water quality retention/infiltration basin facilities proposed along the northern side of Inland Empire Boulevard. Overflow from the retention/infiltration basins will be directed into the Cucamonga Creek Channel.
- Watershed 4: Runoff from realigned Inland Empire Boulevard would flow easterly into two catch basins just west of the Cucamonga Creek Channel. The runoff would then enter a storm drain system that discharges to the channel.
- Watershed 5 (Planning Area 2): Runoff will flow generally easterly over the surface and within localized storm drain systems. All Planning Area 2 drainage system facilities and designs shall conform to applicable Low Impact Development (LID) criteria and performance standards identified within the San Bernardino County Urban Runoff (NPDES) Permit. Overflow from on-site stormwater retention facilities will discharge into the existing storm drain system located in the Caltrans property just west of the Cucamonga Creek Channel.
- Watershed 6 (Planning Areas 3, 4, and 5): These areas would drain southerly toward Interstate 10. A new storm drain pipe will convey storm water flows from these areas to an existing culvert that is located south of Planning Area 3 and travels under Interstate 10. All drainage system facilities and designs shall conform to applicable Low Impact Development (LID) criteria and performance standards identified within the San Bernardino County Urban Runoff (NPDES) Permit. These water quality facilities in Planning Area 3 and/or Planning Area 4 shall also function to detain incremental increases in storm water flows before discharge to the culvert under Interstate 10.



**LEGEND**

- WATERSHED BOUNDARY
- WATERSHED NO.
- SUB-AREA BOUNDARY
- EX SD OUTLET
- PROP SD SYSTEM
- SUB-AREA NO.
- SUB-AREA-ACREAGE
- NODE NO.
- INITIAL AREA FLOW-LINE
- L=270' LENGTH OF FLOW-LINE
- S=0.8% SLOPE OF FLOW-LINE

POST-DEVELOPMENT RUNOFF RATE FROM SITE

WATERSHED NO.	AREA	Q <sub>100</sub> FLOW RATE
WATERSHED 1	49.1 AC	121.1 CFS
WATERSHED 2	57.4 AC	110.3 CFS
WATERSHED 3	42.3 AC	104.0 CFS
WATERSHED 4	10.9 AC	21.4 CFS
WATERSHED 5	43.7 AC	98.6 CFS
WATERSHED 6	54.1 AC	136.4 CFS
TOTAL	257.5 AC	591.8 CFS



NOT TO SCALE  
Source: RBF Consulting

Figure 4.8-3  
Proposed Hydrology

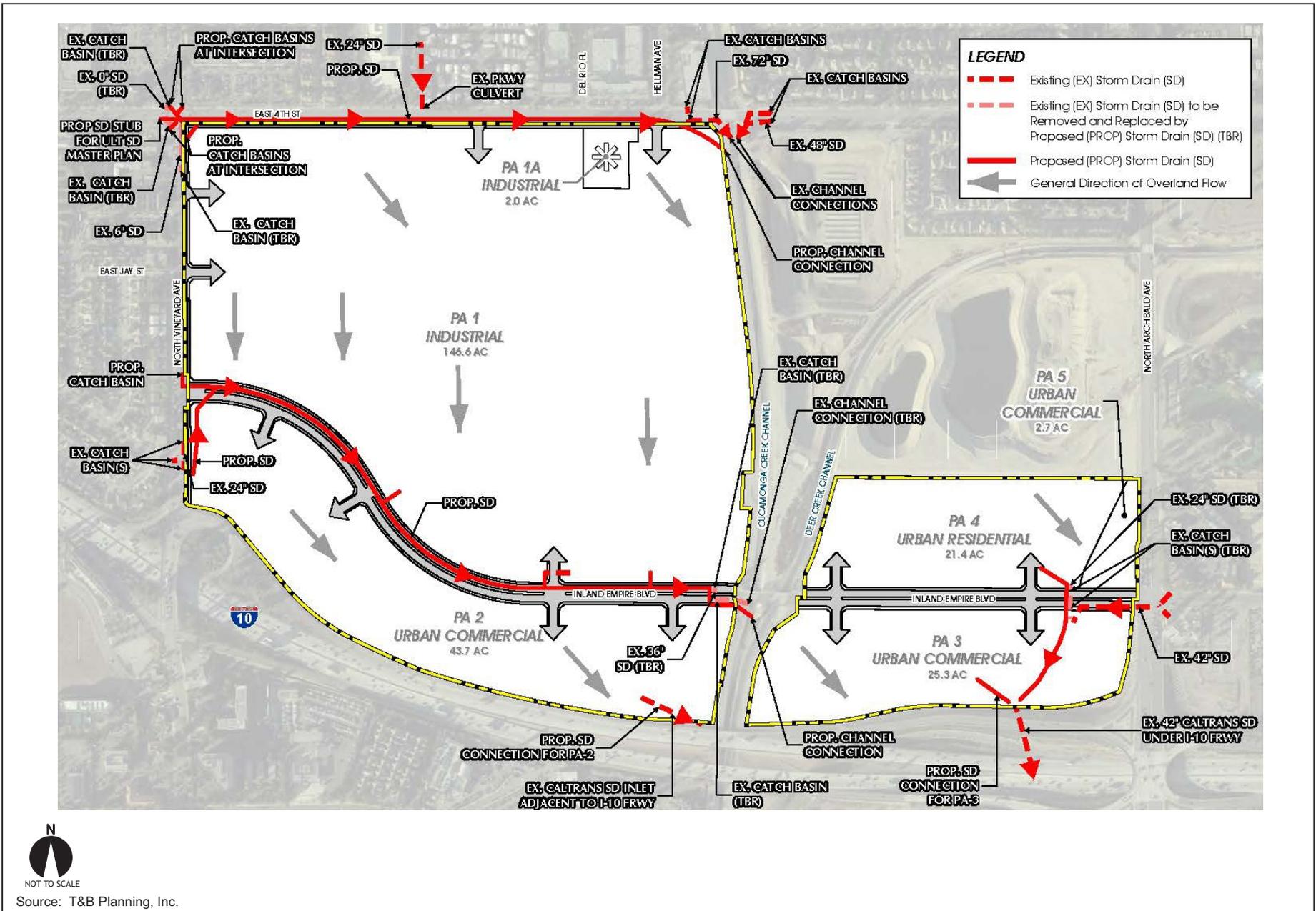


Figure 4.8-4  
Storm Drainage Plan

Additionally, new storm drain improvements (e.g., storm drain pipe and catch basins) may be required within Fourth Street to capture storm drain flows that originate north (off-site) of the Specific Plan area. The potential storm drain improvements would convey storm water flows east where they would discharge into the Cucamonga Creek Channel at a new outlet connection in the northeast corner of Planning Area 1.

#### **4.8.4 HYDROLOGY/WATER QUALITY POLICIES AND REGULATIONS**

Applicable federal, state, and local policies and regulations which act to reduce potential hydrologic impacts and/or act to protect and preserve water quality are summarized below.

##### **4.8.4.1 Federal Water Pollution Control Act, Federal Clean Water Act (CWA)**

The principal law governing pollution of the nation's surface waters is the Federal Water Pollution Control Act, or Clean Water Act (CWA), which was substantially revised by amendments in 1972 that created the bulk of the current statutory scheme. The CWA requires states to adopt water quality standards. To achieve its objectives, the CWA is based on the concept that all discharges into the nation's waters are unlawful, unless specifically authorized by a permit. Moreover, the CWA states that discharge of pollutants into waters of the United States from any point source is unlawful unless the discharge complies with the National Pollution Discharge Elimination System (NPDES) permit.

The NPDES is a national program under Section 402 of the CWA. The CWA establishes the framework for regulating municipal and industrial (point sources) storm water discharges under the NPDES program. In California, the NPDES program is administered through the nine Regional Water Quality Control Boards, including the Santa Ana Regional Water Quality Control Board (SARWQCB). Locally, the SARWQCB is responsible for determining the City of Ontario's compliance with the water quality requirements of the CWA. To this end, the Board has adopted a Water Quality Control Plan for the Santa Ana Region (Basin Plan), which is discussed in greater detail subsequently within this Section.

Non-point pollution sources are also regulated by the SARWQCB through the General Construction Activity Storm Water NPDES permits, which are issued for storm water discharges. Construction activities that are subject to this general permit include clearing,

grading, and disturbances to the ground such as stockpiling or excavation that result in soil disturbances. Storm water pollution prevention plans (SWPPPs) are required for the issuance of a construction NPDES permit and typically include both structural and non-structural Best Management Practices (BMPs) to reduce water quality impacts.

#### **4.8.4.2 State of California and San Bernardino County**

At the federal level, the Clean Water Act allows the Environmental Protection Agency (EPA) to delegate its NPDES system permitting authority to states with an approved regulatory program. The Clean Water Act authorizes discharge of pollutants into waters of the State by issuance of NPDES permits. An NPDES permit has been issued by the California Regional Water Quality Control Board to San Bernardino County and local agencies. The City of Ontario is one of many cities included as a “co-permittee” in the NPDES permit issued to the County. The regulated entities must obtain coverage under an NPDES storm water permit and implement construction storm water pollution prevention plans (SWPPPs), and operational Water Quality Management Plans (WQMPs), both using best management practices (BMPs) that effectively reduce or prevent the discharge of pollutants into receiving waters.

The NPDES permit imposes various requirements of the discharger. In general, provided the discharger complies with such requirements, the discharger is deemed to be in compliance with the CWA and the Permit. Most of the requirements imposed by the Permit consist of BMPs, which are construction and operational discharge control practices and mechanisms that have been deemed to achieve compliance with the CWA requirements.

#### **Storm Water Pollution Prevention Plan (SWPPP) Required**

In September 2009, the State Water Resources Control Board (SWRCB) issued an NPDES General Permit for the discharge of storm water associated with Construction Activities. Federal regulations promulgated by USEPA (40 CFR Parts, 9, 122, 123, and 124) expanded the NPDES storm water program to include storm water discharges from municipal separate storm sewer systems (MS4s) and construction sites that were smaller than those previously included in the program. Accordingly, SWRCB issued a NPDES General Permit for the discharge of storm water associated with construction activities. The existing state NPDES Permit (Order No. 2009-0009-DWQ, General Permit No. CAS000002, Permit)

addresses storm water discharges associated with construction activities. The Permit is applicable to all of California, which is inclusive of the City of Ontario and the Project site.

Requirements of this Permit include a mandate that all construction projects which disturb one acre or more of land area, shall obtain coverage under the statewide General Construction permit, obtain a Waste Discharger Identification Number (WDID#) and develop and implement a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the Construction General Permit (CGP). Pursuant to NPDES General Permit Section XIV, the SWPPP shall be designed to address the following objectives: all pollutant sources shall be identified; BMPs shall be implemented in order to reduce or eliminate pollutants in storm water discharges and authorized non-storm water discharges from the construction site during construction; and a maintenance schedule for BMPs installed during construction shall be implemented. BMPs shall be described for control of discharges from waste handling and disposal areas and methods of on-site storage and disposal of construction materials and construction waste.

An effective combination of erosion and sediment control on all disturbed areas during the rainy season must be implemented. The SWPPP shall include a description of the erosion control practices. The SWPPP shall include descriptions of the BMPs to reduce pollutants in storm water discharges subsequent to Project construction. The beneficial uses of the receiving waters are protected through implementation of these BMPs.

### **Water Quality Management Plan (WQMP) Required**

Consistent with provisions of the County's Urban Runoff (NPDES) Permit, the Project is also required to develop and implement a post-construction Water Quality Management Plan (WQMP) addressing potential operational storm water pollutant discharges over the life of the Project.

The WQMP requirements are articulated in the County's Urban Runoff (NPDES) Permit, and include such Low Impact Development (LID) measures as retention/infiltration basins, infiltration trenches/swales, pervious pavement, vegetated swales, drywells, underground storage, biotreatment and biofiltration, roof runoff controls, recessed grading in all landscaped areas, education programs, and maintenance practices. The NPDES permitting

program also includes measures to reduce the release of pollutants such as sediment, construction materials, or accidental spillage of polluting materials during construction. Consistent with provisions of the County's NPDES Permit, the City of Ontario requires implementation of development-specific SWPPPs and incorporation of BMPs that reduce, to the extent practicable, storm water and urban runoff pollutant discharges to the waters of Southern California.

### **SWPPP Components**

Typical SWPPP elements include:

- Introduction and Purpose
- Compliance Requirements and Certifications
- Facility Information/Pollution Prevention Team Members
- Site Map
- List of Significant Materials
- Potential Storm Water Pollutants and Sources
- Best Management Practices
- Summary of Pollutants, Sources, and BMPs
- Annual Comprehensive Site Evaluation
- Definitions
- State Notice of Intent Form and Instructions

Proposed SWPPP BMPs to be incorporated in the Project include, but are not limited to, the following:

### **Construction BMPs**

- Silt Fences
- Check Dams
- Gravel Bag Berms and Checkdams in concentrated flow lines
- Street Sweeping and Vacuuming
- Storm Drain Inlet Protection
- Wind Erosion Control
- Stabilized Construction Entrance/Exit
- Entrance/Outlet Tire Wash

- Scheduling construction work around inclement weather
- Preservation of Existing Vegetation (wherever possible)
- Application of Soil Binders and Hydromulches, prior to forecasted storms
- Construction of Earth Berms and Dikes

Proposed WQMP BMPs to be incorporated in the Project include, but are not limited to, the following:

#### **Non-Structural BMPs**

- Tenant Education
- Activity Restrictions
- Common Area Landscape Management
- Catch Basin Inspection
- Common Area Litter Control
- Private Street/Lot Sweeping
- Housekeeping of Loading Docks
- Employee Training
- BMP Maintenance

#### **Structural BMPs**

- Infiltration and Biofiltration Basins, Trenches, Swales
- Pervious Pavement
- Underground retention/infiltration storage facilities
- Control of Impervious Runoff
- Common Area Efficient Irrigation
- Common Area Runoff-Minimizing Landscape
- Wash Water Controls for Food Preparation Areas
- Covered Trash Container Areas
- Self-contained Areas for Washing/Steam Cleaning/Repair/Material Processing
- Outdoor Storage
- Energy Dissipators
- Catch Basin Stenciling
- Inlet Trash Racks

The Project will implement and comply with applicable State of California and San Bernardino County water quality protection policies and mandates.

#### **4.8.4.3 Porter-Cologne Water Quality Act**

Section 303 of the federal Clean Water Act and the State's Porter-Cologne Water Quality Act establish applicable water quality objectives for ground and surface waters in the State. In general, protection and maintenance of surface water quality is the combined responsibility of the applicable Regional Water Quality Control Board, water supply and wastewater management agencies, and City and County governments.

The RWQCB has purview over point and non-point sources of pollution. Point source water pollutants consist of controlled wastewater releases that are commonly generated by activities that use water to collect pollutants and transport them from the processing facility. When such wastewater discharges are proposed, the applicant must obtain a set of Waste Discharge Requirements from the RWQCB which serve to control water pollution to a non-significant level from such point sources.

Non-point sources of water pollution consist of surface runoff from a site or area during or following a storm where the source of pollution cannot be traced to a specific location. Typical non-point water pollution sources consist of agricultural fields with sediment and fertilizers, construction sites with sediment and debris, and roads with oil, tire particles, and debris common to roads.

#### **4.8.4.4 Santa Ana Regional Water Quality Control Board**

##### **Water Quality Control Plan (Basin Plan) for the Santa Ana Region**

The Basin Plan describes existing water quality of conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board's regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes

an implementation plan describing the actions by the Regional Board and others that are necessary to achieve and maintain target water quality standards.

The Santa Ana Basin Plan has been in place since 1994, (with updates in 2008 and 2011) with the goal of protecting the public health and welfare, and maintaining or enhancing water quality potential beneficial uses of the water. The current Basin Plan reflects amendments approved by the State Water Resources Control Board, the California Office of Administrative Law, and/or the U.S. Environmental Protection Agency through 2005. The Basin Plan in its entirety can be reviewed at: [http://www.waterboards.ca.gov/rwqcb8/water\\_issues/programs/basin\\_plan/index.shtml](http://www.waterboards.ca.gov/rwqcb8/water_issues/programs/basin_plan/index.shtml). The Project will not adversely affect water quality, nor otherwise conflict with applicable provisions of the Basin Plan. The Project will implement and comply with applicable SARWQCB water quality protection policies and mandates.

#### **4.8.4.5 City of Ontario**

##### **General Plan Goals and Policies**

The Environmental Resources and Safety Elements of the City's Policy Plan establish Goals and Policies addressing, in part, hydrologic and water quality issues and concerns. Goals and policies implemented by the City support avoidance of flood hazards, protection against potential flooding impacts, establishment and maintenance of safe and efficient storm water management systems, and protection and maintenance of water quality.

##### **City Municipal Code**

The City of Ontario's Flood Damage Prevention Program (FDPP) is included as Title 8, Chapter 13 of the City's Municipal Code. The FDPP applies to all areas of special flood hazards, areas of flood-related erosion hazards and areas of mudflow hazards within the City. The FDPP includes standards for construction, for utilities, subdivisions, manufactured homes, and floodways. Construction standards include requirements for anchoring, floodproofing, and minimum elevations of floors.

#### 4.8.5 STANDARDS OF SIGNIFICANCE

Consistent with the standards of significance outlined in the *CEQA Guidelines*, hydrology/water quality impacts would be considered potentially significant if the Project would:

- Violate any water quality standards or waste discharge requirements;
- Substantially alter the existing drainage pattern of the 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;
- 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);<sup>1</sup>
- 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;
- 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;
- Otherwise substantially degrade water quality;
- 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;

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<sup>1</sup> Please refer also to the Project Water Supply Assessment (WSA), Section 4, *Groundwater Analysis*. The Project WSA in its entirety is provided at EIR Appendix H

- Place within a 100-year flood hazard area structures which would impede or redirect flood flows;
- 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; or
- Cause or result in inundation by seiche, tsunami, or mudflow.

#### **4.8.6 POTENTIAL IMPACTS AND MITIGATION MEASURES**

##### **4.8.6.1 Introduction**

The following discussions focus on topical areas and issues where it has been determined pursuant to the EIR Initial Study/NOP processes, that the Project may result in or cause potentially significant hydrology/water quality impacts. Of the CEQA threshold considerations identified above at Section 4.8.5, and as substantiated in the Initial Study (EIR Appendix A), the Project's potential impacts under the following topics are determined to be less-than-significant, and are not further substantively discussed here:

- 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);
- Place a housing project 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;
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows;
- Inundation by seiche, tsunami, or mudflow;

All other CEQA topics concerning the Project's potential impacts to hydrology/water quality are discussed below. Please also refer to Initial Study Checklist Item IX., "Hydrology and Water Quality."

#### 4.8.6.2 Impact Statements

**Potential Impact:** *Violate any water quality standards or waste discharge requirements; Otherwise substantially degrade water quality.*

**Impact Analysis:** The Project is mandated to acquire all necessary permits, and comply with City of Ontario and SARWQCB requirements, acting to preclude, or substantively reduce the potential of the Project to violate any water quality standards or waste discharge requirements. More specifically, consistent with established building code regulations, a site-specific drainage studies reflecting precise pad locations, proposed drainage structures, detention facilities, etc., are required prior to the issuance of building permits.

The Project would connect to the existing sanitary sewer system serving the Project area, and does not propose or require septic systems or other alternative treatment of wastewater. Further, the Project's plans for connection to existing sanitary sewer infrastructure facilities are subject to review and approval by the City. The Project Applicant will also be required to apply for service and pay a mandated Connection Fee and ongoing Service Fees. Fees paid by the Project will be applied toward maintenance and expansion of City conveyance and treatment facilities. Wastewater generated by the Project is typical of urban generators and wastewater resulting for the Project uses will not require treatment beyond that provided by existing City facilities.

Moreover, the Project will be developed and operated in compliance with City/SARQWCB regulations and water quality standards. More specifically, the Project will provide connection to, and interface with, existing and proposed drainage systems in the least invasive manner possible. Design, configuration, and locations of proposed drainage system improvements will be reviewed and approved by the City prior to, or concurrent with, application for grading permits.

To the extent feasible, the Project design will employ permeable materials and landscaped areas to enhance on-site capture and absorption of stormflows. The Project will also provide for elimination/reduction of pollutant discharges, including capture and treatment of dry weather and first flush runoff in a manner consistent with City and SARWQCB policies and requirements.

All storm water discharges shall comply with applicable provisions of the County's National Pollutant Discharge Elimination System (NPDES) permit. Consistent with SARWQCB and City requirements, waste materials will not be discharged to drainage areas, streambeds, or streams. Nor will spoil sites be located in areas that could result in spoil materials being washed into a water body.

Consistent with SARWQCB and City requirements, appropriate Best Management Practices (BMPs) will be employed throughout construction processes, thereby controlling potential discharge of pollutants, preventing sewage spills, and avoiding discharge of sediments into streets, storm water channels, or waterways. As reflected in the Project's required Storm Water Pollution Prevention Plan (SWPPP), selected BMPs will act to:

- Control and prevent potential contaminant spills;
- Prevent runoff from off-site areas from flow across the construction site(s);
- Slow runoff rates across the site;
- Provide soils stabilization; and
- Remove sediment from on-site runoff before it leaves the site.

Similarly, the Project's mandated WQMP will act to control potential discharge of pollutants, prevent sewage spills, and avoid discharge of sediments into streets, storm water channels, or waterways due to operational activities over the life of the Project. All required drainage improvements will be designed and implemented to the satisfaction of the City and SARWQCB.

Based on the preceding discussion, the potential for the Project to violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality is determined to be less-than-significant.

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

**Potential Impacts:** *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 or substantial erosion or siltation on- or off-site; 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.*

**Impact Analysis:**

### **Project Stormwater Management System Addresses Potential Post-Development Hydrologic Impacts**

The Project incorporates all necessary drainage and storm water management systems, and will comply with all storm water system design, construction, and operational requirements mandated under the City Municipal Code and within regulations established by other agencies, such as the SARWQCB and California Department of Water Resources. In combination, the Project's storm water management components, and compliance with regulatory requirements act to preclude potentially adverse drainage and storm water runoff impacts.

The Project drainage concept will maintain the site's primary drainage patterns, and will implement drainage systems and detention areas to accept developed storm water discharges from the Project site and off-site sources. Table 4.8-1 presents a comparison of the pre-development and post-development runoff rates from the Project site.

**Table 4.8-1**  
**Runoff Rates**

<b>Watershed</b>	<b>Pre-Development</b>	<b>Post-Development</b>
1	198.8 cfs	121.1 cfs
2	14.9 cfs	110.3 cfs
3	28.9 cfs	104.0 cfs
4	6.3 cfs	21.4 cfs
5	83.4 cfs	98.6 cfs
6	-	136.4 cfs
<i>Total</i>	<i>332.3 cfs</i>	<i>591.8 cfs</i>

Source: Meredith Property Conceptual Hydrology Report (RBF Consulting) April 2014.

As shown above, impervious surfaces implemented by the Project could potentially increase runoff by up to 259.5 cfs. However, storm water conveyance and detention capabilities will be required to ensure that post-development storm water runoff volumes and velocities do not exceed pre-development conditions. This will be accomplished through the use of natural swales and mechanical detention systems that will allow measured storm water releases in a manner that will not increase the overall burden downstream. The precise system and detailed design will be developed, and approved by the City, at the time each increment of the Project is developed. The detention systems will be designed consistent with the recommendations of the required site-specific drainage studies.

The Project storm water management system will be developed and operated in compliance with City/SARWQCB regulations and water quality standards. The Project will provide connection to existing and proposed drainage systems in the least invasive manner possible. Design, configuration, and locations of proposed drainage system improvements will be reviewed and approved by the City/SARWQCB prior to, or concurrent with, application for grading permits.

Implementation of the Project storm water management system would maintain existing drainage patterns and would not contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems.

## **Project SWPPP and Compliance with Regulatory Requirements Address Construction-Source Water Quality Impacts**

During site preparation activities prior to construction, existing groundcover will be removed from the site, exposing the Project area to increased wind and water erosion potentials. Further, construction site runoff may carry increased loads of sediment, heavy metals and petroleum hydrocarbons (from machinery) which could degrade water quality. In accordance with NPDES requirements, the Project Applicant will be required to prepare a construction activities erosion control plan to alleviate potential sedimentation and storm water discharge contamination impacts of the Project.

The Applicant shall also be responsible for compliance with the General Construction NPDES permit from the SARWQCB by filing a Notice of Intent to Commence Construction Activities. Under the General Construction Permit, discharge of materials other than storm water is prohibited. The Applicant shall prepare, retain at the construction site, and implement a Storm Water Pollution Prevention Plan (SWPPP) which identifies the sources of sediments and other pollutants that affect the quality of storm water discharge, and implement practices to reduce sediment and other pollutants to storm water discharge. The SWPPP also identifies both construction and post-construction BMPs to reduce sediments and other pollutants. BMPs mandated by the requisite NPDES permit typically include installation of filter fabric fences, sandbars and checkdams. Proposed construction BMPs to be incorporated in the Project include, but are not limited to, the following:

- Silt Fences;
- Check Dams;
- Gravel Bag Berms;
- Street Sweeping and Vacuuming;
- Sand Bag Barriers;
- Storm Drain Inlet Protection;
- Wind Erosion Control;
- Stabilized Construction Entrance/Exit; and
- Entrance/Outlet Tire Wash.

Implementation of the Project SWPPP and compliance with applicable NPDES and SARWQCB requirements will reduce potential construction-source water quality impacts of the Project below the level of significance.

### **Project WQMP and Compliance with Regulatory Requirements Address Operational-Source Water Quality Impacts**

Over the life of the Project, contaminants such as oil, fuel and grease that are spilled or left behind by vehicular traffic, collect and concentrate on paved surfaces. During storm events, these contaminants are washed into the storm drain system and may potentially degrade receiving water quality. Storm water runoff from paved surfaces within the developed Project area could carry a variety of urban wastes, including greases and oils and small amounts of metals which are common by-products of vehicular travel. In addition, storm runoff will likely contain residual amounts of fertilizers and plant additives washed off from landscaped areas within the Project site.

Recognizing the potential hazards of such urban runoff, the EPA has issued regulations which required municipalities to participate in the NPDES. As part of this program, San Bernardino County has received an NPDES permit for urban runoff. Compliance with the provisions specified in the NPDES permit ensures proper management and disposal of urban runoff from the Project.

The Project Applicant shall be responsible for obtaining a General Permit for storm water discharge from the SARWQCB, in accordance with the Notice of Intent instructions. Under the General Permit, discharge of materials other than storm water is prohibited. In support of the above requirements, the Project Applicant shall also develop and implement a Project-specific Water Quality Management Plan (WQMP) addressing all post-construction pollutant discharges. BMPs to be implemented under the WQMP include, but are not limited to, the following:

#### **Source Control/Non-Structural BMPs**

- Education of Property Owners;
- Spill Contingency Plan;
- Employee Training/Education Program;

- Street Sweeping of Private Streets and Parking Lots;
- Common Areas Catch Basin Inspection;
- Landscape Planning;
- Hillside Landscaping;
- Roof Runoff Controls;
- Efficient Irrigation;
- Protection of Slopes and Channels;
- Storm Drain Signage;
- Inlet Trash Racks;
- Energy Dissipaters;
- Trash Storage Areas and Litter Control;
- Maintenance Bays and Docks Drainage Controls; and
- Outdoor Material Storage Area Drainage Controls.

#### **Site Design/Structural BMPs**

- Infiltration and Biofiltration Basins;
- Maximize Permeable Areas;
- Minimize Street, Sidewalk, and Parking Lot Aisle Widths;
- Minimize Impervious Hardscape Features;
- Maintain Natural Drainage Patterns;
- Incorporate Drought-Tolerant Landscaping;
- Perforated Pipes and Gravel Filtration Ares;
- On-site Vegetated Swales;
- Convey Runoff to Landscaping/Permeable Areas Prior to Discharge to Storm Drains;
- Drain Sidewalks and Walkways to Adjacent Landscape Areas; and
- Integration of Landscaping and Drainage Designs.

Based on compliance with applicable NPDES requirements, and implementation of the Project WQMP to include any additional requirements stipulated by the City and/or SARWQCB, the potential for the Project to: result in a potential for discharge of storm water pollutants from post-construction activities; otherwise result in any other potential

impacts to storm water runoff from post-construction activities; or otherwise substantially degrade water quality, is determined to be less-than-significant.

### **Conclusion**

Based on the preceding discussion, the potential for the Project to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, result in substantial erosion or siltation on- or off-site, 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, is determined to be less-than-significant.

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

**Potential Impacts:** *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.*

**Impact Analysis:** As previously mentioned, the westerly portion of the Project site is located within the dam inundation area for San Antonio Dam. Catastrophic failure of the San Antonio Dam when it is at or near capacity could spread water two to four feet deep over the western and central parts of the City.

The Draft EIR prepared for The Ontario Plan concluded that the probability of catastrophic failure is very low. Furthermore, the City of Ontario Fire Department maintains a list of emergency procedures to be followed in the event of a failure. Because the likelihood of catastrophic failure of the San Antonio Dam is very low and the City is prepared in the event of such failure, impacts are considered less-than-significant.

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

## **4.9 BIOLOGICAL RESOURCES**

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## 4.9 BIOLOGICAL RESOURCES

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### *Abstract*

*This Section identifies and addresses potential impacts to biological resources resulting from the Project. More specifically, the analysis presented here examines whether the Project would:*

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW, formerly California Department of Fish and Game) or United States Fish and Wildlife Service (USFWS).*

*As supported by the analysis presented in this Section, with application of proposed mitigation measures, the Project's potential impacts to biological resources are determined to be less-than-significant.*

### 4.9.1 INTRODUCTION

Following are discussions of existing biological resources characteristic of the Project area, with focused consideration on species of special interest known to occur, or that could potentially occur on the Project site. Potential impacts to biological resources are identified, and mitigation of potentially significant impacts is proposed.

Information presented in this Section is summarized and excerpted from: *Biological Resources Study, Meredith Property, City of Ontario, San Bernardino County, California* (Michael Brandman Associates) May 21, 2012 and *Biological Report for the Meredith International Centre Specific Plan Amendment* (Harmsworth Associates) August 2014. These reports are included in their entirety at EIR Appendix I.

## 4.9.2 SETTING

The Project site has been significantly impacted due to years of disking, off-road trails and footpaths. The site is flat with little topographical variation. Site topography varies from an elevation of approximately 990 feet above mean sea level (msl) along the eastern boundary to approximately 1,025 above msl along the western boundary of the site. Onsite soils include Tujunga loamy sand and Tujunga gravely loamy sand. The site experiences a Mediterranean type climate, with hot dry summers, relatively cool winters and sparse rains. Annual precipitation for the region averages 22 inches, and average annual temperature ranges from 48° to 75° F.

Available literature and resource databases were reviewed as a means of preliminarily evaluating the potential occurrence of sensitive plant and animal species within the Project site and vicinity. This review included database records from the California Natural Diversity Database (CNDDDB); the California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants of California; Special Animals (including California Species of Special Concern), Special Vascular Plants, Bryophytes, and Lichens List, State and Federally Listed Endangered, Threatened and Rare Plants of California, and State and Federally Listed Endangered and Threatened Animals of California. Previous biological assessment reports and species lists for the region and neighboring areas, along with other literature pertinent to the area were also consulted. Subsequent to literature/database reviews, field surveys were conducted.

### **Vegetation Communities/Habitat Types**

In addition to developed areas, the Project site contains four vegetation communities: non-native grassland, ruderal/disturbed, Riversidean sage scrub and Eucalyptus windrow. According to the Biological Report, it is likely that the entire Project area was scrub in the past but disking has resulted in removal of the shrubs and other changes in vegetation composition over much of the site. The distribution of vegetation communities is illustrated in Figure 4.9-1, and discussed subsequently.



NOT TO SCALE

Source: Google Earth, Michael Brandman Associates, Harmsworth Associates, Applied Planning, Inc.

Figure 4.9-1  
Vegetation Communities

### ***Non-Native Grassland***

Non-native grassland was the dominant site vegetation. This vegetation type describes areas dominated by non-native European annual grasses, with a large component of ruderal forbs. On the Project site, the non-native grassland is associated with areas of historic grazing, disking and off-road recreational vehicle use. Soils are generally deep, well-drained sand to fine sandy loam.

The dominant species in the non-native grasslands included summer mustard (*Hirschfeldia incana*), ripgut brome (*Bromus diandrus*), red brome (*Bromus madritensis ssp. rubens*), wild oats (*Avena fatua*) and barley (*Hordeum murinum*). Other species present included Russian thistle (*Salsola tragus*), lamb's quarters (*Chenopodium album*), cheeseweed (*Malva parviflora*), horseweed (*Conyza canadensis*), telegraph weed (*Heterotheca grandiflora*), western ragweed (*Ambrosia psilostachya*), common ragweed (*Ambrosia artemisiifolia*), and common fiddleneck (*Amsinckia intermedia*). Some scattered low growing grape (*Vitis vinifera*) vines, remnants from past agricultural uses, existed in the western portion of the site.

### ***Ruderal/Disturbed***

Ruderal vegetation types are characteristically weedy and commonly occurring plants growing where the natural vegetation has been disturbed by humans and human activities. Ruderal areas are often periodically devoid of vegetation due to disking. A few areas adjacent to the large concrete culverts that bisect the site were mapped as ruderal/disturbed, as well as dirt roads and an area that has been cleared for the use of remote-controlled airplanes. These areas had sparse cover of Russian thistle, summer mustard and other weeds.

### ***Riversidean Sage Scrub***

Riversidean sage scrub is the most xeric expressions of Coastal Sage Scrub. Riversidean sage scrub is composed of low growing, soft, woody, drought-deciduous shrubs and herbaceous plants that grow on steep slopes, severely drained soils, or clays that slowly release soil moisture. Mesic sites generally occur in microhabitats characterized by north-facing slopes in canyons and small drainages. Xeric habitats typically occur in areas on ridges and south-facing slopes. Species composition and diversity is determined by soil factors, fire, and topography.

At the Project site, Riversidean sage scrub occurred north of Inland Empire Boulevard between the culverts and Archibald Avenue. This habitat has been highly disturbed from regular disking. Based on aerial photography, the scrub appears to have been mostly absent from 1994 through 2005. Recent lack of disking in this area has allowed the scrub to recover somewhat. The existing scrub was of low quality and low species diversity. These areas were dominated almost entirely by California buckwheat (*Eriogonum fasciculatum*), with deerweed (*Acmispon glaber*), mulefat (*Baccharis salicifolia*) and non-native grasses also present.

### ***Eucalyptus Windrow***

A few blue gum (*Eucalyptus sp.*) trees were located in the central area adjacent the culverts. The understory consisted of non-native grasses and disturbed ground.

### ***Developed***

The developed areas included the Italo M. Bernt Elementary School in the northern portion of the site, a commercial development at the corner of Inland Empire Boulevard and North Archibald Avenue, the large north/south culverts that bisect the site, freeway off-ramps, exotic landscaping associated with the freeway and commercial development. The landscaped areas include some pines, willows, mulefat and non-native weeds.

### **Special Status Plant Species**

Based on literature review conducted as part of the biological studies, lists of special-status plants with the potential to occur onsite were compiled. Please refer to Table 1 of *Biological Resources Study, Meredith Property, City of Ontario, San Bernardino County, California* (Michael Brandman Associates) May 21, 2012 and Table 2 of *Biological Report for the Meredith International Centre Specific Plan Amendment* (Harmsworth Associates) August 2014, presented within Appendix I. The potential for each species to occur within the Project site was evaluated based on preferred habitat and previously recorded occurrence in the site vicinity. As shown within the Tables, each of the species evaluated was determined to have a “low” or “unlikely” potential to occur onsite. Additionally, no special-status plants were observed on the Project site during the field surveys. Both studies determined that, due to the disturbed nature of the site, there are no suitable habitats for special-status plant species to occur.

## Wildlife Overview

Wildlife at the Project site consisted of common species and species associated with open, disturbed habitats. The most abundant species detected during the site visit were birds such as American kestrel (*Falco sparverius*), mourning dove (*Zenaida macroura*), turkey vulture (*Cathartes aura*), red-tailed hawk (*Buteo jamaicensis*), western kingbird (*Tyrannus verticalis*), northern rough-winged swallow (*Stelgidopteryx serripennis*), cliff swallow (*Petrochelidon pyrrhonota*), European starling (*Sturnus vulgaris*), and house finch (*Carpodacus mexicanus*). Reptiles such as side-blotched lizard (*Uta stansburiana*) and San Diego gopher snake (*Pituophis cantenifer annectens*), as well as mammals such as California ground squirrel (*Spermophilus beecheyi*), coyote (*Canis latrans*), and Botta's pocket gopher (*Thomomys bottae*), were also observed within the site.

## Special-Status Wildlife Species

Lists of special-status wildlife species with the potential to occur onsite were also compiled. Please refer to Table 2 of *Biological Resources Study, Meredith Property, City of Ontario, San Bernardino County, California* (Michael Brandman Associates) May 21, 2012 and Table 3 of *Biological Report for the Meredith International Centre Specific Plan Amendment* (Harmsworth Associates) August 2014, presented within Appendix I. The potential for each species to occur within the Project site was evaluated based on preferred habitat and previously recorded occurrence in the site vicinity. Of the species evaluated, it has been determined that two special-status wildlife species, California horned lark (*Eremophila alpestris actia*) and burrowing owl (*Athene cunicularia*), are considered present onsite.

During field surveys, a few California horned lark were observed foraging onsite but no evidence of nesting onsite was detected. Although no burrowing owls were detected during the site visit, numerous suitable burrows were present. Additionally, other recent studies have documented several owls in the Project vicinity, and these owls likely utilize the Project site.

The Project site is located within the Ontario Recovery Unit for the federally endangered Delhi sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*). However, the Project site is outside of the Delhi sands flower-loving fly habitat mapped for that unit. No suitable

habitat for the Delhi sands flower-loving fly occurs onsite and the fly is assumed absent from the Project site.

The Project site is located outside the California gnatcatcher critical habitat area. There is Riversidean coastal sage scrub onsite, so California gnatcatcher (*Polioptila californica californica*) could potentially occur onsite. However, the Riversidean sage scrub onsite has been extensively disturbed, via disking and mowing, for many years. Recent lack of disking in this area has allowed the scrub to recover somewhat. Due to the disking the scrub currently present was of low quality and low species diversity, being dominated almost entirely by California buckwheat. California gnatcatcher is unlikely to occur onsite due to the ongoing disturbance, low quality, and low stature of the scrub onsite.

### **Jurisdictional Waters/Wetlands**

A general assessment of onsite drainage features was conducted as part of the biological assessment. One ephemeral drainage occurred at the eastern end of the Project site. The drainage typically conveys water during and immediately following large storm events. The rest of the time the drainage is completely dry, except for small areas receiving urban run-off. No wetlands or vernal pools occur onsite.

The drainage ran in a north/south orientation and appeared to start at the upper end of the site flowing south to a culvert under the I-10 freeway. The drainage was narrow (5-20 feet wide) and had artificial banks. The substrate was sandy and dry at the time of the site survey, except immediately south of Inland Empire Boulevard where an inlet pipe supplied urban run-off. The location of the drainage is illustrated in previous Figure 4.9-1.

Near the inlet pipe at Inland Empire Boulevard, the channel contained nut sedge and exotic non-native trees. Otherwise, the channel was mostly devoid of vegetation and any vegetation that was present consisted of non-native upland weeds.

## **Wildlife Movement Corridors and Linkages**

No wildlife corridors or linkages are known at the Project site. Wildlife could potentially use the onsite wash and culverts for movement; however, the entire site is surrounded by existing roads and development which would impede any wildlife movement. It is unlikely that the site is of any significance to wildlife movement.

### **4.9.3 EXISTING POLICIES AND REGULATIONS**

#### **4.9.3.1 Federal Endangered Species Act/California Endangered Species Act**

The United States Congress passed the federal Endangered Species Act (ESA) in 1973 to protect those species that are endangered or threatened with extinction. The State of California enacted a similar law, the California Endangered Species Act (CESA) in 1984. The state and federal Endangered Species Acts are intended to operate in conjunction with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) to help protect the ecosystems upon which endangered and threatened species depend. The United States Fish and Wildlife Service (USFWS) is responsible for implementation of ESA, while the CDFW implements CESA. During Project review, each agency is given the opportunity to comment on the potential of the Project to affect listed plants and animals.

#### **4.9.3.2 State of California, Fish and Game Code Section 1600 *et seq.***

The CDFW has jurisdiction under Section 1600 *et seq.* of the California Fish and Game Code over fish and wildlife resources of the State. Under Section 1602, a private party must notify the CDFW if a project will “substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by the department, or use any material from the streambeds, except when the department has been notified pursuant to Section 1601.” If an existing fish or wildlife resource may be substantially adversely affected by the activity, the CDFW may propose reasonable measures that will allow protection of those resources. If these measures are agreeable to the initiating party, they may enter into an agreement with the CDFW identifying the approved activities and associated mitigation measures.

### **4.9.3.3 Other Statutes, Codes, and Policies**

In addition to formal listing under ESA and CESA, plant and wildlife species receive additional consideration during the CEQA process as discussed below.

#### **Species of Special Concern**

Species that may be considered for focused review are included on CDFW's list of "Species of Special Concern." Species of Special Concern are generally defined as those California species whose numbers, reproductive success, or habitat may be threatened.

#### **CNPS-Listed Plants**

The California Native Plant Society (CNPS) maintains a list of plant species native to California that have low numbers, limited distribution, or are otherwise threatened with extinction. This information is published in the Inventory of Rare and Endangered Vascular Plants of California. Potential impacts to populations of CNPS-listed plants receive consideration under CEQA review.

#### **Raptors and Migratory Birds**

Raptors (birds of prey), migratory birds, and other avian species are protected by state and federal laws. The federal Migratory Bird Treaty Act (MBTA) prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of Interior. Section 3503.5 of the California Fish and Game Code states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto."

### **4.9.4 STANDARDS OF SIGNIFICANCE**

CEQA has identified the following significance thresholds relative to biological resources. If the Project would result in any one of the following, its impacts to biological resources would be considered significant.

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or

regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW, formerly California Department of Fish and Game) or United States Fish and Wildlife Service (USFWS);

- Have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or California plans, policies or regulations or by the CDFW or USFWS;
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance; or
- Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

#### **4.9.4.1 Introduction**

The following discussions focus on those areas where it has been determined that the Project may result in potentially significant biological resources impacts, based on the analysis presented within this Section and included within the EIR Initial Study (EIR Appendix A), and responses received pursuant to the EIR Notice of Preparation.

On this basis, the potential for the Project to substantially or adversely affect riparian habitat or federally protected wetlands; interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or

migratory wildlife corridors, or impede the use of native wildlife nursery sites; or to conflict with any local policies or ordinances protecting biological resources, or with the provisions of an adopted conservation plan is determined to be less-than-significant. In this regard, the Project Biological Resources Assessment acknowledges that no federally protected wetlands exist within or adjacent to the Project site. As also discussed in the Initial Study, the potential for the Project to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan or with local policies or ordinances protecting biological resources is determined to be less-than-significant.

All other CEQA topics concerning the Project's potential impacts to biological resources are discussed below. Please refer also to EIR Appendix A, Initial Study Checklist Item IV., "Biological Resources."

#### **4.9.4.2 Impact Statements**

**Potential Impact:** *Would the Project substantially affect, either directly or through habitat modifications, any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?*

#### **Impact Analysis:**

As previously discussed, no special status plant species were found onsite during the biological surveys. Due to the disturbed nature of the site, and the absence of any current or historic site records indicating their presence, no special status plant species are likely present onsite. Thus, no significant impacts relative to special status plant species are anticipated as a result of site development.

One special status wildlife species was observed onsite, the California horned lark (*Eremophila alpestris actia*). Suitable habitat also exists for the burrowing owl (*Athene cunicularia*). Impacts to these species are considered potentially significant.

Additionally, the onsite drainage may be subject to the jurisdiction of the U.S. Army Corps of Engineers 404 program and the California Department of Fish and Wildlife 1600 program; consequently, consultation with these agencies is required to confirm this conclusion. As such, permitting may be required through these agencies, as well as the California Regional Water Quality Control Board.

**Level of Significance Before Mitigation:** Potentially Significant.

**Mitigation Measures:**

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

4.9.2 *Burrowing Owl Avoidance: Breeding season avoidance measures for the burrowing owl including, but not limited to, those that follow shall be implemented. A pre-construction survey for resident burrowing owls shall be conducted by a qualified Project Biologist within 30 days prior to construction activities. If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-construction survey, the site will be resurveyed for owls. Pre-construction survey methodology shall be based on Appendix D (Breeding and Non-breeding Season Surveys and Reports) of the CDFW Staff Report*

on Burrowing Owl Mitigation (CDFW) March 7, 2012 (CDFW Burrowing Owl Mitigation Staff Report). Results of the pre-construction survey shall be provided to CDFW and the City. If the pre-construction survey does not identify burrowing owls on the Project site, then no further mitigation shall be required. If burrowing owls are found to be utilizing the Project site during the pre-construction survey, measures shall be developed by the Project Biologist in coordination with CDFW to avoid impacting occupied burrows during the nesting period. These measures shall be based on the most current CDFW protocols and would minimally include establishment of buffer setbacks from occupied burrows and owl monitoring during Project construction activities.

- 4.9.3 *Burrowing Owl Passive Exclusion: During the non-breeding season (September 1 through January 31), if burrows occupied by migratory or non-migratory resident burrowing owls are detected during a pre-construction survey, then burrow exclusion and/or closure may be used to passively exclude owls from those burrows. Burrow exclusion and/or closure shall only be conducted by the Project Biologist in consultation and coordination with CDFW employing incumbent CDFW guidelines.*
- 4.9.4 *Mitigation for Displaced Owls: In consultation with the City, Project Applicant, Project Biologist, and CDFW, and consistent with mitigation strategies outlined in the CDFW Burrowing Owl Mitigation Staff Report, a mitigation plan shall be developed for the “take” of any owls displaced through Project construction activities. Strategies may include, but are not limited to, participation in the permanent conservation of off-site habitat replacement area(s), and/or purchase of available burrowing owl conservation bank credits.*
- 4.9.5 *Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the Applicant shall obtain a Regional Board 401 Certification, or a written waiver of the requirement for such an agreement or permit, from the California Regional Water Quality Control Board. Written verification of such a permit or waiver shall be provided to the City of Ontario Planning Department.*

4.9.6 *Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the Applicant shall obtain a stream bed alteration agreement or permit, or a written waiver of the requirement for such an agreement or permit, from the California Department of Fish and Wildlife. Information to be provided as part of the Streambed Alteration Agreement (if required) shall include but not be limited to the following:*

- *Delineation of lakes, streams, and associated habitat that will be temporarily and/or permanently impacted by the proposed project (include an estimate of impact to each habitat type);*
- *Discussion of avoidance measures to reduce project impacts; and,*
- *Discussion of potential mitigation measures required to reduce the project impacts to a level of insignificance.*

*Written verification of such a streambed alteration agreement/permit, or waiver, shall be provided to the City of Ontario Planning Department.*

4.9.7 *Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the Applicant shall obtain a 404 permit, or a written waiver of the requirement for such an agreement or permit, from the U.S. Army Corps of Engineers. Written verification of such a permit or waiver shall be provided to the City of Ontario Planning Department.*

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

Implementation of Mitigation Measures 4.9.1 through 4.9.4 reduce potential impacts to migratory birds and the burrowing owl consistent with requirements and protocols established by the CDFW and observed by the City. No other candidate, sensitive, or special status species would be potentially affected by the Project.

Additionally, consultation with U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and the California Regional Water Quality Control Board, as required by Mitigation Measures 4.9.5 through 4.9.7, ensure that no impacts to potential jurisdictional areas occur as a result of the Project.

On this basis, with application of mitigation, the potential for the Project to substantially affect, either directly or through habitat modifications, any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS) is considered less-than-significant.

## **4.10 GEOLOGY AND SOILS**

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## 4.10 GEOLOGY AND SOILS

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### *Abstract*

*This Section addresses the potential for the Project to result in substantial geotechnical hazards or soils-related impacts. More specifically, this analysis presented here focuses on whether the Project would result in, or be subjected to, any of the following:*

- Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction;*
- Location 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; or*
- Location on expansive soil, as defined in Table 18-1-B of the California Building Code (2010), creating substantial risks to life or property.*

*Geologic, soils, and geotechnical conditions affecting the subject site and Project are described and evaluated within: Geotechnical Feasibility Study, Proposed Mixed Use Development, SEC North Vineyard Avenue and East 4<sup>th</sup> Street, Ontario, California (Southern California Geotechnical) April 3, 2014. The Project Geotechnical Study concludes that the subject site is suitable for development of the Project, provided that recommendations of the Study are implemented during Project design and construction. The Project Geotechnical Study conclusions and recommendations in total are incorporated by reference, and specific recommendations are restated as EIR Mitigation Measures to ensure their monitored implementation. As supported by the analysis presented in this Section, potential geology and soils impacts of the Project are determined to be less-than-significant with incorporation of proposed mitigation.*

#### **4.10.1 INTRODUCTION**

This Section examines underlying soil conditions and geologic characteristics of the Project site, and evaluates potential related impacts affecting design, construction, and operation of the Project. The subsequent discussions provide an assessment of potential seismologic hazards, notably faults and primary and secondary earthquake hazards which may affect the proposal. Influences such as topography and soils types are also discussed as these factors substantively influence potential erosion and landslide hazard characteristics of the subject property.

The discussion in this Section is summarized from The Policy Plan (General Plan) component of The Ontario Plan (TOP) and *Geotechnical Feasibility Study, Proposed Mixed Use Development, SEC North Vineyard Avenue and East 4<sup>th</sup> Street, Ontario, California* (Southern California Geotechnical) April 3, 2014. The Project Geotechnical Study is included in its entirety at EIR Appendix J.

#### **4.10.2 SETTING**

Following are discussions of the Project's geologic setting, prevalent site soils, geotechnical considerations, and seismic design considerations. Please refer also to the Project Geotechnical Study.

##### **4.10.2.1 Geologic and Seismic Setting**

The Ontario Plan Draft EIR presents the following description:

"The City of Ontario is in 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 Upper Valley has a gentle southerly slope of approximately 1 percent grade, such that elevations within the City of Ontario range from approximately 1,150 feet in the north to 640 feet in the south. 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 San Gabriel Mountains north of Ontario rise as high as 10,064 feet at Mount San Antonio.”<sup>1</sup>

The City of Ontario is located within a seismically active portion of southern California. The Ontario Plan Draft EIR (Figure 5.7-2, reproduced here as Figure 4.10-1) identifies active and/or potentially active fault zones in the region, none of which are located within the City.

#### **4.10.2.2 Site Conditions**

##### ***General***

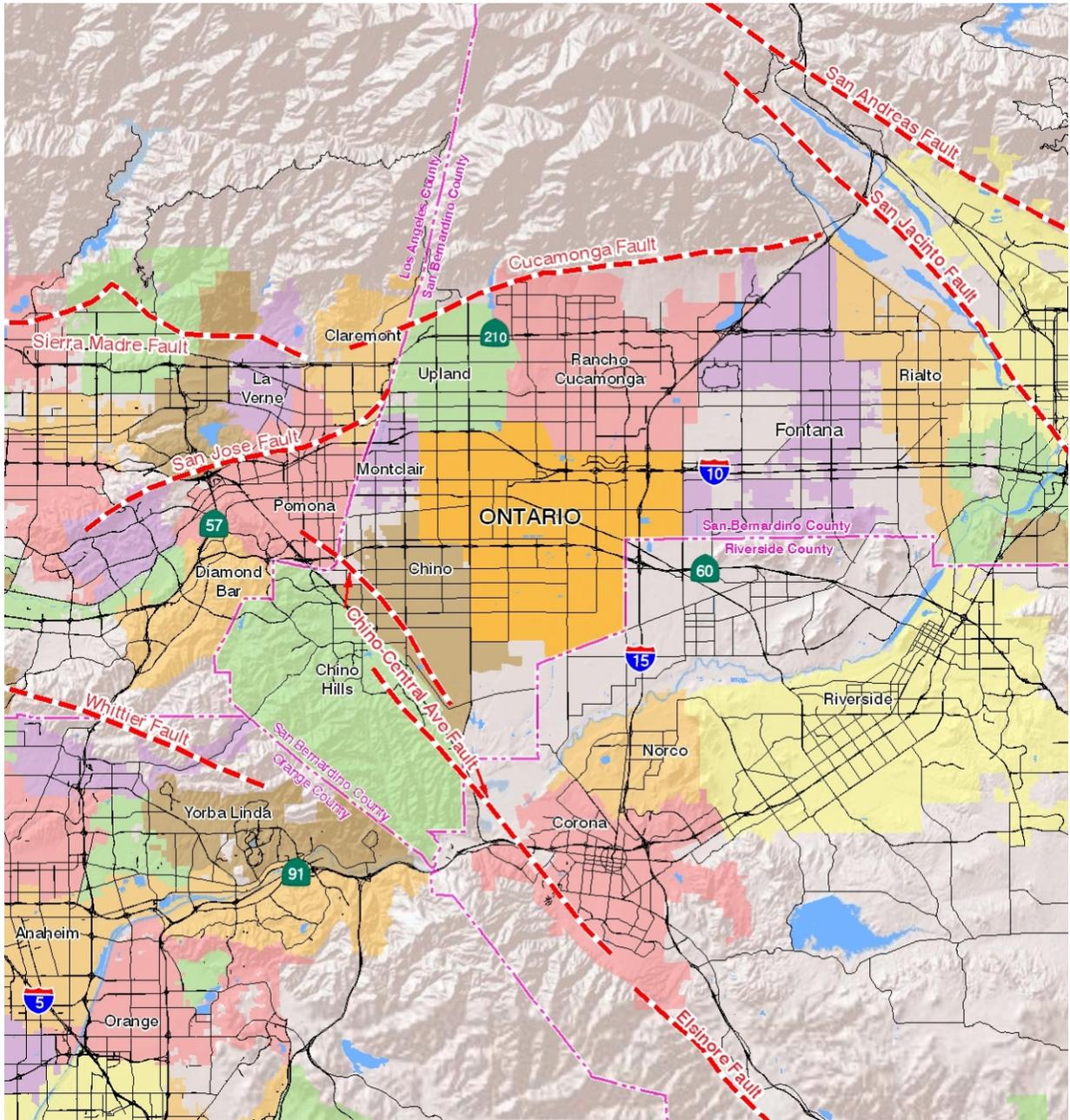
The Project site slopes gently toward the south at an estimated gradient of approximately 2 percent. The elevation of the site is approximately 1,000 feet above mean sea level (msl).

##### ***Soils***

The near surface native soils, in the upper approximate 5 to 10 feet, vary in density and composition. These soils consist of loose to medium dense silty fine to medium sands, fine sands and fine to coarse sands. The near surface soils possess varying fine to coarse gravel content and occasional cobbles throughout. Results of laboratory testing performed as part of the Geotechnical Study indicate that some of the near surface soils may be collapsible and subject to minor consolidation under the anticipated foundation loads.

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<sup>1</sup> The Ontario Plan Draft EIR, Page 5.7-1.



NOT TO SCALE

Source: The Ontario Plan Draft EIR (The Planning Center)

Figure 4.10-1  
Regional Faults

The near surface soils have variable strengths and densities, and are not expected to be suitable to support the foundation loads of new structures, potentially resulting in excessive post-construction settlements. The underlying soils generally consist of higher strength, medium dense to very dense, silty sands, well graded sands, and gravelly sands and sandy gravels with cobbles.

### ***Seismic Design Considerations***

The subject site is not located within an Alquist-Priolo Special Studies Zone, and no evidence of surface faulting was observed on-site as part of the Geotechnical Study. The potential for ground rupture due to faulting is considered remote.

The California Building Code (CBC) provides a range of earthquake design criteria and seismic design coefficients that are potentially applicable to the subject site, recognizing that seismic design(s) for the Project area should be based on design practices for similar construction in the Project vicinity. In this regard, it will be the purview of the Project design team to select suitable seismic design coefficients from the range of coefficients presented in the CBC.

### ***Liquefaction/Lateral Spreading***

The site is not located within an area identified as having liquefaction susceptibility; nor was groundwater at the subject site encountered in the borings conducted as part of the Geotechnical Study.

Based on the depth to groundwater (assumed to be greater than 30 feet) and the subsurface conditions encountered at the boring locations, the Project Geotechnical Study concluded that the potential for liquefaction at the site is low.

### ***Shrinkage/Subsidence***

The Ontario Plan Draft EIR presents the following discussion:

“Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and most often results from human activities such as the extraction of oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage. Subsidence resulting from oil and gas extraction is not an issue for Ontario. However, the City is above the Chino Subbasin of the Upper Santa Ana Valley Groundwater Basin, from which groundwater has been extracted for decades. The City currently gets approximately 65 percent of its water from 21 wells that pump water from the Chino Subbasin. The thick alluvial deposits composing the subbasin may be susceptible to compaction, with resulting subsidence at the surface, in the event of rapid groundwater withdrawal. Surface subsidence of up to 2.5 feet and ground fissuring from groundwater production have been reported in the City of Chino to the southwest of Ontario.”<sup>2</sup>

The Geotechnical Study presents shrinkage estimates based on the on-site subsurface conditions encountered at the boring locations. Removal and recompaction of the near surface fill soils and alluvium (as recommended within the Study) is estimated to result in an average shrinkage of 10 to 15 percent. Minor ground subsidence is expected to occur in the soils below the zone of removal, due to settlement and machinery working. The subsidence is estimated to be 0.10 to 0.15± feet.

### ***Landslides***

No identified or mapped major landslides exist near or within areas proposed for development. The relatively flat nature of the Project site and immediately surrounding properties precludes the potential for internal landsliding to occur.

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<sup>2</sup>The Ontario Plan Draft EIR, page 5.7-13.

### ***Seismic Settlement***

As previously mentioned, the near surface native soils vary in density and composition. Based on their variable strengths and densities, in their present condition, these soils are considered potentially compressible/collapsible, and could result in excessive post-construction settlements.

## **4.10.3 GEOLOGY/SOILS/SEISMIC POLICIES AND REGULATIONS**

Following are summary descriptions of geology/soils/seismic policies and regulations applicable to the Project. In many instances, compliance with existing policies and regulations eliminates, or substantially reduces, potential environmental effects.

### **4.10.3.1 The Ontario Plan**

The Policy Plan of the TOP, Safety Element Section S1, Seismic and Geologic Hazards establishes Goals and Policies which act to minimize potential structural damage and injury or loss of life due to earthquakes, other seismic, or adverse geologic/soils/slopes conditions.

### **4.10.3.2 City of Ontario Development Review Processes**

The City of Ontario Planning, Building and Safety, and Engineering Departments implement General Plan Goals and Policies addressing geology, soils, and seismic conditions through established development permit review processes. To these ends, City staff ensures that site and development-specific geotechnical investigations are completed where appropriate, and that requirements and recommendations of these investigations are incorporated in construction plans, are followed through during construction processes, and are functionally complete before buildings are occupied and/or infrastructure systems or other improvements are accepted. In all instances, the City ensures that, at a minimum, applicable provisions of the California Building Code are incorporated throughout development design and implementation.

#### 4.10.4 STANDARDS OF SIGNIFICANCE

Appendix G of the California Environmental Quality Act (CEQA) Guidelines indicates a Project will have a potentially significant geology and soils impact if it would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: rupture of a known earthquake fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction or landslides;
- Result in substantial soil erosion or the loss of topsoil;
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
- Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2010), creating substantial risks to life or property; or
- 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.

#### 4.10.5 POTENTIAL IMPACTS AND MITIGATION MEASURES

##### 4.10.5.1 Introduction

As supported by analysis in the Initial Study, the Project's potential to: expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault or landslides; result in substantial soil erosion or the loss of topsoil; or have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available, are determined to be less-than-significant. Please refer also to EIR Appendix A, Initial Study Checklist Item VI., "Geology and Soils."

The following discussions focus on those areas where it has been determined that the Project may result in potentially significant impacts. Topical areas addressed include:

- Potential to expose people or structures to substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction;
- Potential location of the Project on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; or
- Potential location of the Project on expansive soil, as defined in Table 18-1-B of the California Building Code (2010), thereby creating substantial risks to life or property.

#### 4.10.5.2 Impact Statements

**Potential Impact:** *Would the Project expose people or structures to potentially substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction; or be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

**Impact Analysis:** Summarizing the preceding discussions, the Project Geotechnical Investigation concludes that the site is not subject to significant ground rupture, liquefaction, lateral spreading, or landslide hazards.

However, the native near-surface native soils vary in density and composition, and laboratory testing indicates that some of the near surface soils may be collapsible and subject to minor consolidation under the anticipated foundation loads. Based on their

variable strengths and densities, these soils could result in excessive post-construction settlement. This is a potentially significant impact.

The Geotechnical Study prepared for the Project is considered preliminary since precise development and grading plans are not yet available. This study recommends remedial grading to remove the upper portion of the alluvial soils, and states that the underlying soils are of higher strength. Following excavation, the subgrade soils should be evaluated by a geotechnical engineer to verify their suitability. These on-site conditions and recommendations will be verified within a Final Geotechnical Study, typically prepared when specific development plans are prepared. The Project shall conform to all recommendations presented within the Final study, as required by Mitigation Measure 4.10.1.

**Level of Significance:** Potentially Significant.

**Mitigation Measures:**

*4.10.1 Design and development of the Project shall comply with recommendations and performance standards identified within the Final Geotechnical Study. Where the Project Geotechnical Study is silent, requirements of the California Building Code as adopted and implemented by the City shall prevail.*

**Level of Significance After Mitigation:** Less-Than-Significant. The Project Geotechnical Study concludes that the Project site is acceptable for the proposed development, contingent on compliance with recommendations and performance standards identified in the Study. Additionally, the site- and design-specific Final Geotechnical Study will verify all findings and recommendations.

Short of a catastrophic event, design of structures in accordance with the Final Geotechnical Study, the CBC, and current seismic engineering practices is sufficient to reduce hazards at the Project site below the level of significance.

Through established Site Plan, Building Permit, and Certificate of Occupancy requirements, the City will verify that required design and construction measures are incorporated throughout Project development and are functionally implemented in the completed structures and facilities. Accordingly, it is anticipated that any site-specific geologic constraints which may be encountered during the course of Project implementation can be mitigated to a less than significant level within the context of the findings and recommendations of the Project Geotechnical Study, and existing City/CBC seismic design regulations, standards, and policies.

As supported by the preceding discussions, the potential for the Project to result in exposure of people or structures to potentially substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction; or to result in development 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, is considered less-than-significant.

**Potential Impact:** *Would the Project be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2010)<sup>3</sup>, thereby creating substantial risks to life or property?*

**Impact Analysis:** The California Building Code establishes methodologies and guidelines for identification of expansive soils, and establishes responsive design standards which act to avoid potentially adverse effects of expansive soils on facilities. Section 1802.3 of the 2010 California Building Code directs expansive soil tendency be graded by its Expansion Index. A soil's Expansion Index is defined by its potential to swell when wet or saturated. The CBC mandates that "special [foundation] design consideration" be employed if the Expansion Index is 20, or greater.

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<sup>3</sup> The 2013 CEQA *Guidelines* Appendix G maintains a reference to the 1994 CBC. Currently applicable expansive soils criteria are included in the 2010 CBC.

Unmitigated effects of expansive or otherwise unstable soils may adversely affect roadway subgrades, concrete slabs-on-grade, and building foundations. In the event of a severe earthquake in the vicinity of the Project, structural foundations and floors may be damaged if constructed in, or over, expansive or unstable soils.

The near-surface sediments in the northern and central parts of the City (where the Project site is located) are composed primarily of granular soils, which are usually nonexpansive or have very low expansion potential.<sup>4</sup> Additionally, as discussed in the Project Geotechnical Study . . . “Laboratory testing performed on a representative sample of the near surface soils indicates that these materials possess very low expansion potential (EI = 0). Based on these test results, no design considerations related to expansive soils are considered warranted for this site.”<sup>5</sup>

It is also noted that, as a matter of course, a final geotechnical study will be prepared for the site to verify all conclusions made within the preliminary study. The Project would be required to comply with all recommendations presented within the final study.

As supported by the preceding discussion, the potential for the Project to be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2010)<sup>6</sup> is considered less-than-significant.

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

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<sup>4</sup> The Ontario Plan Draft EIR, page 5.7-14.

<sup>5</sup> Geotechnical Study, Page 14.

<sup>6</sup> The 2013 CEQA *Guidelines* Appendix G maintains a reference to the “1994 CBC.” Currently applicable expansive soils criteria are included in the 2010 CBC.

## **4.11 CULTURAL RESOURCES**

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## **4.11 CULTURAL RESOURCES**

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### ***Abstract***

*This Section examines the potential for implementation of the Project to impact cultural and historic resources in the Project area. Of primary concern are the protection of historic cultural resources, and conservation of known or currently unknown (buried or undiscovered) archaeological and paleontologic resources that may be present in locations proposed for future development. Specifically, this analysis seeks to determine whether the Project would result in any of the following:*

- Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5;*
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5; or*
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.*

*Information contained within this section is based upon the Phase I Cultural Resources Investigation of the Meredith International Centre Project Area in the City of Ontario, San Bernardino County, California (McKenna et al.) July 2014. In order to protect the location of sensitive cultural resources that may be identified as part of the Project Cultural Resources Investigation, a copy of the Investigation Report has not been included in this EIR. Copies are available, upon request, at the City of Ontario Planning Department. As supported by the analysis presented in this Section, as mitigated, the Project's potential to impact cultural resources is determined to be less-than-significant.*

#### 4.11.1 INTRODUCTION

Cultural resources can be of scientific, aesthetic, educational, archaeological, architectural, or historical significance to the community. The following discussion identifies and classifies the significance of prehistoric and/or historic cultural resources which may exist on the subject site, and assesses the Project's potential to impact such resources.

#### 4.11.2 SETTING

The proposed Project area will be constructed within an approximately 257.7-acre site, located in the City of Ontario, in San Bernardino County. The Project area is located north of Interstate 10, south of Fourth Street, and between Vineyard Avenue (west) and Archibald Avenue (east). It is "L" shaped and is bisected by the Cucamonga Creek Channel and Deer Creek Channel. More specifically, the Project area is located within Township 1 South, Range 7 West, and within Section 22. Please refer also to Figure 3.2-1, "Project Location," and Figure 3.3-1, "Existing Land Uses."

The Project Cultural Resources Investigation describes the environmental setting as follows:

... [T]his area of western San Bernardino County is associated with the Desert Sage Scrub biotic community and characterized by the presence of perennial water courses, a variety of raw lithic materials carried in by sheet wash, and vegetation indicative of the Scrub community. Harding Lawson Associates (1987) described the area as basically flat with a slight southerly slope; elevations averaging 1000 feet above sea level (AMSL). The natural drainage systems for the area is directly associated with flows from Lytle Creek, Day Creek, Deer Creek, and Cucamonga Creek. The Cucamonga Creek Channel and Deer Creek Channel run through the current project area.

Currently, the exposed surface areas in the area are covered with sandy silts with minor inclusions of gravel and boulders and recent studies have suggested as much as 900 feet of younger alluvial deposits in this area below the Cajon Pass – Rancho Cucamonga, Ontario, and Fontana – predominantly originating from the eroding nearby San Gabriel/San Bernardino Mountains. In addition, this area is associated with the more recently identified *Alluvial Fan* biotic community – a community characterized by an unstable surface consistently impacted by surface sheet wash and yearly deposits and deflation of sandy silts.<sup>1</sup>

The Project Cultural Resources Investigation also notes that historic and modern disturbance within the Project site and the surrounding area has made the potential identification of remnant onsite native vegetation unlikely.

#### **4.11.2.1 The Prehistoric Period**

The Project area is located within the ancestral territory of the Native American population(s) generally referred to as the Gabrieliño/Tongva and the Serrano of Southern California. While the Gabrieliño/Tongva are generally associated with the valley floors and the Serrano with the nearby mountains, the Serrano also claim present-day Rancho Cucamonga and Fontana areas as part of their traditional territory.

The term Gabrieliño is a reference to the historic association between the Native American population of the San Gabriel de Archangel Mission (in San Gabriel). The Mission San Gabriel oversaw activities within the entire San Gabriel Valley and beyond, with a territory that extended from the coast to the San Gabriel and San Bernardino mountains, and from northern Los Angeles County to just north of San Juan Capistrano. The eastern portion of this territory included San Bernardino and the areas associated with the Serrano and Cahuilla Natives of the mountain and desert regions.

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<sup>1</sup> *Phase I Cultural Resources Investigation of the Meredith International Centre Project Area in the City of Ontario, San Bernardino County, California* (McKenna et al.) July 2014, page 8.

The Gabrieliño utilized numerous plants and animals for food, shelter, and medicines. Archaeological research indicates that they used seeds most often, followed by foliage, shoots, fruits, and berries. Mountain shrubs, ash, elder, and willow were used for shelters and tool materials (e.g., bows). Over twenty plants were used regularly for medicinal purposes. Fauna used as food sources included deer, rabbits, wood rats, squirrels, quail, and ducks. Animals specifically not used were dog, coyote, bear, tree squirrel, pigeon, dove, mud hen, eagle, buzzard, raven, lizards, frogs, and turtles. Cooking was generally conducted outdoors, with hearths within structures usually used for heat.

The Native Americans used numerous styles of bows, bedrock mortars, portable mortars, pipes, chisels, metates, manos, and various forms of chipped stone tools. Prior to the establishment of the Mission system, populations tended to live in larger villages with a series of “daughter” or “satellite” sites (limited activity areas) with lesser populations. Seasonal migration was practiced for the exploitation of resources and protection from seasonal weather conditions. Archaeological data and correlations with ethnographic data have resulted in the determination of a chronology for Southern California prehistoric times. The currently accepted chronology is as follows:

**Table 4.11-1  
Southern California Chronology (1)**

<b>Time Period</b>	<b>Known as</b>	<b>Characteristics</b>
Pre-dating 6,000 B.C.	Early Man Horizon	Characterized by the presence of projectile points, large knives, chopping tools, scraper planes, and scrapers. Items associated with vegetal food processing and hunting and the presence of coniferous woodland and pluvial lakes.
6,000 B.C. to 1,000 B.C.	Milling Stone Horizon	Characterized by the presence of hand stones, milling stones, choppers, and scraper planes. Tools associated with seed gathering and shell fish processing with limited hunting activities. A shift in climate and vegetation led to a shift in exploitation with an emphasis on vegetal resources.
1,000 B.C. to A.D. 750	Intermediate Horizon	Characterized as the transitional period between the Milling Stone and the Late Prehistoric Horizons; little is known of this time period, but evidence suggests interactions with outside groups and a shift in material culture reflecting this contact.

**Table 4.11-1  
Southern California Chronology (1)**

<b>Time Period</b>	<b>Known as</b>	<b>Characteristics</b>
A.D. 750 to European Contact	Late Prehistoric Horizon	Characterized by the presence of small, projectile points, use of the bow and arrow, steatite containers and trade items, asphaltum, cremations, grave goods, mortars and pestles, and bedrock mortars.

**Source:** A Phase I Cultural Resources Investigation of the Meredith International Centre Project Area in the City of Ontario, San Bernardino County, California (McKenna et al.) July 7, 2014.

More recent investigations, utilizing radiocarbon dating, have yielded significant data resulting in refinement of the initial Southern California chronology presented above. These conclusions do not necessarily change the basic chronology, but distinguish more individualistic periods of occupation that are not necessarily evident in the analysis of an artifact assemblage. The refined chronology illustrates that the definition of sites by artifact assemblage, as used to established earlier chronologies, is valid. However, with the modern technology, actual site occupations can be more definitively ascertained via radiocarbon dating. The refined chronology is presented in Table 4.11-2, below.

**Table 4.11-2  
Southern California Chronology (2)**

<b>Name</b>	<b>Horizon</b>	<b>Period</b>	<b>Correlation</b>
Paleo-Coastal	Pre-6,000 B.C.	Pre-8,000 B.P.	Pre-6,000 B.C.
Milling Stone	6,000-1,000 B.C.	MS1 = 8,000-5,800 B.P.	6,000-3,800 B.C.
		MS2 = 5,800-4,650 B.P.	3,800-2,650 B.C.
		MS3 = 4,650-3,000 B.P.	2,650-1,000 B.C.
Intermediate	1,000 B.C.-A.D. 750	IM = 3,000-1,350 B.P.	1,000 B.C.-A.D. 650
Late Prehistoric	A.D. 750-Contact	LP1 = 1,350-650 B.P.	A.D. 650-1,350
		LP2 = 650-200 B.P.	A.D. 1,350-Contact

**Source:** A Phase I Cultural Resources Investigation of the Meredith International Centre Project Area in the City of Ontario, San Bernardino County, California (McKenna et al.) July 7, 2014.

#### 4.11.2.2 The Historic Period

The earliest known records of European contact with Southern California Native Americans date to the mid-1500s with the early explorations of the Spanish, which resulted in the identification of populations from the ships but did not include direct contact. Personal contact was not made until the 1770s, when Father Garces traversed the Mojave Desert and entered coastal Southern California through the Cajon Pass and early colonization was initiated. This colonization resulted in a series of developmental periods for Alta California, which Southern California was known as at that time.

The Mission San Gabriel de Archangel was established in 1771 and claimed jurisdiction over the lands now recognized as the San Gabriel and San Bernardino valleys. A mission outpost, or *asistencia*, was established in 1819 just west of present-day Redlands and served to establish a Spanish/European presence in the area and to expand the settlement of the early populations relocating from Mexico. The Mexican government also hoped to initiate a pattern of settlement in Alta California by relocating populations from Mexican settlements to Alta California.

Although Mexican independence altered the Mission system, the Mexican government continued the practice of granting ranchos throughout the San Bernardino Valley through approximately 1824. Secularization of the Missions, completed by 1834, opened additional large tracts of land for settlement as ranchos or independent settlements during the Mexican Period.

In this case, the Project area is within the very southern extent of the Rancho Cucamonga and generally assumed to have been used during the Rancho Period for cattle grazing. The Project area is just south of the historic Rancho de Cucamonga, within Township 1 South and Range 7 West. Although surrounded by rancho lands, the current Project area is outside the defined boundaries of any identified rancho. Nonetheless, this area was known to have been used during the Rancho Period, although not officially inhabited.

The Project area is located between the historic settlements of Ontario and South Cucamonga (Guasti) and within the historic lands of the Cucamonga Fruit Lands of San Bernardino County, an entity established 1886 and which owned a considerable amount of land in Township 1 South, Range 7 West – specifically including all or parts of Sections 1, 2, 9, 10, 11, 13, 14, 15, 15, 22, 23, and 24. The acreage was subdivided into approximate 20-acre lots. The Project site is within Section 22.

Data on file at the Bureau of Land Management, General Land Office, showed the western half of Section 22 was purchased in 1886, and by 1895, the section contained plantings (trees and vines) and modest structural improvements. By 1916, the Italian Vineyard Company owned the majority of Section 22.

Structural improvements were first recorded in 1919 for the Italian Vineyard Company, although planting (vines) date as early as 1916. The Italian Vineyard Company, now more directly associated with the community of Guasti, is described by Straight (2013):

There was once a city here in Southern California, a lovely replica and reimagining of a village from the Piedmont area of Italy. It was the center of life for hundreds of families who came from the mountains of southern Italy to work for Secondo Guasti, who picked grapes and made them into wine and packed the barrels onto railroad cars. Secondo Guasti built an entire little world here, with a town named for himself. The surrounding land was planted in vineyards, grapes famous for sacramental wines, communion wines, and a world-famous dark red port. The Italian Vineyard Company was the largest vineyard in the world in 1917, with 5,000 acres of grapevines that produced 5 million gallons of wine a year, vintages that were sent all over the world. Today, between the 60 Freeway, which connects Riverside and Los Angeles, and Interstate 10, which runs from the Pacific Ocean at Santa Monica to the Atlantic Ocean in Florida, you can see, just beyond the railroad tracks, a vast stone building with arched windows and the skeletal remains of a wooden roof. That was where the wine was put into barrels and stored.

The 1944 Cucamonga Quadrangle illustrates two structures on the southwestern corner of Archibald Avenue and Fourth Street (out of the current Project area); two structures along the east side of Vineyard Avenue, in Lots 13 and 20, respectively; and two more structures near the southeastern corner of the northwestern quarter of Section 22 – in the general vicinity of Lot 14. One of the structures in Lot 14 is relatively large, suggesting a commercial structure associated with the vineyards.

By 1954, the beginnings of Interstate 10 are illustrated on the USGS Ontario Quadrangle, bisecting the southern half of Section 22. Cucamonga Creek is identified, but the structures associated with Lots 13, 14, and 20 are no longer present; those along Vineyard Avenue having been removed to accommodate the freeway right-of-way. The Italian Vineyard Company closed its operations in the mid-1950s and the lands were sold.

The 1996 USGS Guasti Quadrangle indicates the majority of Section 22 was still under cultivation and a water tank was present on the northwestern corner of the Section. A modern well is identified along Fourth Street, west of the non-channeled Cucamonga Creek Channel, and the freeway has been widened with off- and on-ramps at Archibald Avenue and Vineyard Avenue.

Additional research showed the majority of property now associated with the Meredith International Centre development was owned in the 1970s by Eddy and/or Violet Meredith, selling to the Craig Development Corporation in 1993. Since the sale in the 1990s, the land has been vacant, with the exception of minor modern developments on Fourth Street (school and flood control) and Archibald Avenue (north of Inland Empire Boulevard). These improvements, together, total less than six acres of land.

### **4.11.3 EXISTING POLICIES AND REGULATIONS**

#### **4.11.3.1 Federal**

##### **National Historic Preservation Act**

The National Historic Preservation Act (NHPA) requires federal agencies to consider the effects of their undertakings on historic properties. Historic properties are cultural resources (e.g., archeological sites, historic built environment features, or Native American sites) that are listed, or determined to be eligible for listing, on the National Register of Historic Places. The implementing regulations of this mandate, found in the Code of Federal Regulations (36 CFR 800), outline an involved consultative process known as the Section 106 process. The Section 106 process requires a project lead federal agency to consult with the State Historic Preservation Officer.

##### **American Indian Religious Freedom Act**

The American Indian Religious Freedom Act, passed in 1978, serves to protect and preserve the traditional religious rights of American Indians, Eskimos, Aleuts, and Native Hawaiians. Before the Act was passed, certain federal laws interfered with the traditional religious practices of many American Indians.

##### **Native American Graves Protection and Repatriation Act of 1990**

The Native American Graves Protection and Repatriation Act establishes a federal policy of respect for, and protection of, Native American religious practices. It also has provisions for allowing limited access to Native American religious sites. The Act provides for the repatriation of certain items from the federal government and certain museums to the native groups to which they once belonged. The Act defines “cultural items,” “sacred objects,” and “objects of cultural patrimony” and establishes a means for determining ownership of these items. However, the provisions for repatriation only apply to items found on federal lands.

### **Executive Order 13007 and Executive Order 13084**

Executive Order 13007 requires federal agencies with land management responsibilities to allow access to and use of Indian sacred sites on public lands, and to avoid adversely affecting these sites. Executive Order 13084 reaffirms the government-to-government relationship between the federal government and recognized Indian tribes, and requires federal agencies to establish procedures for consultation with tribes. These executive orders only apply to projects that include federal undertakings.

#### **4.11.3.2 State**

### **CEQA and the California Register of Historical Resources**

Historical resources are recognized as part of the environment under the California Environmental Quality Act (CEQA). The California Register of Historical Resources (California Register) is the authoritative guide for the State's historical resources, and properties included in the California Register are considered significant for the purposes of CEQA. The California Register includes resources listed, or formally determined eligible for listing, on the National Register of Historic Places, and some California State Landmarks and Points of Historical Interest. Properties of local significance designated under a local preservation ordinance (local landmarks or landmark districts), or that have been identified in a local historical resources inventory, may be eligible for listing in the California Register and are presumed to be significant resources for the purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC § 5024.1, 14 CCR § 4850).

An archaeological site may be considered a historical resource if it is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California (PRC § 5020.1(j)), or if it meets the criteria for listing on the California Register (14 CCR § 4850).

The CEQA Guidelines direct lead agencies to evaluate an archaeological site to determine if it meets the criteria for listing in the California Register. If it does, potential adverse impacts must be considered. If an archaeological site is not a historical resource,

but meets the definition of a “unique archaeological resource” as defined in PRC §21583.2, then it should be treated in accordance with the provisions of that section.

Substantial adverse change includes demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired (PRC § 5020.1(q)). While demolition and destruction would constitute significant impacts, it is sometimes more difficult to assess when change, alteration, or relocation results in a substantial adverse change. The CEQA Guidelines provide that a project that alters those physical characteristics of a historical resources that convey its significance (i.e., its character-defining features), can be considered to materially impair the resource’s significance.

### **California Native American Graves Protection and Repatriation Act (2001)**

The California Health and Safety Code, Division 7, Part 2, Chapter 5 (Sections 8010-8030) contains broad provisions for the protection of Native American cultural resources. The California Native American Graves Protection and Repatriation Act establishes policy to ensure that California Native American human remains and cultural items are treated with respect and dignity. The Act also provides the mechanism for disclosure and return of these items held by publicly funded agencies and museums in California. Additionally, the Act outlines the mechanism by which California Native American tribes not recognized by the federal government may file claims for human remains and cultural items held in agencies or museums.

### **California Public Resources Code**

The California Public Resources Code contains several sections applicable to the preservation of cultural resources and human remains. These sections detail procedures to be followed whenever Native American remains are found, and delineate the unauthorized disturbance or removal of archaeological, historical, paleontological resources, or human remains as an act punishable by law (Sections 5020, 5097.5, 5097.9-5097.996, 7050.5, 7051). As matter of law, the Project would comply with applicable provisions of the California Public Resources Code addressing preservation and protection of cultural resources and human remains.

### **California Code of Regulations**

Under Title 14, Division 3, Section 4308, no person shall remove, injure, disfigure, deface, or destroy any object of archeological or historical interest or value.

### **Senate Bill 18 and Tribal Consultation Guidelines**

Senate Bill 18 (SB 18) requires local agencies to consult with California Native American tribes regarding the preservation of, or mitigation of impacts to, Native American places, features, or objects.

SB 18 applies to all federally recognized and non-federally recognized tribes in California and extends to projects on both private and public lands. Lead agencies must follow a ten-step process to ensure consultation with affected tribes. Lead agencies must follow this process when making certain planning decisions, such as adopting or amending General Plans or Specific Plan-level projects. SB 18 does not apply to other discretionary level projects, such as tentative maps, use permits, or other local discretionary projects.

On May 5, 2014, the Lead Agency initiated SB 18 consultation processes as summarized above. As of January 2015, no response to letters mailed to potentially affected California Native American Tribes and Organizations has been received; nor has the City been otherwise contacted by Tribes or Organizations.

#### **4.11.4 STANDARDS OF SIGNIFICANCE**

Consistent with the standards of significance outlined in the CEQA Guidelines, Project-related impacts to cultural resources would be considered potentially significant if they cause or result in any of the following:

- Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5;

- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- Disturb any human remains, including those interred outside of formal cemeteries.

For the purposes of CEQA, an “important archaeological, historical, or paleontological resource” is defined as follows.

A) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources.

B) A resource included in a local register of historical resources, or identified as significant in an historical resource survey, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

C) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources, including the following:

- 1) A resource is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
- 2) A resource is associated with the lives of persons important in our past.

3) A resource embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values, or has yielded, or may be likely to yield, information important in prehistory or history.

#### 4.11.5 POTENTIAL IMPACTS AND MITIGATION MEASURES

##### 4.11.5.1 Introduction

The following analysis is focused on areas where it has been determined that the Project may result in potentially significant impacts, based on the analysis included within the Initial Study. In this regard, as substantiated in the Initial Study, the Project's potential to disturb any human remains, including those interred outside of formal cemeteries was previously determined to be less-than-significant. Please refer to EIR Appendix A, Initial Study Checklist Item V., "Cultural Resources." All other potential cultural resources impacts of the Project are discussed below.

##### 4.11.5.2 Impact Statements

**Potential Impact:** *Would the Project cause a substantial adverse change in the significance of historic and archaeological resources as defined in §15064.5?*

**Impact Analysis:** An intensive archaeological survey of the Project area was conducted between late March 2014 and early July 2014. The research was conducted through various data repositories, the field studies were completed over the course of five field days, and the analysis and report preparation were conducted in a manner consistent with the requested format and data requirements of the Office of Historic Preservation (OHP) and the San Bernardino County Museum, Archaeological Information Center, Redlands.

All areas of the Project site were easily accessible from Archibald Avenue, Vineyard Avenue, Fourth Street, and Inland Empire Boulevard. The Cucamonga Creek Channel and Deer Creek Channel were bound by fencing, resulting in a firm delineation of the

Project area. The modern developments along Archibald Avenue, north of Inland Empire Boulevard were confirmed to include: Baker's Fast Food Restaurant, AM/PM Convenience Market, Arco Gas Station, Store Front (Karate Studio), Weinerschnitzel Fast Food Restaurant, and Starbucks Coffee House. These improvements are modern and post-date 1994. The complex identified as the Italo M. Bernt School (Cucamonga School District) at 2234 E. Fourth Street is also a modern complex consisting of the school building, parking lots, and play yards. The current USGS Guasti Quadrangle indicates a post-construction date of 1966 and a pre-construction date of 1996. The property associated with the Italo M. Bernt School was sold to the Cucamonga School District by the Guasti School District in 1978. Based on the materials and design of this campus, it appears to be a post-1978 complex and considered a modern addition to the area.

During the course of the field survey, McKenna et al. noted the presence of the channeled creeks (Cucamonga and Deer), but of modern construction, and the absence of surface evidence of either trees or grape vines. The Project area has been cleared of all evidence of historic use, including any evidence of the pre-1950s structures that would have stood near the Inland Empire Boulevard alignment. The only scant evidence of the early vineyard activities was the presence of a single irrigation valve on the south side of Inland Empire Boulevard, west of the Cucamonga Creek Channel, and a fragment of rock and concrete along Fourth Street, east of Vineyard Avenue. No foundations, building debris, or historic artifacts were noted. The total lack of evidence of any vineyard development negates the potential for the area to be considered a historical landscape. Nonetheless, the area is still historically associated with the Italian Vineyard Company holdings and the activities associated with the community of Guasti.

## **Summary**

Based on the recent research and field investigations, McKenna et al. has concluded that the Meredith International Centre Project area is clear of any significant historical or archaeological resources. The potential for identifying prehistoric or historic archaeological resources is very low and, therefore, no further studies are recommended with respect to these resources.

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

**Mitigation Measures:** Although the likelihood for archaeological and historic resources to exist onsite is considered extremely low, Mitigation Measures 4.11.1 through 4.11.7 have been incorporated to fully ensure the protection of cultural resources that may be present in a buried context within the Project area.

4.11.1 *Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation:*

*“If during grading or construction activities, cultural resources are discovered on the Project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and any affected Tribes (Tribes). Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist and the Tribe determines the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2 and the Cultural Resources Treatment and Monitoring Agreement required under Mitigation Measure 4.9.2.”*

4.11.2 *At least 30 days prior to seeking a grading permit, the Project applicant(s) shall contact potentially affected Tribes to notify the Tribes of grading, excavation, and the monitoring program and to coordinate with the City of Ontario and the Tribes to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; Project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition*

*of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.*

- 4.11.3 *Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation:*

*“If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the San Bernardino County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the “most likely descendant” within 24 hours of receiving notification from the coroner. The most likely descendant shall then have 48 hours to make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.”*

- 4.11.4 *All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure 4.9.2, that are collected during the grading monitoring program and from any previous archeological studies or excavations on the Project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to the affected Tribe’s/Tribes’ curation facility(ies), which meets the standards set forth in 36 CRF Part 79 for federal repositories.*

4.11.5 *All sacred sites, should they be encountered within the Project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with the affected Tribe(s). To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.*

4.11.6 *Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation:*

*“If inadvertent discoveries of subsurface archaeological resources are discovered during grading, work shall be halted immediately within 50 feet of the discovery. The developer, the Project archeologist, and the Tribe(s) shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the developer and the Tribe cannot agree on the significance of or the mitigation for such resources, these issues will be presented to the City of Ontario Planning Director. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Tribe(s). Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the City of Ontario. In the event the significant resources are recovered and if the qualified archaeologist determines the resources to be historic or unique as defined by relevant state and local law, avoidance and mitigation would be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.”*

4.11.7 *To address the possibility that cultural resources may be encountered during grading or construction, a qualified professional archeologist shall monitor all construction activities that could potentially impact archaeological deposits (e.g., grading, excavation, and/or trenching). However, monitoring may be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural and/or paleontological resources.*

**Potential Impact:** *Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

**Impact Analysis:** The Project site is relatively flat and does not contain any unique geological features. No evidence of paleontological resources was identified during the survey and none was expected in the younger alluvial deposits. The potential for evidence of fossil-bearing soils is still possible, depending on the nature of the Project-related excavations and site preparation. If older alluvial deposits are encountered, there is a potential for the identification of fossil specimens and the area(s) should be considered sensitive for such resources.

Accordingly, in order to protect paleontological resources that might occur within older alluvium onsite, the following Mitigation Measure 4.11.8 would require monitoring for paleontological resources if Project development involves excavations that will exceed the relative depth(s) of younger alluvium and impact older alluvial deposits.

### **Summary**

Although no strong potential for paleontological resources was identified as part of the Project Cultural Resources Investigation, the Project has the potential to expose as-yet-identified older Quaternary deposits that could reveal the presence of paleontological (fossil) resources. This is considered a potentially significant impact.

**Level of Significance:** Potentially Significant.

### **Mitigation Measure:**

*4.11.8 Any excavation exceeding eight feet below the current grade shall be monitored by a qualified paleontologist. If older alluvial deposits are encountered at shallower depths, monitoring shall be initiated once these deposits are encountered. A qualified paleontologist is defined as an individual with an M.S. or a Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques. A paleontological monitor may be retained to perform the on-site monitoring in place of the qualified*

*paleontologist. The paleontological monitoring program should follow the local protocols of the Western Center (Hemet) and/or the San Bernardino County Museum and a paleontological monitoring plan should be developed prior to the ground altering activities. The extent and duration of the monitoring can be determined once the grading plan is understood and approved. The paleontological monitor shall have the authority to halt any Project-related activities that may be adversely impacting potentially significant resources. If paleontological resources are uncovered or otherwise identified, they shall be recovered, analyzed in accordance with standard guidelines, and curated with the appropriate facility (e.g., the Western Center at the Diamond Valley Reservoir, Hemet).*

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

## **4.12 AESTHETICS**

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## 4.12 AESTHETICS

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### *Abstract*

*This Section identifies and addresses potential aesthetic impacts resulting from implementation of the Project. Specifically, the analysis presented here examines whether the Project would:*

- Have a substantial adverse effect on a scenic vista;*
- Substantially degrade the existing visual character or quality of the site and its surroundings; or*
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.*

*As supported by the analysis presented in this Section, potential aesthetic impacts of the Project are less-than-significant.*

#### **4.12.1 INTRODUCTION**

Potential aesthetic impacts of the Project, including its consistency with applicable design and development standards, are the focal issues considered within this assessment.

#### **4.12.2 SETTING**

##### **4.12.2.1 Overview**

The City of Ontario is an urban/suburban community situated at the southerly base of the San Gabriel Mountains. Other topographically significant visual resources include the Jurupa Mountains and the San Bernardino Mountains to the east, the Santa Ana Mountains to the south, and Chino Hills to the southwest. Mountain views are available from most areas in the City, and provide a scenic backdrop, a sense of place, and points of orientation for the community.

The northerly portion of the City, north of Riverside Drive, is referred to as the Original Model Colony (OMC). The OMC is a largely urbanized area with few remaining vacant parcels. The southerly portion of the City, south of Riverside Drive, is referred to as the New Model Colony (NMC). The NMC has historically accommodated agricultural, dairy, and other rural uses, but is transitioning to urban/suburban uses similar in character to other developed areas of the City.

##### **4.12.2.2 City Visual Resources**

###### **General**

As a result of past and on-going urbanization, no substantive biological resources including areas of natural habitat currently exist within the City. Remaining vacant properties within the northerly portions of the City are characterized by areas of turf, weeds, nonnative grasses, and non-native trees and plants.

Those southerly portions of the City not currently transitioning to urban uses are agricultural and rural in character, and have been extensively altered from their natural

conditions. Agricultural/rural development features include feedlots, cattle holding pens, dairy and poultry operations, and equestrian facilities. Previous areas of vegetation have largely been removed, and vegetation that does exist is typified by ruderal nonnative grasses and forbs. Windrows of trees in the area demarcate internal roadways and cultivated fields.

### **Scenic Vistas and Corridors**

No designated scenic vistas exist within the City. Notwithstanding, the City's physical setting and orientation provide opportunities for numerous and varied views of the community and surrounding natural features. These include but are not limited to: views of the San Gabriel Mountains San Bernardino and located generally northerly and easterly of the City respectively; and open space/rural expanses located south Riverside Drive. Views of dominant topographic features such as the San Bernardino and San Gabriel Mountains are available from properties throughout the City, and from area roadways and freeways. Additionally, an extensive system of existing and planned formal and informal trails within the City affords other vantages of area visual resources. The Euclid Avenue Corridor and Mission Boulevard Corridor, described below, are also recognized by the City as valued visual resources. Additionally, regional freeway systems traversing the City provide opportunities for views of the City's mountain backdrop.

#### ***Euclid Avenue Corridor***

Euclid Avenue, oriented north-south and located approximately 2.25 miles westerly of the Project site, includes a wide landscaped median along its length. A typical view northerly along the Euclid Avenue Corridor is presented at Figure 4.12-1. The Euclid Avenue Corridor visually reflects the City's past, exemplified by the presence of historic homes and other historically significant buildings. As a functional aesthetic resource available to the community, the Euclid Avenue corridor and median are employed for various public activities and civic events, such as festivals and music concerts.



NOT TO SCALE

Source: Google Earth

### ***Mission Boulevard Corridor***

Mission Boulevard, oriented east–west and located approximately 1.5 miles southerly of the Project site, also incorporates a prominent median, with landscaped areas paralleling the Mission Boulevard right-of-way boundaries. A typical view westerly along the Mission Boulevard Corridor is presented at Figure 4.12-2.

### ***Other***

Interstate 10 (I-10), Interstate 15 (I-15), and State Route 60 (SR-60) freeway segments within the City are not designated as scenic highways by the California Department of Transportation (Caltrans). Notwithstanding, motorists traveling along area freeways are generally provided views of the San Bernardino and San Gabriel Mountains, and the City has adopted policies and established development review guidelines and standards to ensure that mountain view corridors are preserved and enhanced.

#### **4.12.2.3 Project Site and Vicinity Visual Resources**

With the exception of existing developed parcels (i.e., the Italo M. Bernt School site and commercial/retail uses within “Planning Area 5”), the Project site is a currently vacant, disturbed property. The Project site does not contain scenic resources, and is not otherwise considered a valuable visual resource by the City. Excluding the approximately two-acre Italo M. Bernt School site property, the Project site is currently designated “Meredith Mixed Use Area” by the Policy Plan Land Use Element, and is zoned “Specific Plan” (Meredith International Centre [2265-SP]).<sup>1</sup> In these regards, the City anticipates that the subject site would develop with urban uses, and when fully developed, would exhibit an urban aesthetic.

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<sup>1</sup> The Italo M. Bernt School site is currently designated “Public School” under the Policy Plan Land Use Element, and is zoned “Public Facility.” General Plan Land Use designation and Zoning designation amendments proposed by the Project would extend the current Meredith International Centre Specific Plan boundaries to encompass the two-acre Italo M. Bernt School site. Consistent with the remainder of the Specific Plan area, the School site property would be designated “Meredith Mixed Use Area” by the Policy Plan Land Use Element, and would be zoned “Specific Plan” (Meredith International Centre Specific Plan Amendment).”



NOT TO SCALE

Source: Google Earth

If adopted by the City, the Meredith *International Centre Specific Plan Amendment* would establish development standards and design guidelines directing buildout of the Project site in a manner that supports the City's aesthetic vision for the area, is consistent with City design/development standards and regulations, and does not conflict with, or obstruct, City Goals and/or Policies addressing the protection and preservation of significant visual resources.

The Project vicinity and areas located generally east of Grove Avenue, west of Etiwanda Avenue, between SR-60 and Fourth Street to the north, are characterized by a mix of residential, industrial and commercial land uses. The Los Angeles/Ontario International Airport (ONT), located southerly of the Project site, is a visually dominant feature in the area, and the character of surrounding development reflects height restrictions and development regulations stipulated under the ONT Airport Land Use Compatibility Plan (ALUCP). Southerly of ONT, interspersed among industrial land uses are properties accommodating grapevines, old barns, and farmhouses areas, evidence of Ontario's agricultural past.

Larger, area-serving high-voltage electrical transmission line towers and concrete-lined drainage channels are visually prominent throughout the area. However, utilities distribution lines in the Project vicinity are located underground. The Milliken Landfill, located northwesterly of Mission Boulevard at Milliken Avenue (approximately three miles southeasterly of the Project site) is the highest point in the City, and is visible from various off-site vantages. Interstate 10 (I-10), the Project site's southerly boundary, is populated with various billboards and large freeway-oriented signs. Looking northeasterly from I-10/Vineyard Avenue across the Project site, passing motorists are afforded views of the San Gabriel Mountains, as presented at Figure 4.12-3.



NOT TO SCALE

Source: Meredith Specific Plan

Figure 4.12-3  
Interstate 10/Vineyard Avenue - View Northeasterly

### 4.12.3 GOALS, POLICIES, AND REGULATIONS

Goals, policies and regulations established by the City indicate community values and prerogatives relative to aesthetic concerns. Table 4.12-1 identifies City Policy Plan Goals and Policies, and City Development Code regulations applicable to the Project. Project support of and consistency with City Goals, Policies and regulations is also summarized; and as indicated within the Table 4.12-1 “Remarks,” is demonstrated in the *Meredith International Centre Specific Plan Amendment* (Meredith SPA), presented at EIR Appendix B.

The Meredith SPA is incorporated in the EIR Project Description by reference, and all development within the Specific Plan Area would be required to comply with the Meredith SPA Design Guidelines and Development Standards as approved by the City. City review and approval of the Meredith SPA Design Guidelines and Development Standards, and review of subsequent development proposals for consistency with the Design Guidelines and Development Standards would ensure that future development within the Specific Plan Area would not result in potentially significant aesthetic or light and glare impacts. The reader is referred to the Meredith SPA for further details regarding citations to its contents provided within Table 4.12-1.

**Table 4.12-1  
Policy Plan/Development Code Consistency Analysis**

POLICY PLAN GOALS/POLICIES		
	Goals/Policies	Remarks
<b><u>Community Design Element</u></b>		
<b>CD 1 Image and Identity</b>		
<b>Goal CD1</b> A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.		
CD1-1	<i>City Identity.</i> We take actions that are consistent with the City being a leading urban center in southern California.	<i>Consistent:</i> The Meredith SPA proposes land uses and development concepts that would contribute to and support the Policy Plan Vision. More specifically, the Meredith SPA incorporates development standards and design guidelines allowing for flexible development of the Project site supporting the Policy Plan Vision of “sustained, community-wide prosperity which continuously adds value and yields benefits.” To these ends, the Project would establish a mixed-use development on a currently underutilized site. The Meredith SPA <i>Design Guidelines</i> establish comprehensive architectural criteria that provide for the development of an attractive, contemporary mixed-use center. The <i>Design Guidelines</i>

**Table 4.12-1  
Policy Plan/Development Code Consistency Analysis**

POLICY PLAN GOALS/POLICIES	
Goals/Policies	Remarks
	<p>specifically address architectural style, building form (shape, mass, scale, proportion, articulation), and building materials, colors, and textures to ensure that development is visually appealing and inviting to pedestrians and motorists. Visual characteristics and attributes of the Meredith SPA would contribute positively to the City's identity as a preeminent urban center.</p> <p>Benefits of the Project including, but not limited to, jobs creation, increased property tax and sales tax revenues, would promote community-wide prosperity and add value. More specifically, development of the site pursuant to the Meredith SPA, would generate an estimated 5,011 jobs (Economic/Fiscal Impact Analysis, Table ES-1); and would yield a net total of approximately \$84.6 million available to the City General Fund over the course of the Project's estimated 20-year buildout time frame. Thereafter, the Project would generate a net General Fund impact of approximately \$4.9 million annually (Economic/Fiscal Impact Analysis, Table ES-2C). Jobs creation and fiscal benefits resulting from implementation and operations of the Project would further the City's identity as a leading urban center in Southern California. Based on the preceding, the Project is considered consistent with Policy CD1-1.</p>
CD1-2	<p><b>Growth Areas.</b> We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.</p> <p><b>Consistent:</b> The Meredith SPA establishes Design Guidelines (Meredith SPA, Section 6) addressing development within the Specific Plan Area. The Design Guidelines direct all aspects of land development, including site design, architectural design, landscape materials, monuments/entries, signage and lighting. In this manner, the Design Guidelines act to ensure that development within the Specific Plan Area is aesthetically acceptable and compatible, is cohesive and distinctive, and complements and does not conflict with vicinity development and land uses. Based on the preceding, the Project is considered consistent with Policy CD1-2.</p>
CD1-3	<p><b>Neighborhood Improvement.</b> We require viable existing residential and nonresidential neighborhoods to be preserved, protected, and enhanced in accordance with our land use policies.</p> <p><b>Consistent:</b> The Project is designed to protect the integrity of existing residential land uses. More specifically, landscape buffers would be provided along North Vineyard Avenue and East Fourth Street, acting to screen views of the Project Industrial and Urban Commercial land uses as seen from off-site vantages. Building setbacks and perimeter landscaping provided by the Project would also provide physical separation between the Project and off-site land uses.</p> <p>Additionally, buildings would be oriented, and/or physical screening would be provided so as to minimize potential adverse effects of the Project operations at off-site land uses. For example, pursuant to the Meredith SPA Development Standards and Design Guidelines, loading docks would be oriented away from residential land uses; or would be completely screened by a combination of walls and landscaping. Exterior lighting fixtures at loading docks, and elsewhere within the Specific Plan Area would be focused on-site and would be oriented/shielded to prevent light trespass onto adjacent properties. Based on the preceding, the Project is considered consistent with Policy CD1-3.</p>

**Table 4.12-1  
Policy Plan/Development Code Consistency Analysis**

POLICY PLAN GOALS/POLICIES		
Goals/Policies		Remarks
CD1-4	<i>Transportation Corridors.</i> We will enhance our major transportation corridors within the City through landscape, hardscape, signage, and lighting.	<b>Consistent:</b> The Project would install landscaping – including evergreen and deciduous trees, low shrubs, and groundcovers – along perimeter and interior streets. An enhanced landscape buffer would be provided along the Project’s northerly, East Fourth Street boundary. This enhanced landscape buffer would include a meandering decomposed granite trail, vegetation, and thematic architectural features (e.g., rail fencing trained with vines, a dry creek bed), and would effectively function as a linear park. The Project would also provide compatible monument and entry treatments, echoing thematic architectural elements and landscaping features evident elsewhere within the Specific Plan Area. Based on the preceding, the Project is considered consistent with Policy CD1-4.
CD1-5	<i>View Corridors.</i> We require all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City’s visual identity and a key to geographic orientation. Such views should be free of visual clutter, including billboards and may be enhanced by framing with trees.	<b>Consistent:</b> The Project does not propose or require design components that would detract from or substantively obstruct views of the San Gabriel Mountains as seen from major north-south street corridors. Pursuant to the Meredith SPA, landscaping enhancements – including trees – would be planted along major north-south streets bordering the Project site (North Vineyard Avenue to the west and North Archibald Avenue to the east). Street corridor landscaping provided by the Project would act to frame and enhance mountain vistas. Based on the preceding, the Project is considered consistent with Policy CD1-5.
<b>CD 2 Design Quality</b>		
<b>Goal CD2</b> A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct.		
CD2-1	<i>Quality Architecture.</i> We encourage all development projects to convey visual interest and character through: <ul style="list-style-type: none"> <li>• building volume, massing, and height to provide appropriate scale and proportion;</li> <li>• a true architectural style which is carried out in plan, section, and elevation through all aspects of the building and site design and appropriate for its setting; and</li> <li>• exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.</li> </ul>	<b>Consistent:</b> Development of the Project would be guided by the Meredith SPA <i>Design Guidelines</i> , which include comprehensive architectural criteria furthering development of an attractive, contemporary mixed-use center. The <i>Design Guidelines</i> specifically address architectural styles, building forms (shape, mass, scale, proportion, articulation), building materials, colors, and textures acting to ensure that development within the Specific Plan Area is visually appealing and inviting to pedestrians and motorists. In total, the implemented Project, inclusive of its architectural attributes, would create visual interest and convey the quality characteristics of uses and development within the Specific Plan Area. Based on the preceding, the Project is considered consistent with Policy CD2-1.
CD2-2	<i>Neighborhood Design.</i> We create distinct residential neighborhoods that are functional, have a sense of community, emphasize livability and social interaction, and are uniquely identifiable places through such elements as:	<b>Consistent:</b> Pursuant to the Meredith SPA, residential land uses within the Specific Plan Area would incorporate common open space areas, promoting social interaction and emphasizing pedestrian access to, and connections with, public sidewalks, bikeways, and potential Gold Line transit facilities. Residential buildings would be designed and oriented to maximize view opportunities, while providing comfortable and secure living spaces.

**Table 4.12-1  
Policy Plan/Development Code Consistency Analysis**

POLICY PLAN GOALS/POLICIES		
Goals/Policies	Remarks	
	<ul style="list-style-type: none"> <li>• a pattern of smaller, walkable blocks that promote access, activity, and safety;</li> <li>• variable setbacks and parcel sizes to accommodate a diversity of housing types;</li> <li>• traffic calming measures to slow traffic and promote walkability while maintaining acceptable fire protection and traffic flows;</li> <li>• floor plans that encourage views onto the street and deemphasize the visual and physical dominance of garages (introducing the street frontage as the “outdoor living room”); and</li> <li>• landscaped parkways, with sidewalks separated from the curb.</li> </ul>	<p>Landscaping, including trees, shrubs, and groundcovers, would be planted along all exterior and interior streets, acting to define and enhance residential areas. Based on the preceding, the Project is considered consistent with Policy CD2-2.</p>
CD2-3	<p><b>Commercial Centers.</b> We desire commercial centers to be distinctive, pedestrian friendly, functional, and vibrant with a range of businesses, places to gather, and connectivity to the neighborhoods they serve.</p>	<p><b>Consistent:</b> The Urban Commercial component of the Project places an emphasis on aesthetic quality and efficient use of land to create a welcoming, positive atmosphere. To these ends, the Meredith SPA <i>Design Guidelines</i> accommodate and promote establishment of gathering places furnished with site amenities (e.g., benches, low walls, landscaping, shade structures), as well as well-defined pathways and connections to encourage pedestrian and bicycle activity. Further, the Meredith SPA <i>Design Guidelines</i> would ensure and enhance Urban Commercial buildings operational requirements by accommodating pick-up, delivery, and service vehicle access, while precluding potential conflicts with automobile traffic and pedestrians. Based on the preceding, the Project is considered consistent with Policy CD2-3.</p>
CD2-4	<p><b>Mixed Use, Urban Office, and Transit Serving Areas.</b> We require mixed use, urban office, and transit serving areas to be designed and developed as pedestrian oriented “villages” that promote a vibrant, comfortable, and functional environment.</p>	<p><b>Consistent:</b> The Meredith SPA would establish a mixed-use development incorporating Industrial, Urban Commercial, and Urban Residential land uses. Development Standards and Design Guidelines adopted and implemented pursuant to the Meredith SPA would ensure that the developed Specific Plan Area would be internally compatible, and would complement vicinity land uses. Further, the Meredith SPA mixed-use development concept would collocate employment, service, and shopping venues proximate to residential land uses and transit opportunities, thereby supporting City policies promoting “a vibrant, comfortable, and functional environment.” Based on the preceding, the Project is considered consistent with Policy CD2-4.</p>
CD2-5	<p><b>Streetscapes.</b> We design new and, when necessary, retrofit existing streets to improve walkability, bicycling, and transit integration, to strengthen connectivity, and enhance community identity through improvements to the public right of way such as sidewalks, street trees, parkways, curbs, street lighting, and street furniture.</p>	<p><b>Consistent:</b> As part of Project implementation, abutting City street rights-of-way (East Fourth Street, North Vineyard Avenue, North Archibald Avenue, Inland Empire Boulevard) would be improved consistent with recommendations of the Project Traffic Impact Analysis (Project TIA, EIR Appendix C), and any requirements established pursuant to City Conditions of Approval.</p>

**Table 4.12-1  
Policy Plan/Development Code Consistency Analysis**

POLICY PLAN GOALS/POLICIES	
Goals/Policies	Remarks
	In addition, the Project would provide landscaping (trees, shrubs, groundcovers, etc.) along all exterior street frontages and along interior streets. Implemented landscaping would further the Specific Plan’s identity and design theme, and would create an attractive visual environment for employees, residents, and guests. Based on the preceding, the Project is considered consistent with Policy CD2-5.
CD2-6	<p><b>Connectivity.</b> We promote development of local street patterns and pedestrian networks that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent “islands” through the following means:</p> <ul style="list-style-type: none"> <li>• local street patterns that provide access between subdivisions and within neighborhoods, and discourage through traffic;</li> <li>• a local street system that is logical and understandable for the user. A grid system is preferred to avoid circuitous and confusing travel paths between internal neighborhood areas and adjacent arterials; and</li> <li>• neighborhoods, centers, public schools, and parks that are linked by pedestrian greenways/open space networks. These may also be used to establish clear boundaries between distinct neighborhoods and/or centers.</li> </ul> <p><b>Consistent:</b> The Meredith SPA would implement a cohesive internal circulation concept that would connect and facilitate safe and efficient movement between the Specific Plan land uses. To these ends, the Meredith SPA circulation concept provides a coordinated, interconnected network for vehicles, bicycles, and pedestrians. All perimeter and interior streets, including sidewalks within parkways, would be improved pursuant to Meredith SPA Section 3, <i>Circulation Plan</i>; Section 6, <i>Design Guidelines</i>; and in accordance with City standards. Signage guidelines established under the Meredith SPA would ensure that identification and directional signs implemented within the Specific Plan Area are clear, concise, intelligible, thereby facilitating safe and efficient circulation of vehicle and pedestrian traffic. Based on the preceding, the Project is considered consistent with Policy CD2-6.</p>
CD2-7	<p><b>Sustainability.</b> We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping, and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials, and construction techniques.</p> <p><b>Consistent:</b> Sustainability/conservation attributes of the Project are discussed in detail in the Meredith SPA and are summarized below.</p> <ul style="list-style-type: none"> <li>• The Project’s mixed-use land use concept collocates residential and business/commercial–retail uses, thereby acting to reduce vehicle miles traveled (VMT) locally and within the region, with corollary reductions in vehicle energy consumption and vehicular-source air pollutant emissions. The Project also accommodates a Class II Bikeway Corridor along Inland Empire Boulevard in accordance with the Policy Plan Mobility Element, and provides sidewalks and pathways adjacent to roadways to promote pedestrian activity.</li> <li>• Alignment of the planned Gold Line transit corridor as indicated in the Policy Plan (Policy Plan Mobility Element Figure M-4, Transit Plan) would parallel the Cucamonga Creek Channel, roughly bisecting the Specific Plan area. Gold Line transit corridor opportunities made available to the Project site would provide alternatives to use of</li> </ul>

**Table 4.12-1  
Policy Plan/Development Code Consistency Analysis**

POLICY PLAN GOALS/POLICIES	
Goals/Policies	Remarks
	<p>personal vehicles for residents, employees, and patrons traveling to and from the Specific Plan area. Increased use of transit generally acts to conserve fuel and other resources, promoting sustainability of the Project in specific, and the region in general.</p> <ul style="list-style-type: none"> <li>• Industrial land uses proposed by the Project would incorporate solar panels providing electricity to industrial building office areas. Additionally, all primary structures within the Specific Plan area would be designed to achieve or surpass Leadership in Energy and Environmental Design (LEED) Certification Minimum Program Requirements (MPRs).</li> <li>• The plant palette for the Project incorporates water-efficient/drought tolerant species native to Southern California or naturalized to the arid Southern California climate; and use of turf would be minimized throughout the Specific Plan area. In this manner, landscaping implemented by the Project would provide for efficient use of water resources. Further, “purple pipe” landscape irrigation systems would be implemented throughout the Specific Plan area, and only recycled/reclaimed water would be used for landscape irrigation or other non-potable purposes, thereby reducing demands on potable water resources.</li> <li>• The Project Economic/Fiscal Impact Analysis (EIR Appendix K) substantiates economic sustainability of the Project, and demonstrates that the Project would provide a net economic benefit to the City.</li> </ul> <p>Based on the preceding, the Project is considered consistent with Policy CD2-7.</p>
CD2-8	<p><b>Safe Design.</b> We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of visibility and accessibility, and use of lighting.</p> <p><b>Consistent:</b> Pursuant to provisions of the Meredith SPA, all sidewalks, pathways, parking lots, building entrances, and other facilities that may be used by pedestrians are required to be publicly visible and illuminated consistent with City standards. Flexibility provided under the Meredith SPA allows for site-specific designs that would preclude physically and visually isolated spaces. Prior to the issuance of development permits, site plans and building designs proposed within the Specific Plan Area would be evaluated for their consistency with Policy CD2-8. Based on the preceding, the Project is considered consistent with Policy CD2-8.</p>
CD2-9	<p><b>Landscape Design.</b> We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.</p> <p><b>Consistent:</b> The Meredith SPA landscape/irrigation system concept is designed to maintain healthy plant materials while conserving water. Landscaping would be provided throughout the Specific Plan Area, including along roadways, at monuments/entries, within common open space areas, and adjacent to buildings. All landscaping and irrigation plans would be subject to City review and approval prior to the issuance of development permits. As supported by the preceding discussion, the Project is considered consistent with Policy CD2-9.</p>

**Table 4.12-1  
Policy Plan/Development Code Consistency Analysis**

POLICY PLAN GOALS/POLICIES		
Goals/Policies	Remarks	
CD2-10	<p><b>Surface Parking Areas.</b> We require parking areas visible to or used by the public to be landscaped in an aesthetically pleasing, safe, and environmentally sensitive manner. Examples include shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field.</p>	<p><b>Consistent:</b> Parking lots within the Specific Plan Area would be designed and constructed pursuant to City Development Code standards and requirements, and would include landscaping, lighting, and well-defined drive aisles and parking spaces. Site plans and building plans, including proposed parking lot designs would be subject to City review and approval prior to the issuance of development permits. Based on the preceding, the Project is considered consistent with Policy CD2-10.</p>
CD2-11	<p><b>Entry Statements.</b> We encourage the inclusion of amenities, signage, and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.</p>	<p><b>Consistent:</b> The Meredith SPA would provide a three-tiered hierarchy of entry monuments and corner treatments identifying and distinguishing individual entry points to, and within the Specific Plan Area. Entry monument and corner treatment concepts are presented at Meredith SPA Section 6: <i>Design Guidelines</i>. Based on the preceding, the Project is considered consistent with Policy CD2-11.</p>
CD2-12	<p><b>Site and Building Signage.</b> We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.</p>	<p><b>Consistent:</b> The Meredith SPA <i>Design Guidelines</i> establish comprehensive sign guidelines and requirements ensuring that development within the Specific Plan Area would implement clear, concise, and intelligible signs that reflect and complement facilities design themes, and provide for safe and efficient movement of vehicles and pedestrians. Use of distracting sign elements, such as flashing lights or moving parts, is prohibited. Based on the preceding, the Project is considered consistent with Policy CD2-12.</p>
CD2-13	<p><b>Entitlement Process.</b> We work collaboratively with all stakeholders to ensure a high degree of certainty in the efficient review and timely processing of all development plans and permits.</p>	<p><b>Consistent:</b> The Project does not propose elements or aspects that would impede or otherwise conflict with City development review processes. The intent of the Meredith SPA is to provide comprehensive and clearly defined design guidelines and development standards for all development that may be proposed within the Specific Plan Area. In this manner, the Meredith SPA would facilitate and support certainty and transparency of the City's review processes, while ensuring that development within the Specific Plan Area would achieve desired quality benchmarks. Based on the preceding, the Project is considered consistent with Policy CD2-13.</p>
CD2-14	<p><b>Availability of Information.</b> We provide easy access to information for developers, builders, and the public about design quality, construction quality, and sustainable building practices.</p>	<p><b>Consistent:</b> The Project does not propose elements or aspects that would impede or otherwise conflict with access to, or availability of, City information addressing design quality, construction quality, and sustainable building practices. As summarized within these Remarks, and further substantiated in Meredith SPA (EIR Appendix B), development within the Specific Plan Area would respond to and reflect City design and construction policies and standards, to include sustainable building practices. On this basis, the Project is considered consistent with Policy CD2-14.</p>
CD2-15	<p><b>Leverage Professional and Trade Organizations.</b> We support excellence in design and construction quality through collaboration with trade and professional organizations that provide</p>	<p><b>Consistent:</b> The Project does not propose elements or aspects that would impede or otherwise conflict with City collaborative efforts with trade and professional organizations. As summarized within these Remarks, and further substantiated in the Meredith SPA (EIR Appendix B), development within the Specific Plan Area would respond to and reflect City policies and</p>

**Table 4.12-1  
Policy Plan/Development Code Consistency Analysis**

POLICY PLAN GOALS/POLICIES	
Goals/Policies	Remarks
expertise, resources, and programs for developers, builders, and the public.	standards promoting excellence in design and construction quality. On this basis, the Project is considered consistent with Policy CD2-15.
<b>CD 3 Pedestrian and Transit Environments</b>	
<b>Goal CD3</b> Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours	
Policies	Remarks
CD3-1 <i>Pedestrian Circulation.</i> We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated and designed to maximize safety, comfort, and aesthetics.	<i>Consistent:</i> The Project would establish a coordinated, interconnected circulation network for vehicles, bicycles, and pedestrians. All perimeter and interior streets would be improved as illustrated at Meredith SPA Section 3: <i>Circulation Plan</i> , and Section 6: <i>Design Guidelines</i> ; and in accordance with City standards, to include safety standards. Based on the preceding, the Project is considered consistent with Policy CD3-1.
CD3-2 <i>Connectivity Between Streets, Sidewalks, Walkways, and Plazas.</i> We require landscaping and paving be used to optimize visual connectivity between streets, sidewalks, walkways, and plazas for pedestrians.	<i>Consistent:</i> The Meredith SPA <i>Design Guidelines</i> establish site planning and landscaping measures furthering efficient, well-defined pedestrian connections within a cohesive design theme. The City would review proposed building and site designs to ensure that Policy CD3-2 landscaping/paving visual connectivity requirements are satisfied prior to the issuance of development permits. Based on the preceding, the Project is considered consistent with Policy CD3-2.
CD3-3 <i>Building Entrances.</i> We require all building entrances to be accessible and visible from adjacent streets, sidewalks, or public open spaces.	<i>Consistent:</i> Pursuant to the Meredith SPA, building entrances would be readily identifiable, accessible, and visible from adjacent streets, sidewalks, and/or public open spaces (Meredith SPA Section 6: <i>Design Guidelines</i> ). The City would review proposed building and site designs to ensure that Policy CD3-2 accessibility and visibility requirements are satisfied prior to the issuance of development permits. Based on the preceding, the Project is considered consistent with Policy CD3-3.
CD3-4 <i>Ground Floor Usage of Commercial Buildings.</i> We create lively pedestrian streetscapes by requiring the location of uses, such as shopping, galleries, restaurants, etc., on ground floors adjacent to sidewalks.	<i>Consistent:</i> At this preliminary stage of development and planning, specific location of shopping, gallery, and/or restaurant venues that may be implemented within the Specific Plan Area have not been identified. Nonetheless, flexibility of design and development under the Meredith SPA could feasibly accommodate ground floor shopping venues, galleries, restaurants, etc. where appropriate and beneficial. The City would review proposed building and site designs to ensure that Policy CD3-4 commercial configuration/orientation requirements are satisfied. Based on the preceding, the Project is considered consistent with Policy CD3-4.
CD3-5 <i>Paving.</i> We require sidewalks and road surfaces to be of a type and quality that contributes to the appearance and utility of streets and public spaces.	<i>Consistent:</i> At this preliminary stage of development, sidewalk and road surfacing construction materials specifications have not been identified. All design and construction of sidewalks and roadways within the Specific Plan Area would at a minimum conform to City Standard Specifications and Standard Plans, and to the Master Plan of Streets and Highways, as amended. Any deviation from such standards would be constructed in accordance with an improvement plan approved by the City Engineer. The City would review proposed roadway/sidewalk designs and specifications to ensure that Policy CD3-5 paving requirements are satisfied prior to the issuance of building permits. Based on the preceding, the Project is considered consistent with Policy CD3-5.

**Table 4.12-1  
Policy Plan/Development Code Consistency Analysis**

POLICY PLAN GOALS/POLICIES		
Goals/Policies		Remarks
CD3-6	<b>Landscaping.</b> We utilize landscaping to enhance the aesthetics, functionality, and sustainability of streetscapes, outdoor spaces and buildings.	<b>Consistent:</b> Project landscaping acts as an aesthetic and cohesive design element, establishing and enhancing focal points at entrance monuments and corner treatments; and would also act as a buffer between on-site land from off-site land uses and transportation facilities (i.e., Interstate 10). Project landscaping would also screen potentially objectionable views of the Project from public vantages. Specific landscape design concepts for the Project are described and illustrated at Meredith SPA Section 6, <i>Design Guidelines</i> . Please refer also to the Meredith International Centre Specific Plan Amendment, provided at EIR Appendix B. Based on the preceding, the Project is considered consistent with Policy CD3-6.
CD3-7	<b>Transit Stops.</b> We require transit stops be well lit, safe, appealing to, and accessible by pedestrians.	<b>Consistent:</b> At this preliminary stage of development, transit stop designs serving the Specific Plan Area have not been formulated. Notwithstanding, any overriding requirements of the City and/or transit service providers, transit stops within the Specific Plan Area would at a minimum conform to the Specific Plan-Wide Design Guidelines identified at Meredith SPA Section 6: <i>Design Guidelines</i> . On this basis, the Project is considered consistent with Policy CD3-7.
<b>CD5 Protection of Investment</b>		
Goal CD5 A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages additional public and private investments.		
CD5-1	<b>Maintenance of Buildings and Property.</b> We require all public and privately owned buildings and properties to be properly and consistently maintained.	<b>Consistent:</b> Infrastructure maintenance responsibilities are identified at Meredith SPA Table 7-3. In general, responsibilities for maintenance of private infrastructure facilities and systems would devolve to a Specific Plan Area Private Maintenance Association/Homeowners' Association. Maintenance of public infrastructure, including improvements within public rights-of-way, would be addressed through the formation of a Community Facilities District, (CFD subject to review and approval by the City), and/or would be assumed as normal City maintenance responsibilities.  Private Maintenance Association/Homeowners' Association fees and dues paid by Meredith SPA property owners/tenants would be directed to on-going maintenance of private infrastructure facilities and systems. General Fund revenues generated by the Project, and/or Project CFD fee assessments would be directed to on-going maintenance of public infrastructure facilities and systems. Based on the preceding, the Project is considered consistent with Policy CD5-1.
CD5-2	<b>Maintenance of Infrastructure.</b> We require the continual maintenance of infrastructure.	Please refer to Remarks at CD5-1.
CD5-3	<b>Improvements to Property and Infrastructure.</b> We provide programs to improve property and infrastructure.	<b>Consistent:</b> The Meredith SPA (Section 3: <i>Circulation Plan</i> , Section 4: <i>Utility Infrastructure Plan</i> , et al.) identifies infrastructure systems and facilities concepts that would be implemented under the Project. The scope of, final designs for, and configurations of, infrastructure systems and facilities serving the Project would be established under the Project Conditions of Approval. Based on the preceding, the Project is considered consistent with Policy CD5-3.

**Table 4.12-1  
Policy Plan/Development Code Consistency Analysis**

POLICY PLAN GOALS/POLICIES		
Goals/Policies		Remarks
CD5-4	<b>Neighborhood Involvement.</b> We encourage active community involvement to implement programs aimed at the beautification and improvement of neighborhoods.	<b>Consistent:</b> The Meredith SPA would transition vacant and underutilized properties to productive urban uses in a manner that is sensitive to, and responds to, City and community aesthetic sensibilities. Facilities within the Specific Plan Area would conform to or would surpass design guidelines and development standards articulated in the City Development Code. As part of the Project environmental review process and Project entitlement process, the public has been, and would be, provided notice of the proposed development consistent with notification requirements established under the <i>CEQA Guidelines</i> ; and complementary development notification procedures implemented under the City Municipal Code. Based on the preceding, the Project is considered consistent with Policy CD5-4.
<b><u>Community Economics Element</u></b>		
<b>Place-Making</b>		
<b>Goal CE2</b> A City of distinctive neighborhoods, districts, and corridors, where people choose to be.		
CE2-1	<b>Development Projects.</b> We require new development and redevelopment to create unique, high quality places that add value to the community.	<b>Consistent:</b> As summarized within these Remarks, and further substantiated in Meredith SPA (EIR Appendix B), development of the Specific Plan Area would realize a distinct identity and sense of place incorporating high quality development; and further that the implemented Project would add value to the community. On this basis, the Project is considered consistent with Policy CE2-1.
<b><u>Mobility Element</u></b>		
<b>M1 Roadway System</b>		
<b>Goal M1</b> A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.		
Policies		Remarks
M1-1	<b>Roadway Design and Maintenance.</b> We require our roadways to: <ul style="list-style-type: none"> <li>• Comply with federal, state and local design and safety standards.</li> <li>• Be compatible with the streetscape and surrounding land uses.</li> </ul>	<b>Consistent:</b> The Project would improve all abutting perimeter streets and internal streets in accordance with the City's <i>Master Plan of Streets and Highways</i> , and City design standards. As described at Meredith SPA Section 3: <i>Circulation Plan</i> , the Project circulation system concept would establish an interconnected and compatible network of roadways, bikeways, and sidewalk/pathway improvements, thereby facilitating safe and efficient vehicular and non-vehicular movements within the Specific Plan Area. EIR Section 4.2, Traffic and Circulation, substantiates that the Project circulation system concept would operate at acceptable levels of service (LOS) under interim development conditions, as well as at build-out of the Specific Plan Area. Based on the preceding discussion, the Project is considered consistent with Policy M1-1.
<b><u>Housing Element</u></b>		
<b>H1 Neighborhoods and Housing</b>		
<b>Goal H1</b> Stable neighborhoods of quality housing, ample community services and public facilities, well-maintained infrastructure, and public safety that foster a positive sense of identity.		
H1-2	<b>Neighborhood Conditions.</b> We direct efforts to improve the long-term	<b>Consistent:</b> Please refer to Remarks at CD2-7.

**Table 4.12-1  
Policy Plan/Development Code Consistency Analysis**

POLICY PLAN GOALS/POLICIES	
Goals/Policies	Remarks
	sustainability of neighborhoods through comprehensive planning, provision of neighborhood amenities, rehabilitation and maintenance of housing, and community building efforts.
H1-3	<p><b>Community Amenities.</b> We shall provide adequate public services, infrastructure, open space, parking and traffic management, pedestrian, bicycle and equestrian routes and public safety for neighborhoods consistent with City master plans and neighborhood plans.</p> <p><b>Consistent:</b> The Project proposes an integrated mixed-use development concept incorporating Industrial, Urban Commercial, and Urban Residential land uses. The implemented Project would provide varied employment opportunities and retail/commercial venues responding to area market demands. Multi-family housing implemented under the Project would respond to varied residential demands, accommodating small and large households. Amenities provided within the Specific Plan area would include commercial recreation and entertainment facilities, improved parks, open space, and pedestrian trails. The Project also incorporates a Class II Bikeway Corridor along Inland Empire Boulevard in accordance with the Policy Plan Mobility Element. Roadway cross-sections accommodate adjacent sidewalks and pathways promoting pedestrian activity.</p> <p>The Project would utilize and upgrade, as needed, existing public roadway and utility infrastructure systems. The Project Applicant would be required to provide and/or otherwise ensure to the satisfaction of the City, that infrastructure and services are timely available to meet Project demands. As substantiated in this EIR, infrastructure and service demands of the Project can be satisfied without adverse impacts to existing or anticipated customers within affected service areas. Based on the preceding, the Project is considered consistent with Policy H1-3.</p>
H1-5	<p><b>Neighborhood Identity.</b> We strengthen neighborhood identity through creating parks and recreational outlets, sponsoring neighborhood events and encouraging resident participation in the planning and improvement of their neighborhoods.</p> <p><b>Consistent:</b> The Meredith SPA would establish mixed Industrial, Urban Commercial, and Urban Residential uses on an under-utilized property surrounded by developed, urban land uses. Development intensities and land use configurations proposed under the Project promote the highest and best use of the subject site.</p> <p>The Development Plan, Development Standards, and Design Guidelines implemented pursuant to the Meredith SPA would establish a Project identity differentiated from, but compatible with, adjacent land uses. Development concepts and associated amenities implemented pursuant to the Meredith SPA would promote livability, create community gathering places and establish activity nodes. Based on the preceding, the Project is considered consistent with Policy H1-5.</p>
<b>H2 Housing Supply and Diversity</b>	
<b>Goal H2</b> Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.	
Policies	Remarks
H2-1	<p><b>Corridor Housing.</b> We revitalize transportation corridors by encouraging the production of higher density</p> <p><b>Consistent:</b> The Meredith SPA proposes a mixed-use development incorporating Industrial, Urban Commercial, and Urban Residential land uses on an under-utilized property surrounded by developed, urban land</p>

**Table 4.12-1  
Policy Plan/Development Code Consistency Analysis**

POLICY PLAN GOALS/POLICIES	
Goals/Policies	Remarks
<p>residential and mixed-uses that are architecturally, functionally and aesthetically suited to corridors.</p>	<p>uses. Development intensities and land use configurations proposed under the Project promote the highest and best use of the subject site.</p> <p>The Project’s mixed-use land use concept collocates residential and business/commercial–retail uses, thereby acting to reduce vehicle miles traveled (VMT) locally and within the region, with corollary reductions in vehicle energy consumption and vehicular-source air pollutant emissions. The Project also accommodates a Class II Bikeway Corridor along Inland Empire Boulevard in accordance with the Policy Plan Mobility Element; and provides sidewalks and pathways adjacent to roadways to promote pedestrian activity.</p> <p>The Project location takes advantage of proximate access to regional transportation corridors (Interstate 10 and Interstate 15). In addition, the Project is located approximately ½-mile northerly of the LA/Ontario International Airport, and is bisected by the envisioned Gold Line transit services corridor. Industrial, Urban Commercial, and Residential development realized under the Project would establish destination land uses, and a ridership base promoting implementation, extension and enhancement of transit facilities in the area.</p> <p>Alignment of the planned Gold Line transit corridor as indicated in the Policy Plan (Policy Plan Mobility Element Figure M-4, <i>Transit Plan</i>) would parallel the Cucamonga Creek Channel, roughly bisecting the Specific Plan Area. Gold Line transit corridor opportunities made available to the Project would provide alternatives to use of personal vehicles for residents, employees, and patrons traveling to and from the Specific Plan Area.</p> <p>The Meredith SPA land use plan and design concepts take advantage of multiple adjacent transportation corridors by assuring efficient and direct access to, from, and within the Specific Plan Area (please refer to the Meredith SPA Section 3: <i>Circulation Plan</i>). Additionally, the Meredith SPA Design Guidelines and Development Standards address views of the Project site as seen from nearby transportation corridors, and ensure that the Project seen from off-site vantages evinces City design and development standards, and that potentially intrusive views are screened from the public. Based on the preceding, the Project is considered consistent with Policy H2-1.</p>
<p>H2-3</p> <p><b>Ontario Airport Metro Center.</b> We foster a vibrant, urban, intense and highly amenitized community in the Ontario Airport Metro Center Area through a mix of residential, entertainment, retail and office-oriented uses.</p>	<p><b>Consistent:</b> A formal plan for the Ontario Airport Metro Center Area has not yet been adopted by the City. The Project does not propose or require amendment to the Ontario International Airport Land Use Compatibility Plan (ALUCP). Nor would the Project otherwise interfere or obstruct the City’s administration and maintenance of the ALUCP. Further, land uses and development that would be realized pursuant to the Project would conform to all applicable provisions and restrictions of the ALUCP. In this latter regard, all future development within the Specific Plan Area would be required to comply with development standards and design guidelines</p>

**Table 4.12-1  
Policy Plan/Development Code Consistency Analysis**

POLICY PLAN GOALS/POLICIES	
Goals/Policies	Remarks
	<p>established under the Meredith SPA, as well as the applicable requirements of the City of Ontario Development Code. In combination, compliance with provisions of the Meredith SPA and the City Development Code would preclude any potential inconsistencies with the ALUCP. Based on the preceding, the Project is considered consistent with Policy H2-3.</p>
H2-5	<p><b>Housing Design.</b> We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices and other best practices.</p> <p><b>Consistent:</b> The Meredith SPA incorporates mixed Industrial, Urban Commercial, and Urban Residential land uses on an under-utilized property surrounded by developed, urban land uses. Development intensities and land use configurations proposed under the Project represent the highest and best use of the subject site. The Meredith SPA Land Use Plan, Design Guidelines and Development Standards promote and facilitate architectural excellence, informed site planning, and environmentally sustainable development. In instances where the Meredith SPA is silent, provisions of the City Municipal Code would prevail.</p> <p>The Meredith SPA further incorporates Development Standards and Design Guidelines allowing for flexible development of the Project site and supporting the Policy Plan Vision of “sustained, community-wide prosperity which continuously adds value and yields benefits.” To these ends, as noted previously, the Project would establish an integrated mixed-use development on a currently underutilized site.</p> <p>The Meredith SPA Development Plan, Development Standards and Design Guidelines would establish a Project identity differentiated from, but compatible with, adjacent land uses. Development concepts and associated amenities implemented pursuant to the Meredith SPA would promote livability, create community gathering places, and provide activity nodes.</p> <p>Land uses and development reflected within the Meredith SPA can be feasibly implemented consistent with applicable provisions of the City General Plan (as amended through the Project) and City Development Code. Prior to issuance of development permits, the City would review the final development plans for individual projects within the Specific Plan Area to ensure consistency with the provisions and requirements of the Meredith SPA, and where applicable, City Development Code requirements.</p> <p>Benefits of the Project including, but not limited to: jobs creation, increased property tax and sales tax revenues, promote community-wide prosperity and add value. As substantiated in the Project Economic/Fiscal Impact Analysis (EIR Appendix K), development of the site pursuant to the Meredith SPA, would yield a net total of approximately \$84.6 million available to the City General Fund over the course of the Project’s estimated 20-year buildout time frame. Thereafter, the Project would generate a net General Fund impact of approximately \$4.9 million annually (Economic/Fiscal Impact Analysis, Table ES-2C, <i>Summary of Potential Impacts to City of Ontario General Fund, The Project</i>). Sustainability attributes</p>

**Table 4.12-1  
Policy Plan/Development Code Consistency Analysis**

POLICY PLAN GOALS/POLICIES	
Goals/Policies	Remarks
	of the Project are summarized previously at H1-2 Remarks. Based on the preceding, the Project is considered consistent with Policy H2-5.
H2-6  <i>Infill Development.</i> We support the revitalization of neighborhoods through the construction of higher-density residential developments on underutilized residential and commercial sites.	<i>Consistent:</i> The Project would establish a compatible and beneficial mixed-use development within a currently underutilized property. The Meredith SPA incorporates Development Standards and Design Guidelines allowing for flexible development of the Project site supporting the Policy Plan Vision of “sustained, community-wide prosperity which continuously adds value and yields benefits.” To these ends, the Project includes a medium-high density/high-density Urban Residential Land Use component. The Project Urban Residential Land Use component in combination with the Urban Commercial and Industrial Land Uses proposed by the Project would act to revitalize the area and create a destination identity, thereby promoting economic development of the City and region. Based on the preceding, the Project is considered consistent with Policy H2-6.
<b>H3 Governmental Regulations</b>	
<b>Goal H3 A</b> City regulatory environment that balances the need for creativity and excellence in residential design, flexibility and predictability in the project approval process, and the provision of an adequate supply and prices of housing.	
H3-1  <i>Incentives.</i> We maintain incentive programs that can be offered to projects that provide benefits to the community such as exceptional design quality, economic advantages, environmental sustainability, or other benefits that would otherwise be unrealized.	<i>Consistent:</i> The Project would not interfere with or obstruct City incentive programs offered to development projects. As substantiated in the EIR Project Description, (EIR Section 3.0); the Meredith International Centre Specific Plan Amendment (EIR Appendix B); and the analysis presented within this EIR, the Project would incorporate and reflect comprehensive architectural criteria facilitating development of an attractive, contemporary mixed-use center. To these ends, the Meredith SPA Design Guidelines specifically address architectural style, building form (shape, mass, scale, proportion, articulation), and building materials, colors, and textures to ensure that development is visually appealing and inviting to pedestrians and motorists.  Economic advantages of, and opportunities provided by the Project are discussed in detail in the Project Economic/Fiscal Analysis, EIR Appendix K. In summary, economic benefits of the Project would include jobs creation, and increased property tax and sales tax revenues. More specifically, development of the site pursuant to the Meredith SPA, would generate an estimated 5,011 jobs (Economic/Fiscal Impact Analysis, Table ES-1); and would yield a net total of approximately \$84.6 million available to the City General Fund over the course of the Project’s estimated 20-year buildout time frame. Thereafter, the Project would generate a net General Fund impact of approximately \$4.9 million annually (Economic/Fiscal Impact Analysis, Table ES-2C).  Sustainability/conservation attributes of the Project are discussed in detail in the Meredith SPA and are summarized below.  <ul style="list-style-type: none"> <li>The Project’s mixed-use land use concept collocates residential and business/commercial–retail uses, thereby acting to reduce vehicle</li> </ul>

**Table 4.12-1  
Policy Plan/Development Code Consistency Analysis**

POLICY PLAN GOALS/POLICIES	
Goals/Policies	Remarks
	<p>miles traveled (VMT) locally and within the region, with corollary reductions in vehicle energy consumption and vehicular-source air pollutant emissions. The Project also accommodates a Class II Bikeway Corridor along Inland Empire Boulevard in accordance with the Policy Plan Mobility Element, and provides sidewalks and pathways adjacent to roadways to promote pedestrian activity.</p> <ul style="list-style-type: none"> <li>• Alignment of the planned Gold Line transit corridor as indicated in the Policy Plan (Policy Plan Mobility Element Figure M-4, Transit Plan) would parallel the Cucamonga Creek Channel, roughly bisecting the Specific Plan area. Gold Line transit corridor opportunities made available to the Project site would provide alternatives to use of personal vehicles for residents, employees, and patrons traveling to and from the Specific Plan area. Increased use of transit generally acts to conserve fuel and other resources, promoting sustainability of the Project in specific, and the region in general.</li> <li>• Industrial land uses proposed by the Project would incorporate solar panels providing electricity to industrial building office areas. Additionally, all primary structures within the Specific Plan area would be designed to achieve or surpass Leadership in Energy and Environmental Design (LEED) Certification Minimum Program Requirements (MPRs).</li> <li>• The plant palette for the Project incorporates water-efficient/drought tolerant species native to Southern California or naturalized to the arid Southern California climate; and use of turf would be minimized throughout the Specific Plan area. In this manner, landscaping implemented by the Project would provide for efficient use of water resources. Further, "purple pipe" landscape irrigation systems would be implemented throughout the Specific Plan area, and only recycled/reclaimed water would be used for landscape irrigation or other non-potable purposes, thereby reducing demands on potable water resources.</li> <li>• The Project Economic/Fiscal Impact Analysis (EIR Appendix K) substantiates economic sustainability of the Project, and demonstrates that the Project would provide a net economic benefit to the City.</li> </ul> <p>Based on the preceding, the Project is considered consistent with Policy H3-1.</p>
H3-2	<p><b>Flexible Standards.</b> We allow flexibility in the application of residential and mixed-use development standards in order to gain benefits such as exceptional design quality, economic advantages, sustainability, or other benefits that would otherwise be unrealized.</p> <p><b>Consistent:</b> The Meredith SPA establishes mixed-use Development Standards and Design Guidelines tailored to the subject site and the uses proposed. Development characteristic, economic advantages, and sustainability attributes of the Project are summarized at H3-1 Remarks.</p>

**Table 4.12-1  
Policy Plan/Development Code Consistency Analysis**

POLICY PLAN GOALS/POLICIES		
Goals/Policies		Remarks
H3-3	<i>Development Review.</i> We maintain a residential development review process that provides certainty and transparency for project stakeholders and the public, yet allows for the appropriate review to facilitate quality housing development.	<b>Consistent:</b> The Project does not propose elements or aspects that would impede or otherwise conflict with City residential development review processes. The intent of the Meredith SPA is to provide comprehensive and clearly defined design guidelines and development standards for all development (including residential development) that may be proposed within the Specific Plan Area. In this manner, the Meredith SPA would facilitate and support certainty and transparency of the City's review processes, while ensuring that development within the Specific Plan Area (including residential development) would achieve desired quality benchmarks. Based on the preceding, the Project is considered consistent with Policy H3-3.
H3-4	<i>Financial Incentives.</i> We consider financial incentives to facilitate and encourage the production, rehabilitation, or improvement of housing or provision of services where such activity furthers housing and community-wide goals.	<b>Consistent:</b> The Project does not propose elements or aspects that would impede or otherwise conflict with City financial incentives programs addressing production, rehabilitation, or improvement of housing or provision of related services. On this basis, the Project is considered consistent with Policy H3-4. Please refer also to Remarks at H3-1, H3-2, and H3-3.
<b>Land Use Element</b>		
<b>LU2 Compatibility</b>		
Goal LU2 Compatibility between a wide range of uses.		
LU2-2	<i>Buffers.</i> We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur.	<b>Consistent:</b> As discussed at EIR Section 4.1, Land Use and Planning, configuration and orientation of land uses under the Project combined with integral development standards and design guidelines established under the Meredith SPA would act to preclude division or disruption of land uses, whether those land uses be internal or external to the Project. Physical arrangement of surrounding areas would not be modified or otherwise substantively affected by the Project. Based on the preceding, the Project is considered consistent with Policy LU2-2.
LU2-7	<i>Inter-jurisdictional Coordination.</i> We maintain an ongoing liaison with IEUA, LAWA, Caltrans, Public Utilities Commission, the railroads and other agencies to help minimize impacts and improve the operations and aesthetics of their facilities.	<b>Consistent:</b> The Project does not propose or require elements or actions that would obstruct or otherwise interfere with the City's Inter-jurisdictional Coordination efforts. On this basis, the Project is considered consistent with Policy LU2-7.
<b>LU3 Flexibility</b>		
Goal LU3 Staff, regulations and processes that support and allow flexible response to conditions and circumstances in order to achieve the Vision.		
LU3-2	<i>Design Incentives.</i> We offer design incentives to help projects achieve the Vision.	<b>Consistent:</b> The Project does not propose elements or aspects that would obstruct or interfere with Design Incentives programs established by the City. The Meredith SPA would establish land uses, design guidelines and development standards that would support the Policy Plan Vision. Please refer also to Remarks at CD1-1, H2-5, and H2-6.

**Table 4.12-1  
Policy Plan/Development Code Consistency Analysis**

POLICY PLAN GOALS/POLICIES	
Goals/Policies	Remarks
<b>City Of Ontario Development Code</b>	
Development Code Section/Citation	Remarks
<p><i>Chapter 1: Zoning and Land Use Requirements-</i> Establishes comprehensive standards and requirements addressing development within the City. Germane to the Project, these standards and requirements include but are not limited to: Engineering Requirements, Fire Safety Requirements, Site Security, Landscape Design Guidelines, Consistency with General Plan, Conformity with District Regulations, Mixed Use Requirements, Yards/Setbacks, Height Limitations, Accessory Building Standards, Street Naming and Street Address Numbering, Refuse And Recycling Storage Area, Antennas and Wireless Telecommunications Facilities, Vision Clearance, Development Density, Screening Requirements, Signage, Street Lighting and Tree Planting, Landscape and Design, Scenic Resources, Public Art, Fences And Walls, Grading, Height Limitations, Lighting, Use of Reflective Materials, and Subdivision Design Criteria for Residential and Nonresidential Development.</p>	<p><i>Consistent:</i> The Meredith SPA Land Use Plan, Design Guidelines and Development Standards promote and facilitate architectural excellence, informed site planning, and an environmentally sustainable development. Further, the Meredith SPA Land Use Plan, Design Guidelines and Development Standards parallel and complement requirements and standards articulated at City Development Code Chapter 1: <i>Zoning and Land Use Requirements</i>. In instances where the Meredith SPA is silent, provisions of the City Municipal Code would prevail.</p>

**Sources:** Goal/Policy statements from: City of Ontario Policy Plan; Development Code citations from City of Ontario Municipal Code Chapter 9, Development Code; Remarks-Applied Planning, Inc.

**4.12.4 STANDARDS OF SIGNIFICANCE**

Appendix G of the *CEQA Guidelines*, as applied by the City of Ontario, indicates a project will normally have a significant effect related to aesthetics if it would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; or

- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Based on the analysis presented in the EIR Initial Study (EIR Appendix A), the Project would not result in potentially significant impacts to a designated State scenic highway. Impacts in these regards are considered less-than-significant. All other CEQA *Guidelines* aesthetic considerations are addressed below.

#### 4.12.5 IMPACT STATEMENTS

**Potential Impact:** *Would the Project have a substantial adverse effect on a scenic vista?*

No designated scenic vistas exist within the City. Notwithstanding, the City's physical setting and orientation provide opportunities for views of the community and surrounding natural features. Notable visual resources include, but are not limited to: views of the San Bernardino and San Gabriel Mountains located generally easterly and northerly of the City, respectively; and open space/rural expanses located southerly of Riverside Drive. Views of dominant topographic features such as the San Bernardino and San Gabriel Mountains are provided from properties throughout the City, and from area roadways and freeways. Additionally, an extensive system of existing and planned formal and informal trails within the City affords other vantages of area visual resources.

The Euclid Avenue Corridor, oriented north-south and located approximately 2.25 miles westerly of the Project site, is specifically identified in the Policy Plan EIR as an important and defining City visual resource. The Mission Boulevard Corridor, oriented east-west and located approximately 1.5 miles southerly of the Project site, is also noted as an important visual corridor within the City.

Interstate 10 (I-10), Interstate 15 (I-15), and State Route 60 (SR-60) freeway segments within the City are not designated as scenic highways by the California Department of Transportation (Caltrans). Notwithstanding, motorists traveling along area freeways,

are generally provided views of the San Bernardino and San Gabriel Mountains, and the City has adopted policies and established development review processes to ensure that mountain view corridors are preserved and enhanced.

Land uses and development proposed by the Meredith SPA would not adversely affect City vistas or other scenic resources noted above. In these regards, the Project site is approximately 2.25 miles distant from the Euclid Avenue Corridor; and is 1.5 miles from the Mission Boulevard Corridor. Physical separation between the Project site and these Corridors precludes potentially adverse Project-related effects on these visual resources. Further, land uses, and the scale and design of development proposed within the Specific Plan Area would be required to conform with the Meredith SPA Design Guidelines and Development Standards, and would not substantively interfere with, obstruct or degrade views of the City mountain backdrops. More specifically, the Project would conform to and support Policy Plan CD1-5: “We require all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City’s visual identity and a key to geographic orientation. Such views should be free of visual clutter, including billboards and may be enhanced by framing with trees.” To these ends, the Project does not propose or require design components that would detract from or substantively obstruct views of the San Gabriel Mountains from major north-south street corridors. Pursuant to the Meredith SPA, landscaping enhancements – including trees – would be planted along major north-south streets (North Vineyard Avenue and North Archibald Avenue) bordering the Project site.

Additionally, landscape buffers would be provided along North Vineyard Avenue and East Fourth Street, acting to screen views of the Project land uses as seen from off-site vantages. Please refer also to the Project Landscape and Streetscape concepts presented in the Meredith SPA, EIR Appendix B.

Buildings within the Specific Plan Area would be oriented, and/or physically screened in order to minimize potentially intrusive views affecting off-site land uses. Additionally, building setbacks and perimeter landscaping provided by the Project would provide internal physical and visual separation between the Project buildings, and between the Project and off-site uses. Building setbacks and building separations established under the Meredith SPA would provide viewsheds allowing for views of the San Bernardino and San Gabriel Mountains.

Additionally, the Project would be required to comply with Municipal Code regulations (e.g., Title 9 Development Code, Chapter 1: Zoning and Land Use Requirements) that require retention of significant natural features and open space preservation of views, contour grading, natural landscaping, and architectural design that blends with the natural terrain of the City. Preserving views of these and other scenic resources will continue to be important in creating and maintaining a sense of community in the City of Ontario. Moreover, the Project is substantiated to be consistent with Policy CD1-5 (please refer to Table 4.12-1), acting to protect public views of the San Gabriel Mountains. Project consistency with Policies CD2-6, CD2-8, and CD3-3 as summarized at Table 4.12-1 would ensure that open space areas are integrated within the Specific Plan Area providing viewsheds through the Project to distant mountain vistas. Furthermore, development of the Project site would conform to City and ALUCP height limitations.

Prior to the issuance of development permits, plans for individual projects within the Specific Plan Area would be reviewed by the City to ensure conformance with provisions of the Meredith SPA, the City Development Code, and Policy Plan Goals and Policies; thereby ensuring that the Project, as developed, would not have a substantial adverse effect on a scenic vista or other scenic resources of value to the City.

As supported by the preceding discussions, the potential for the Project to have a substantial adverse effect on a scenic vista is considered less-than-significant.

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

**Potential Impact:** *Would the Project substantially degrade the existing visual character or quality of the site and its surroundings?*

The Meredith SPA would implement an integrated and cohesive mixed-use development on currently vacant and underutilized properties. The Meredith SPA Development Plan (Section 2); Development Standards (Section 5); and Design Guidelines (Section 6) act to ensure that the developed Project site would contribute to, and would not degrade, the existing visual character or quality of the site and its surroundings. More specifically, as substantiated at Table 4.12-1, the Meredith SPA Development Plan, Development Standards, and Design Guidelines would implement, and would be consistent with, applicable Policy Plan Goals and Policies; and City Development Code regulations addressing development City aesthetic sensibilities and protection/preservation of City visual resources. Representative development and design standards that would be required of all development within the Specific Plan Area are summarized below.

## **Buildings**

### **Building Form**

- Simple geometric forms shall constitute the overall building form. Rectangular forms are encouraged to promote balance and visual interest. Arbitrary, complicated building forms shall be avoided.
- Long, unbroken horizontal wall planes visible from a public street shall be avoided. Building planes visible from public streets shall be articulated by changes in exterior building materials, color, decorative accents, and/or articulated features.
- Modulation and variation of building masses between adjacent buildings visible from public streets is encouraged.

- Pedestrian entrances to buildings should be made obvious through changes in massing, color, and/or building materials.
- Pedestrian and ground-level building entries should be recessed or covered by architectural projections, roofs, or arcades in order to provide shade and visual relief.
- Architectural and trim detailing on building façades shall be clean, simplistic, and not overly complicated.
- Materials applied to any elevations shall turn the corner of the building to a logical termination point in relation to architectural features or massing.

### **Building Materials, Colors, and Textures**

- Appropriate primary exterior building materials include stucco, concrete, and similar materials, as well as tilt-up panels. The primary materials shall be accented by secondary materials including, but not limited to: natural or fabricated stone; wood siding (horizontal or vertical); metal, brick, tile or tile panel systems; glass or glazing units; and glass block.
- Unfinished exterior surfaces are not permitted on any building façade.
- The use of metal and/or glass fabrications or curtain wall areas is appropriate.
- Trim details may include metal finished in a consistent color, plaster, or concrete elements finished consistently with the building treatment. Use of overly extraneous “themed” detailing, like foam cornice caps, foam moldings and window detailing is discouraged.

- Material changes shall occur at intersecting planes, preferably at the inside corners of change of wall planes, or where architectural elements intersect.
- Primary exterior building colors shall be light and warm tones. Darker and/or more vibrant accent colors may be provided in focal point areas, such as around building entrances and near outdoor gathering spaces.
- Bright primary colors, garish use of color and arbitrary patterns or stripes that will clash with this color palette are discouraged, except in signage logos.
- Exposed downspouts, service doors and mechanical screen colors shall be the same color as the adjacent wall.

### **Landscape/Hardscape**

- The Project would install landscaping – including evergreen and deciduous trees, low shrubs, and groundcovers – along perimeter and interior streets. An enhanced landscape buffer would be provided along the Project’s northerly, East Fourth Street boundary. This enhanced landscape buffer would include a meandering decomposed granite trail, vegetation, and thematic architectural features (e.g., rail fencing trained with vines, a dry creek bed), and would effectively function as a linear park. The Project would also provide compatible monument and entry treatments, echoing thematic architectural and landscaping features evident elsewhere within the Specific Plan Area.
- Pursuant to the Meredith SPA, landscaping enhancements (including trees) would be planted along major north-south streets (North Vineyard Avenue and North Archibald Avenue) in conjunction with improvements to these roadways.
- The Project would provide landscaping (trees, shrubs, groundcovers, etc.) along all exterior street frontages and along interior streets. Implemented landscaping

would reinforce the Specific Plan's design theme and identity, and would create an attractive visual environment for employees, residents, and guests.

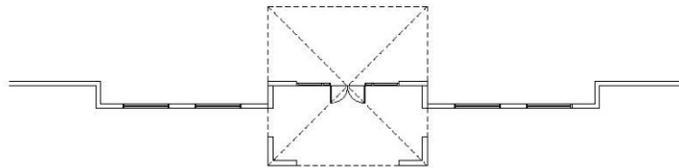
- The Meredith SPA landscape concept incorporates landscaping materials, and an irrigation system designed to keep plant materials in good health while conserving water. Landscaping will be provided throughout the Specific Plan Area, including along roadways, at monuments/entries, within common open space areas, and adjacent to buildings. Irrigation systems will be of "purple pipe" design, and only recycled/non-potable water will be used for irrigation purposes.
- Project landscape/hardscape features establish aesthetic and cohesive design elements; denoting, emphasizing, and enhancing entrance monuments and corner treatments. Project landscape/hardscape features would also create a buffer between on-site and off-site land uses, and would also screen potentially objectionable views of the Project from public vantages.

Building and Project features as implemented pursuant to the design and development standards summarized above are presented at Figures 4.12-4 through 4.12-6.

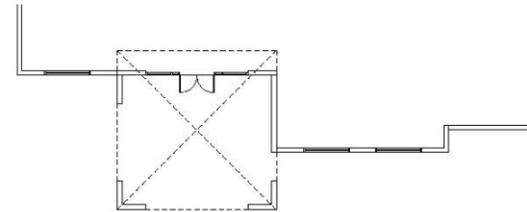
Prior to the issuance of development permits, plans for individual projects within the Specific Plan Area would be reviewed by the City to ensure conformance with provisions of the Meredith SPA, the City Development Code, and Policy Plan Goals and Policies; thereby ensuring that the Project, as developed, would not substantially degrade the existing visual character or quality of the site and its surroundings.

As supported by the preceding discussions, the potential for the Project to substantially degrade the existing visual character or quality of the site and its surroundings is considered less-than-significant.

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



CENTER OFFICE - OPTION 1



CORNER OFFICE - OPTION 2



Source: RGA Office of Architectural Design



Source: RKZ Inc.



Source: RGA Office of Architectural Design

**Potential Impact:** *Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

**Impact Analysis:** The Project would implement new on-site lighting including parking lot lighting, general area lighting, illuminated signs, and building/security lighting. Of the above sources, parking lot lighting poses the greatest potential to result in significant light/glare impacts, including potential light overspill onto neighboring properties. Onsite lighting, including parking lot and loading dock lighting, would be required to comply with all applicable provisions of the Meredith SPA and the City Development Code.

Outdoor Lighting Design Guidelines are identified at Meredith SPA Section 6: *Design Guidelines*. The Lighting Design Guidelines provide direction for the types lighting and associated lighting specifications for all land uses within the Specific Plan Area. General Lighting Guidelines, as well as Public Lighting and Parcel Lighting Guidelines, are provided.

Lighting standards and regulations specifically applicable to the Meredith SPA Industrial, and Urban Commercial land uses, are presented at Meredith SPA Section 5: *Development Standards*. In these regards, the Meredith SPA Development Standards specify that exterior lighting fixtures shall be downward directed, and that light sources shall be shielded and oriented away from public streets/freeways and residential properties.

As implemented pursuant to the Meredith SPA, all building entrances and other areas within the Specific Plan Area would be well-illuminated, with no or negligible effects to adjacent properties. The Project would employ energy efficient lighting throughout; would not use exposed bulbs; and all higher intensity or spot lights would be shielded and internally directed. Timing and sensors for light fixtures would be employed throughout the Project, acting to conserve energy and avoid unnecessary lighting.

The Project is also subject to outdoor lighting requirements and performance standards articulated at City Development Code Article 33, Environmental Performance Standards, Sec. 9-1.3325. *Light, glare and heat*—excerpted in pertinent part below:

All on-site lighting fixtures, including parking lot lighting, security lighting and decorative lighting, may be indirect or diffused, or, if not, shall be shielded or directed away from a Residential District. Where appropriate, lighting fixtures must also comply with the Ontario Building Security Ordinance (see Chapter 11 of Title 4). Lighting for outdoor court or field games within three hundred (300) feet of any Residential District shall require the issuance of a conditional use permit. Welding operations shall be conducted within a fully enclosed structure, or shall be shielded from public view.

Lighting Development Standards and Design Guidelines established under the Meredith SPA would complement and would not otherwise conflict with the City Development Code lighting environmental performance standards identified above. Final design and orientation of all Project lighting would be subject to the City's development review processes.

As supported by the preceding discussion, all development within the Specific Plan would be subject to, and required to conform to, the Lighting Development Standards and Light Design Guidelines established under the Meredith SPA as well as *Light, glare and heat* environmental performance standards of the City Development Code. This would ensure that the Project does not create substantial light or glare that could potentially affect surrounding land uses. This potential impact is, therefore, determined to be less-than-significant.

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

## **4.13 POPULATION AND HOUSING**

## 4.13 POPULATION AND HOUSING

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### *Abstract*

*This Section identifies and addresses potential population and housing impacts that may result from approval and implementation of the Project. More specifically, this Section considers and evaluates the following suggested CEQA Guidelines (Appendix G) topical issues:*

- Induce substantial population growth in the area, either directly or indirectly;*
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or*
- Displace substantial numbers of people necessitating the construction of replacement housing elsewhere.*

*Additionally, this analysis evaluates the potential for the Project to:*

- Substantively affect applicable City of Ontario Policy Plan Goals and Policies addressing employment/housing balance; or*
- Conflict with or obstruct implementation of the Policy Plan Housing Element.*

*As supported by the analysis presented in this Section, potential population and housing impacts of the Project are less-than-significant.*

#### 4.13.1 INTRODUCTION

The Population and Housing Section of the EIR focuses on the proposed Meredith International Centre Specific Plan Amendment Project's (Meredith SPA, Project) potential to induce substantial population growth beyond that anticipated under the City of Ontario Policy Plan (Policy Plan). Additionally, the analysis presented here more broadly evaluates whether the Project would result in substantive changes in the Policy Plan population and housing projections; evaluates the Project's potential employment/housing balance implications; and assesses whether population and housing profiles resulting from the Project would have potentially adverse fiscal impacts for the City. Information presented within this analysis was obtained from the sources listed below, and cited source documents are incorporated by reference.

- The Ontario Plan (TOP), Policy Plan (Policy Plan), TOP Final Environmental Impact Report (TOP Final EIR), and October 2013 Policy Plan Housing Element Technical Report (Housing Element Technical Report). These documents are available through the City of Ontario, or are accessible at: <<http://www.ontarioplan.org/>>;
- The 1981 *Meredith International Centre Specific Plan*, included at EIR Appendix B;
- The proposed *Meredith International Centre Specific Plan Amendment* (Meredith SPA) included at EIR Appendix B; and
- *Analysis of Market Absorption Potentials and Related Socioeconomic Impacts* (The Natelson Dale Group, Inc.) January 26, 2015 (Project Economic/Fiscal Impact Analysis), included at EIR Appendix K.

## 4.13.2 SETTING

### 4.13.2.1 Location

The Project is located in the southeasterly portion of the City of Ontario, within San Bernardino County. The site is located northerly of Interstate 10 (I-10), between Vineyard Avenue to the west, and Archibald Avenue to the east. The northerly boundary of the site, between Vineyard Avenue and Cucamonga Creek Channel, is formed by East 4th Street. Existing San Bernardino County Flood Control facilities form the northerly boundary for that portion of the Project site located easterly of Deer Creek Channel. Please refer also to EIR Section 3.0, Project Description, Figure 3.2-1, "Project Location."

### 4.13.2.2 Background

With an estimated current (01/01/2014) population of 167,382 persons, the California Department of Finance, Demographic Research Unit (DOF) identifies the City of Ontario as the fourth largest city (by population) in San Bernardino County (behind the Cities of San Bernardino, Fontana, and Rancho Cucamonga).<sup>1</sup> DOF also indicates that the City's 2014 resident population represents an increase of approximately 3,458 persons from the 04/01/2010 US Census population estimate for the City (163,924 persons); or an approximate 2.1 percent increase in population over the considered 44 month (04/01/2010—01/01/2014) time frame.

The Southern California Association of Governments (SCAG) projects the City population will increase to 203,800 by 2020. Population growth is expected to be driven by the development of housing in the New Model Colony, the Ontario Airport Metro Center, and Downtown Ontario; immigration to the City; and increasing household sizes. Projected population growth of the City will not only bring demographic change but also a different type of housing demand. Population estimates presented in the Ontario Policy Plan indicate that Ontario's population could exceed 360,000 under City Buildout conditions (Housing Element Technical Report, p. H-5).

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<sup>1</sup> California Department of Finance (DOF). *E-1 Population Estimates for Cities, Counties, and the State* — January 1, 2013 and 2014. Web. October 1, 2014.

< <http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/view.php> >

The Policy Plan Land Use Element anticipates substantial housing growth within the City. More specifically, the Land Use Element projects that the City will accommodate 87,300 total housing units by 2035. Within the 2013–2021 planning period considered in the Policy Plan Housing Element, an additional 10,000 housing units are projected to be completed (Housing Element Technical Report, p. H-5).

#### **4.13.2.3 Population, Housing, Employment, and Economic Information**

Population, housing, employment, and economic information are presented here to determine the effects, if any, of the Project on adopted policies and plans either based on, or forming the basis of, growth forecasts employed in local, regional and/or State plans. These forecasts also provide an indication of the employment/housing balance within the City and surrounding areas.

#### **Projected City and Regional Population, Employment, and Housing Trends**

Population, employment, and households estimates provided for the City of Ontario and San Bernardino County are presented at Table 4.13-1. As indicated at Table 4.13-1, between the years 2012 and 2035, the following City of Ontario demographic/housing trends are projected:

- An approximate 85.2 percent increase in the number of City population;
- An approximate 93.6 percent increase in households; and
- Employment within the City is anticipated to increase by approximately 95.8 percent.

Year 2012 to year 2035 projections for San Bernardino County as a whole anticipate an approximately 33.2 percent increase in population; a 37.8 percent increase in the number of households, and employment growth of approximately 45.6 percent.

**Table 4.13-1  
Population, Housing and Employment Projections**

	2012	2020	2035	2012-2035 (Δ %)
<b>San Bernardino County</b>				
Population	2,063,919	2,268,000	2,750,000	33.2
Employment	727,093	810,000	1,059,000	45.6
Households*	614,640	698,000	847,000	37.8
Housing Units**	702,911	798,243	968,641	37.8
Empl./Hshld.	1.18	1.16	1.25	1.6
<b>City of Ontario</b>				
Population	166,134	203,800	307,600	85.2
Employment	109,508	142,900	214,400	95.8
Households*	45,089	57,700	87,300	93.6
Housing Units**	47,626	60,947	92,212	93.6
Empl./Hshld.	2.43	2.48	2.46	1.2

**Sources:** Year 2012 demographic information obtained from Southern California Association of Governments (SCAG) *Profile of the City of Ontario* (SCAG) May 2013; Demographic information for years 2020 and 2035 obtained from SCAG 2012 *Regional Transportation Planning (RTP) Growth Forecast*.

Notes:

\* Households are defined as occupied housing units.

\*\* Year 2012 housing unit estimates from *Profile of the City of Ontario* (SCAG) May 2013. SCAG RTP Year 2020 and Year 2035 housing unit estimates not available; estimates provided reflect 2012 housing unit/household ratios.

## **Recent City of Ontario Population, Housing and Employment Trends**

### **Population**

Year 2000–2014 population trends within the City are presented at Table 4.13-2. As indicated in this Table, the City’s population has increased by approximately 5.9 percent since 2000. The increase in the City’s population since 2000 is due to both larger average household size, (a local population growth factor which reflects national trends), and the construction of new residential projects that has occurred since 2000. Decreases in City population beginning in 2006 reflect localized effects of the recession.

**Table 4.13-2**  
**City of Ontario Population Trends 2000-2014**

<b>Year</b>	<b>Population</b>	<b>Incremental Increase Population/Percent</b>	<b>Cumulative Increase Population/Percent</b>
2000	158,007	---	---
2001	158,428	421/0.3	421/0.3
2002	161,051	2,623/1.6	3,044/1.9
2003	162,828	1,777/1.1	4,821/3.1
2004	163,956	1,128/0.7	5,949/3.8
2005	164,504	548/0.3	6,497/4.1
2006	163,757	(747)/(0.5)	5,750/3.7
2007	164,175	418/0.3	6,168/3.9
2008	163,951	(224)/(0.1)	5,944/3.8
2009	163,309	(642)/(0.4)	5,302/3.4
2010	163,924	615/0.4	5,917/3.7
2011	164,836	912/0.6	6,829/4.3
2012	166,134	1,298/0.8	8,127/5.1
2013	166,241	107/0.1	8,234/5.2
2014	167,382	1,141/0.7	9,375/5.9

**Sources:** 2000–2012 population estimates from: *Profile of the City of Ontario* (SCAG) May 2013; 2013 and 2014 population estimates from California Department of Finance (DOF) *E-1 Population Estimates for Cities, Counties, and the State — January 1, 2013 and 2014*.

### **Housing/Households**

Table 4.13-3 presents 2010-2014 household and housing unit estimates for the City. As indicated, an estimated 292 new housing units have been constructed between 2010 and 2014, approximately half of which were single-family detached units, and half of which were multi-family (five plus) units; the number of households has increased by 275; the vacancy rate within the City has remained static; and the relative household size has increased nominally.

**Table 4.13-3**  
**Household/Housing/Housing Composition Trends 2010-2014**

Year	Households	Housing Units	SF Detached	SF Attached	Two to Four	Five Plus	Mobile Homes	Vacancy Rate	Household Size
2010	44,931	47,449	28,007	3,114	5,078	9,087	2,163	5.3%	3.63
2011	45,053	47,578	28,033	3,114	5,072	9,199	2,160	5.3%	3.64
2102	45,098	47,626	28,030	3,114	5,072	9,235	2,175	5.3%	3.66
2013	45,125	47,655	28,068	3,114	5,076	9,235	2,162	5.3%	3.67
2014	45,206	47,741	28,154	3,114	5,076	9,235	2,162	5.3%	3.68

Source: California Department of Finance (DOF), 2010–2104 Population Estimates for Cities, Counties, and the State.

### *Housing Needs*

Consistent with California Housing Element requirements, the Policy Plan Housing Element identifies the number and types of local housing required to satisfy the City’s “fair share” of regional housing needs, as determined by the SCAG Regional Housing Needs Assessment (RHNA). The “fair share” allocation ensures that each jurisdiction accepts equitable housing responsibilities for all current and future residents. A jurisdiction’s “fair share” of the regional housing need is the projected total number of additional dwelling units that will be required to accommodate the anticipated growth in households, replace expected demolitions or conversions to other uses, and allow a reasonable vacancy rate providing for healthy functioning of the housing market.

Ontario’s RHNA responsibility assigned by/through SCAG is 10,861 units for the 2013–2021 Housing Element planning period. Within this total allocation, the City is required to plan for and otherwise accommodate housing products at three income levels: lower income (includes extremely low, very low and low income), moderate income, and above moderate income. Ontario is required to set aside sufficient land, adopt programs, and provide funding to facilitate and encourage housing production to meet the RHNA income level-based housing unit requirements. The City’s current RHNA Responsibility, expressed in terms of housing units by income level, is presented at Table 4.13-4.

**Table 4.13-4**  
**RHNA Responsibility-Housing Units by Income Level**  
**City of Ontario 2013–2021**

Lower Income	Moderate Income	Above Moderate Income	Total
4,337	1,977	4,547	10,861

Source: Housing Element Technical Report, Table H-38.

### Employment

Occupations by type within the City as of 2010 are presented at Table 4.13-5. As summarized at Table 4.13-5, approximately 50 percent of the City's total workforce is employed within two major occupation categories: sales/office occupations, and production/transportation/material-moving occupations. Average annual incomes within these occupational categories are approximately \$28,400/year and \$32,300/year, respectively. Management, business, financial, and professional occupations comprise approximately 21 percent of the City workforce, and offer the highest annual incomes at approximately \$67,800/year. Service occupations, approximately 18 percent of the City's workforce, offer the next highest wages at approximately \$63,600/year.

Preliminary July 2014 information published by the State of California Employment Development Department (EDD) estimate the total City labor force at 81,800 persons; employment within the City at 74,000 jobs; and the number of unemployed at 7,800.<sup>2</sup> Correlating July 2014 EDD employment by occupational category information was not available at the time this EIR was prepared; however, it is anticipated that proportional employment by category within the City would approximate the 2010 data summarized at Table 4.13-5.

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<sup>2</sup> State of California Employment Development Department, August 15, 2014, Labor Market Information Division. Web. October 5, 2014. < <http://www.labormarketinfo.edd.ca.gov> >

**Table 4.13-5  
City of Ontario Employment by Occupational Category - 2010**

<b>Occupations</b>	<b>Number</b>	<b>Percentage</b>	<b>Average Annual Salary</b>
Management, business, science, and arts occupations	15,693	21	\$67,800
Service occupations	13,137	18	\$63,600
Sales and office occupations	21,519	29	\$28,400
Natural resources, construction, and maintenance occupations	8,347	11	\$45,200
Production, transportation, and material-moving occupations	16,223	22	\$32,300
<b>Total</b>	<b>74,919</b>	<b>100%</b>	---

Source: Housing Element Technical Report

### **Employment/Housing Balance**

The concept of employment/housing balance has been widely discussed by SCAG and the South Coast Air Quality Management District (SCAQMD) over the past decade as a means of achieving regional air quality improvement goals. The basic concept is directed at minimizing commute distances, reducing infrastructure needs and costs, mitigating traffic congestion, conserving energy, and improving air quality. SCAG has incorporated employment/housing balance into its growth forecasts, and transportation and air quality policies. Underlying the term employment/housing balance is the premise that, if an area is balanced, it includes the correct number (or balance) of housing and employment opportunities, so that the majority of the people living within a given subregion can also work in that same subregion. Job-rich subregions evidence employment/housing ratios greater than the regional average, and housing-rich subregions evidence employment/housing ratios lower than the regional average.

Determining an appropriate employment/housing balance for any given geographic area is to some degree problematic, in that each locale presents differing demographic characteristics. Employment/housing ratios are also dynamic, and fluctuate over time. For example, in 1997, the mean or “balanced” employment/housing ratio for the SCAG region was 1.25 jobs/household. Based on regional housing and employment trends, SCAG at that

time projected the year 2025 regional employment/housing balance at 1.31 jobs/household.<sup>3</sup> Varying from both these measures, The Ontario Plan Draft EIR states:

“... SCAG considers an area balanced when the employment/housing ratio is 1.36; communities with more than 1.36 jobs per dwelling unit are considered jobs-rich and those with fewer than 1.36 are housing-rich (SCAG 2004). Additionally, the DOF estimates that a healthy employment/housing balance is one new home built for every 1.5 jobs created (Job-Center Housing Coalition, The California Alliance for Jobs).”<sup>4</sup>

Table 4.13-1, presented earlier in this Section, identifies current and projected employment/household ratios for the City of Ontario and encompassing San Bernardino County. By any of the measures noted above, the City’s near-term (2012) and long range (2035) jobs/household ratios which range from 2.43 jobs/household to 2.46 jobs/household, would be considered jobs-rich. In contrast, jobs/household ratio for the County was estimated at 1.18 jobs/household in 2012; and is projected to increase to 1.25 jobs/household by 2035. By the measures noted previously, the County would be considered housing-rich.

### **4.13.3 EXISTING POLICIES AND REGULATIONS**

#### **4.13.3.1 California Government Code-Housing Element Requirements**

California Government Code (Section 65580-65589.8) requires the preparation of a Housing Element as part of each General Plan. As one component the 2010 Ontario Policy Plan, the City adopted a Housing Element covering the period 2008-2014. The Ontario Policy Plan Housing Element has been determined to be consistent with State Housing Element law (C.E. Creswell, Deputy Director California Department of Housing and Community Development, Division of Housing Policy Compliance, May 12, 2010 correspondence). The City is required to update its Housing Element every eight years. In this regard, a 2013-

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<sup>3</sup> *The New Economy and Employment/housing Balance in Southern California* (Southern California Association of Governments) April 2001.

<sup>4</sup> Policy Plan Draft EIR, pp. 5.13-7, 5.13-8

2021 Housing Element update (Housing Element Technical Report) has also been prepared and adopted by the City.

#### **4.13.3.2 Ontario Policy Plan Housing Element**

As identified above, consistent with State Housing Element law, the City of Ontario has prepared and adopted a Housing Element as one component of the 2010 Policy Plan. The City has further initiated a 2013–2021 Housing Element update, and to this end has formally adopted *The Ontario Plan, Policy Plan Housing Element Technical Report* (PMC), adopted October 15, 2013 (*Housing Element Technical Report*).

Certain key provisions and requirements of the 2013–2021 Policy Plan Housing Element (2013–2021 Housing Element) applicable to this analysis are summarized below. The *Housing Element Technical Report* in its entirety is available through The City of Ontario Planning Department, or can be accessed at: <http://www.ontarioplan.org>

#### **General Requirements**

Consistent with State requirements, and for all potentially affected economic levels, the Policy Plan Housing Element identifies available and projected housing assets, provides an assessment of current and anticipated housing needs, and establishes programs to meet those needs.

California Government Code Section 65588 requires that housing elements be updated not less frequently than every eight years, and further that each subsequent housing element identify progress achieved since adoption of the preceding housing element. The 2010–2014 Housing Element as well as the 2013–2021 Housing Element update reflect these requirements, and identify progress in terms of achieving numerical targets for the total number of housing units required, and continuing development and implementation of programs and plans providing for successful realization of housing needs.

Please refer also to the 2010-2014 Policy Plan Housing Element accessible at: <<http://www.ontarioplan.org/index.cfm/27915>>, and 2013-2021 Housing Element update accessible at: <<http://www.ci.ontario.ca.us/index.aspx?page=1309>>.

## **Regional Housing Needs Assessment**

Pursuant to Government Code (GC) 65584 applicable to the Regional Housing Need Allocation (RHNA) process, the California Department of Housing and Community Development (HCD) is required to determine the RHNA, by income category, for Council of Governments (COGs). The RHNA is based on Department of Finance population projections and regional population forecasts used in preparing regional transportation plans. COGs are required to allocate to each locality a share of housing need totaling the RHNA for each income category. Pursuant to GC 65583, localities are required to update their housing element to plan to accommodate its entire RHNA share by income category.<sup>5</sup>

Consistent with the requirements outlined above, the City of Ontario 2013-2021 Housing Element identifies quantities and types of local housing required to satisfy the City's "fair share" of regional housing needs, as determined by the SCAG RHNA. The intent of the SCAG RHNA "fair share" allocation is that each jurisdiction accept its equitable housing responsibilities for all current and future residents. A jurisdiction's "fair share" of the regional housing need is the projected total number of additional dwelling units that will be required to accommodate the anticipated growth in households, replace expected demolitions or conversions to other uses, and allow a reasonable vacancy rate providing for healthy functioning of the housing market. The City's 2013-2021 Housing Element RHNA Requirements, by income level, are presented at previous Table 4.13-4.

## **RHNA Residential Density Reduction Restrictions**

Government Code Section 65863 (excerpted in pertinent part below) furthers establishment of affordable housing by ensuring that residential development satisfying a jurisdiction's identified housing element RHNA are not unduly "down-zoned" or redirected for other purposes.

65863. (a) Each city, county, or city and county shall ensure that its housing element inventory described in paragraph (3) of subdivision (a) of Section 65583 or its housing element program to make sites available pursuant to

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<sup>5</sup> *Housing Elements and Regional Housing Need Allocation*. California Department of Housing and Community Development. Web. October 7, 2014. <<http://www.hcd.ca.gov/hpd/hrc/plan/he/>>

paragraph (1) of subdivision (c) of Section 65583 can accommodate its share of the regional housing need pursuant to Section 65584, throughout the planning period.

(b) No city, county, or city and county shall, by administrative, quasi-judicial, legislative, or other action, reduce, or require or permit the reduction of, the residential density for any parcel to, or allow development of any parcel at, a lower residential density, as defined in paragraphs (1) and (2) of subdivision (g), unless the city, county, or city and county makes written findings supported by substantial evidence of both of the following:

(1) The reduction is consistent with the adopted general plan, including the housing element.

(2) The remaining sites identified in the housing element are adequate to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584.

(c) If a reduction in residential density for any parcel would result in the remaining sites in the housing element not being adequate to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584, the jurisdiction may reduce the density on that parcel if it identifies sufficient additional, adequate, and available sites with an equal or greater residential density in the jurisdiction so that there is no net loss of residential unit capacity.

(d) The requirements of this section shall be in addition to any other law that may restrict or limit the reduction of residential density.

#### **4.13.3.3 Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) Goals**

As the Metropolitan Planning Organization (MPO) for San Bernardino County, SCAG prepares a Regional Transportation Plan (RTP) pursuant to federal and state requirements. In 2012, SCAG adopted the currently effective RTP: *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS): Towards a Sustainable Future*. SCAG emphasizes sustainability and integrated planning as core elements of the 2012–2035 RTP/SCS. The 2012–2035 RTP/SCS vision encompasses three principles intended collectively to shape the region's future: mobility, economy, and sustainability. Reflected in

these principles is the underlying goal of a balanced employment/housing condition within the region. The Project's consistency with the applicable 2012–2035 RTP/SCS goals is summarized at EIR Section 4.1, Land Use, Table 4.1-6.

#### **4.13.4 STANDARDS OF SIGNIFICANCE**

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

- Induce substantial population growth in the area, either directly or indirectly;
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
- Displace substantial numbers of people necessitating the construction of replacement housing elsewhere.

Additionally, this analysis evaluates the potential for the Project to:

- Substantively affect applicable City of Ontario Policy Plan Goals and Policies addressing employment/housing balance; or
- Conflict with or obstruct implementation of the Policy Plan Housing Element.

Any of the above would be considered a potentially significant population/housing impact.

#### **4.13.5 POTENTIAL IMPACTS AND MITIGATION MEASURES**

##### **4.13.5.1 Introduction**

The following discussions focus on those areas where it has been determined that the Project may result in potentially significant land use and planning impacts, based on the previous discussions included within this Section and analysis presented within the EIR Initial Study (EIR Appendix A). As discussed within the Initial Study, the Project would not result in potentially significant impacts under the following considerations:

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

These potential impacts are therefore not substantively discussed further within this Section. Please refer also to Initial Study Checklist Item XIII. "Population and Housing."

#### 4.13.5.2 Impact Statements

**Potential Impact:** *Induce substantial population growth in the area, either directly or indirectly.*

**Impact Analysis:** Industrial, commercial/retail, and residential development, and supporting infrastructure improvements described in the proposed *Meredith International Centre Specific Plan Amendment* would accommodate anticipated population growth within the City and region. In this regard, the Project is not considered growth-inducing, but rather is a response to current and anticipated demands for industrial, commercial/retail, and residential products that would act to further, and would not conflict with, the Policy Plan Vision for the City and the subject site.

Further, as summarized at Table 4.13-6, growth that would result from the Project would not exceed that which is envisioned and approved for the site pursuant to the 1981 Meredith Specific Plan, or the assumed development of the subject site considered and analyzed in the Policy Plan EIR.

Table 4.13-6 summarizes and compares development that would be realized under the currently approved 1981 Meredith Specific International Centre Plan, buildout of the subject site reflected in the Policy Plan EIR Meredith Site Development Scenario (Policy Plan Development Scenario), and development that would be realized under the proposed Meredith Specific International Centre Plan Amendment Project. As indicated at Table 4.13-6 and subsequently discussed, the land uses and development proposed under the Meredith SPA are no more intense or growth generating than those of the currently

approved 1981 Meredith Specific Plan which currently governs development of the subject site. Nor would development of the Project exceed assumed buildout of the site reflected in the Policy Plan Development Scenario.

**Table 4.13-6  
Land Use and Development Comparison**

Land Use	1981 Meredith International Centre Specific Plan	Policy Plan Development Scenario	Meredith International Centre Specific Plan Amendment Project
Residential (Dwelling Units)	800	2,958	800
<b>Non-Residential (square feet)</b>			
Retail	400,000	2,178,000	228,690
Office	2,850,000	4,422,000	464,310
Hotel	900,000 (1,200 rooms)	900,000 (1,200 rooms)	450,000(600 rooms)
Warehousing	-	-	1,503,500
E-Commerce	-	-	300,700
Other Industrial	-	-	1,202,800
<b>Totals</b>	<b>4,150,000 s.f.;</b> <b>1,200 Hotel Rooms;</b> <b>800 Residential Units</b>	<b>7,500,000 s.f.,</b> <b>1,200 Hotel Rooms;</b> <b>2,958 Residential Units</b>	<b>4,150,000 s.f.;</b> <b>600 Hotel Rooms;</b> <b>800 Residential Units</b>
<b>Employment</b>			
Potential Employment at Buildout	17,746	30,285	4,944
Projected Employment at Development Year 20	5,011	6,611	4,944
Percent of Potential Employment at Development Year 20	28%	22%	100%

Source: Project Economic/Fiscal Impact Analysis (EIR Appendix K), Table ES-1.

### Direct Population Growth Inducement

Direct population growth inducement would result from implementation of new residential uses within the subject site. As indicated at Table 4.13-6, residential development under the proposed Meredith SPA would not exceed development currently approved for the site pursuant to the 1981 Meredith Specific Plan, or that was assumed for the subject site under the Policy Plan EIR. Under both the Meredith SPA and the 1981 Meredith Specific Plan scenarios, residential development of the site would total an estimated 800 units and would be substantially less than the approximately 2,958 residential units assumed in the Policy Plan EIR. The potential for direct growth inducement resulting from the creation of new housing within the subject site would be

substantively the same under the approved 1981 Meredith Specific Plan and the proposed 2014 Meredith Specific Plan Amendment, and would be reduced when compared to residential growth anticipated under the Policy Plan EIR.

### **Indirect Growth Inducement**

Indirect population growth inducement would result from creation of additional jobs and resulting attraction of new residents. Indirect growth inducement could also result from extension of infrastructure and services to areas not currently served, or substantial capacity/capability upgrades to existing systems and services.

As indicated at Table 4.13-6, the proposed 2014 Meredith SPA would yield the same total non-residential building square footage as that envisioned under the 1981 Meredith Specific Plan, although the composition of non-residential land uses under the Meredith SPA would include industrial land uses, which were not envisioned under or approved as part of the 1981 Meredith Specific Plan; nor assumed under the Policy Plan Development Scenario (Policy Plan Development Scenario) for the subject site. Under either the proposed Meredith SPA, or the 1981 Meredith Specific Plan, non-residential building areas would total an estimated 4,150,000 square feet, and would be substantially less than the 7,500,000 square feet of non-residential uses assumed for the site under the Policy Plan EIR.

Within the first twenty-year window of development, non-residential uses proposed under the Meredith SPA would be fully realized, yielding an estimated 4,944 jobs. Within this same time frame, the 1981 Meredith Specific Plan would yield an estimated 5,011 jobs, or 28 percent of its total employment potential (17,746 jobs). Similarly, non-residential development assumed under the Policy Plan EIR would yield an estimated 6,611 jobs within an initial twenty year development time frame, or 22 percent of the Policy Plan Development Scenario total employment potential (30,285 jobs).

Based on the preceding, within the first twenty years of site development, the potential for indirect growth inducement resulting from the creation of new employment opportunities would be reduced under the Meredith SPA when compared to the 1981 Meredith Specific Plan and/or the Policy Plan Development Scenario. At buildout, employment generated under the 1981 Meredith Specific Plan (17,746 jobs), and/or the Policy Plan Development

Scenario (30,285 jobs) would be substantially greater than the approximately 4,944 jobs resulting from buildout of the Meredith SPA. Compared to the Meredith SPA, buildout of the subject site under the 1981 Meredith Specific Plan and/or under the Policy Plan Development Scenario would increase the potential for indirect growth inducement.

The subject site is currently served by all necessary utilities and services, and entirely new extensions of infrastructure systems or creation of services is not required. Localized infrastructure improvements would however be required in order to allow full development of the subject site as proposed by the Meredith SPA, and/or as envisioned under the 1981 Meredith Specific Plan or the policy Plan EIR Development Scenario. In general terms, comparative development intensities roughly translate to comparative infrastructure system and public services demands. For any given site, a more intense development proposal would likely result in greater demands on infrastructure systems and public services than would a comparatively reduced development proposal. In this regard, the proposed Meredith SPA Project would yield an overall development intensity comparable to that of the 1981 Meredith Specific Plan, but substantially less than that reflected in the Policy Plan Development Scenario. Accordingly, infrastructure and public services improvements/enhancements necessary to serve the proposed Meredith SPA would not induce or support growth beyond that approved for the site under the 1981 Meredith Specific Plan, or growth otherwise assumed for the subject site under the Policy Plan Development Scenario.

### **SCAG Regional Population Growth Projections**

SCAG population growth projections reflect assumptions and development scenarios incorporated in local plans including City general plans. As demonstrated in the preceding discussions, the proposed Meredith SPA would not result in growth beyond that already approved for the subject site under the 1981 Meredith Specific Plan. Nor would the proposed Meredith SPA induce or generate growth beyond that reflected in the City's Policy Plan and associated Policy Plan EIR. Accordingly the proposed Meredith SPA would not result in growth not already anticipated within SCAG population growth projections for the region.

As supported by the preceding discussions, the potential for the Project to induce substantial population growth in the area, either directly or indirectly is considered less-than-significant.

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

**Potential Impact:** *Substantively affect applicable City of Ontario Policy Plan Goals and Policies addressing employment/housing balance.*

**Impact Analysis:** Table 4.13-7 summarizes consistency of the proposed Meredith SPA with applicable City of Ontario Policy Plan Goals and Policies addressing employment/housing balance. As indicated, the proposed Meredith SPA would not conflict with applicable employment/housing balance Goals/Policies, and potential impacts in these regards would be less-than-significant.

**Table 4.13-7  
Employment/Housing Balance Goals and Policies Consistency Analysis**

Ontario Policy Plan Goals/Policies		Remarks
<b>LAND USE ELEMENT</b>		
<b>LU1 Balance</b>		
<b>Goal LU1</b> A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.		
LU1-5	<i>Jobs-Housing Balance.</i> We coordinate land use, infrastructure, and transportation planning and analysis with regional, county and other local agencies to further regional and subregional goals for jobs-housing balance.	<p><b>Consistent:</b> The Project Economic/Fiscal Impact Analysis (EIR Appendix K) substantiates that employment opportunities created by the Project would likely increase the City’s average employment/housing ratio. Ontario is already a “jobs rich” community, with an existing employment/housing ratio of 2.30 (compared to the regional average for southern California of 1.17). Employment opportunities provided by the Project would increase the Citywide aggregate employment/housing ratio from approximately 2.30 jobs/household currently, to approximately 2.36 jobs/household (Economic/Fiscal Impact Analysis, p. ES-4). The Project would therefore promote and provide local employment opportunities, thereby reducing the reliance on out-commuting for community residents.</p> <p>The Project would therefore support local, county, sub-regional and regional goals furthering job-housing balance. Land uses, infrastructure, and transportation improvements implemented in support of the Project would not interfere with or otherwise obstruct regional and/or subregional goals addressing jobs-housing balance. On this basis, the Project is considered consistent with Policy LU1-5.</p>

**Table 4.13-7**  
**Employment/Housing Balance Goals and Policies Consistency Analysis**

Ontario Policy Plan Goals/Policies		Remarks
LU1-6	<i>Complete Community.</i> We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.	<b>Consistent:</b> The Project proposes an integrated mixed-use development concept evidencing Industrial, Urban Commercial, and Urban Residential land uses. The implemented Meredith SPA development concept would provide varied employment opportunities, retail/commercial venues responding to area market demands, and multi-family housing products responding to a range of household types. Amenities provided within the Specific Plan Area would include commercial recreation and entertainment facilities, improved parks, unimproved open space, and pedestrian trails. On this basis, the Project is considered consistent with Policy LU1-6.
<b>COMMUNITY ECONOMICS ELEMENT</b>		
<b>CE1 Complete Community</b>		
<b>Goal CE1</b> A complete community that provides for all incomes and stages of life.		
CE1-1	<i>Jobs-Housing Balance.</i> We pursue improvement to the Inland Empire's balance between jobs and housing by promoting job growth that reduces the regional economy's reliance on out-commuting.	Please refer to Remarks at LU-1.
CE1-2	<i>Jobs and Workforce Skills.</i> We use our economic development resources to: 1) attract jobs suited for the skills and education of current and future City residents; 2) work with regional partners to provide opportunities for the labor force to improve its skills and education; and 3) attract businesses that increase Ontario's stake and participation in growing sectors of the regional and global economy.	<b>Consistent:</b> The Project would implement a variety of commercial/retail and industrial uses providing a range of employment opportunities, thereby promoting jobs/skills compatibility potentials. The Project does not propose or require elements or aspects that would interfere with or obstruct efforts to improve labor force skills and education. Businesses that locate within the Specific Plan Area would respond to demonstrated market demand for those sectors of the economy demonstrating growth during the Project buildout period, thereby enabling the City to capture a larger share of the region's employment in these sectors (Economic/Fiscal Impact Analysis, p. ES-5). On this basis, the Project is considered consistent with Policy CE1-2.
<b>HOUSING ELEMENT</b>		
<b>H4 Housing Assistance</b>		
<b>Goal: H4</b> Increased opportunities for low and moderate income households and families to afford and maintain quality ownership and rental housing opportunities, including move-up opportunities.		
H4-4	<i>Mixed-income Housing.</i> We encourage the integration of affordable housing in the New Model Colony, Ontario Airport Metro Center Area, and existing neighborhoods.	<b>Consistent:</b> Up to 800 medium-high density/high-density multifamily residential units (condominium and rental units) would be developed pursuant to the Meredith SPA. Within the context of Development Plan, Design Guidelines, and Development Standards established under the Meredith SPA, the configuration of housing within the Specific Plan Area would respond to market demands. The Policy Plan Housing Element recognizes the importance of multi-family residential development in furthering housing affordability in the City: "Condominiums provide affordable housing opportunities for residents" ( <i>Housing Element Technical Report</i> , p. H-16).  Additionally, rental units that would be implemented under the Project would provide a source of affordable housing for young adults, families with children, and seniors who earn low and moderate incomes. "Since approximately 36 percent of Ontario households earn lower incomes, providing a sufficient quantity of decent and affordable rental housing for the workforce, young adults and families with children, and seniors is an

**Table 4.13-7  
Employment/Housing Balance Goals and Policies Consistency Analysis**

Ontario Policy Plan Goals/Policies		Remarks
		important goal" ( <i>Housing Element Technical Report</i> , p. H-16). The Project would contribute to the variety of housing types in support of the City workforce, acting to attract businesses and their employees and fostering a balanced community. The Project would therefore contribute to the variety of available housing types within the City and would provide housing likely affordable to broad range of incomes. Based on the preceding, the Project is considered consistent with Policy H4-4.
<b>ENVIRONMENTAL RESOURCES ELEMENT</b>		
<b>ER4 Air Quality</b>		
<b>Goal ER4 Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.</b>		
ER4-1	<i>Land Use.</i> We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.	<p><b>Consistent:</b> The Project Economic/Fiscal Impact Analysis substantiates that employment opportunities created by the Project would likely increase the City's average employment/housing ratio from 2.30 jobs/household currently, to approximately 2.36 jobs/household within the Project's estimated 20-year development time frame (Economic/Fiscal Impact Analysis, p. ES-4). The Project would therefore support local, county, sub-regional and regional goals furthering employment/housing balance.</p> <p>The Project's mixed-use land use concept collocates residential and business/commercial-retail uses, thereby acting to reduce vehicle miles traveled (VMT) locally and within the region; with corollary reductions in vehicle energy consumption and vehicular-source air pollutant emissions, including GHG emissions. The Project also accommodates a Class II Bikeway Corridor along Inland Empire Boulevard in accordance with the Policy Plan Mobility Element, and provides sidewalks and pathways adjacent to roadways to promote pedestrian activity. Alternative transportation modes provided by and facilitated through the Project also act to reduce VMT and vehicular-source GHG emissions.</p> <p>More specifically, alignment of the potential Gold Line transit corridor as indicated in the Policy Plan (Policy Plan Mobility Element, Figure M-4, <i>Transit Plan</i>) would parallel the Cucamonga Creek Channel, roughly bisecting the Specific Plan area. Gold Line transit corridor opportunities made available to the Project site would provide alternatives to use of personal vehicles for residents, employees, and patrons traveling to and from the Specific Plan Area, thereby reducing VMT and vehicular-source GHG emissions.</p> <p>Industrial land uses proposed by the Project would incorporate solar panels providing electricity to industrial building office areas acting to reduce consumption of fossil fuels and related generation of GHG emissions. Additionally, all primary structures within the Specific Plan area would be designed to achieve or surpass Leadership in Energy and Environmental Design (LEED) Certification Minimum Program Requirements (MPRs).</p> <p>The plant palette for the Project incorporates water-efficient/drought tolerant species native to Southern California or naturalized to the arid Southern California climate; and use of turf would be minimized throughout the Specific Plan Area. In this manner, landscaping implemented by the Project would provide for efficient use of water resources. Reduced water consumption translates to reduced energy consumption with related reductions in GHG</p>

**Table 4.13-7  
Employment/Housing Balance Goals and Policies Consistency Analysis**

Ontario Policy Plan Goals/Policies	Remarks
	emissions. Further, “purple pipe” landscape irrigation systems would be implemented throughout the Specific Plan area, and only recycled/reclaimed water would be used for landscape irrigation or other non-potable purposes, thereby reducing demands on potable water resources. Based on the preceding, the Project is considered consistent with Policy ER4-1.

Sources: Goal/Policy statements from: City of Ontario Policy Plan; Remarks: Applied Planning, Inc.

As supported by the preceding discussions, the potential for the Project to substantively affect applicable City of Ontario Policy Plan Goals and Policies addressing employment/housing balance is considered less-than-significant.

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

**Potential Impact:** *Conflict with or obstruct implementation of the Policy Plan Housing Element.*

**Impact Analysis:** The potential for the Project to conflict with or obstruct implementation of the Policy Plan Housing Element is evaluated in the context of Project consistency with applicable Policy Plan Housing Element Goals and Policies, summarized at Table 4.13-8, following.

**Table 4.13-8  
Policy Plan Housing Element Goals and Policies Consistency Analysis**

Ontario Policy Plan Goals/Policies	Remarks
<b>H1 Neighborhoods and Housing</b>	
<b>Goal H1</b> Stable neighborhoods of quality housing, ample community services and public facilities, well-maintained infrastructure, and public safety that foster a positive sense of identity.	
H1-2	<p><i>Neighborhood Conditions.</i> We direct efforts to improve the long-term sustainability of neighborhoods through comprehensive planning, provision of neighborhood amenities, rehabilitation and maintenance of housing, and community building efforts.</p> <p><b>Consistent:</b> Uses proposed by the Project would be comprehensively planned and implemented pursuant to the Meredith SPA as approved by the City. Sustainability/conservation attributes of the Project are discussed in detail in the Meredith SPA (EIR Appendix B) and are summarized below.</p> <ul style="list-style-type: none"> <li>The Project’s mixed-use land use concept collocates residential and business/commercial–retail uses, thereby acting to reduce vehicle miles traveled (VMT) locally and within the region, with corollary reductions in vehicle energy consumption and vehicular-source air pollutant emissions. The Project also accommodates a Class II Bikeway Corridor along Inland Empire Boulevard in accordance with the Policy Plan Mobility Element, and provides sidewalks and pathways adjacent to roadways to promote pedestrian activity.</li> </ul>

**Table 4.13-8  
Policy Plan Housing Element Goals and Policies Consistency Analysis**

Ontario Policy Plan Goals/Policies	Remarks
	<ul style="list-style-type: none"> <li>• Alignment of the planned Gold Line transit corridor as indicated in the Policy Plan (Policy Plan Mobility Element Figure M-4, Transit Plan) would parallel the Cucamonga Creek Channel, roughly bisecting the Specific Plan area. Gold Line transit corridor opportunities made available to the Project site would provide alternatives to use of personal vehicles for residents, employees, and patrons traveling to and from the Specific Plan area. Increased use of transit generally acts to conserve fuel and other resources, promoting sustainability of the Project in specific, and the region in general.</li> <li>• Industrial land uses proposed by the Project would incorporate solar panels providing electricity to industrial building office areas. Additionally, all primary structures within the Specific Plan area would be designed to achieve or surpass Leadership in Energy and Environmental Design (LEED) Certification Minimum Program Requirements (MPRs).</li> <li>• The plant palette for the Project incorporates water-efficient/drought tolerant species native to Southern California or naturalized to the arid Southern California climate; and use of turf would be minimized throughout the Specific Plan area. In this manner, landscaping implemented by the Project would provide for efficient use of water resources. Further, “purple pipe” landscape irrigation systems would be implemented throughout the Specific Plan area, and only recycled/reclaimed water would be used for landscape irrigation or other non-potable purposes, thereby reducing demands on potable water resources.</li> <li>• The Project Economic/Fiscal Impact Analysis (EIR Appendix K) substantiates economic sustainability of the Project, and demonstrates that the Project would provide a net economic benefit to the City.</li> </ul> <p>Based on the preceding, the Project is considered consistent with Policy H1-2.</p>
<p>H1-3      <i>Community Amenities.</i> We shall provide adequate public services, infrastructure, open space, parking and traffic management, pedestrian, bicycle and equestrian routes and public safety for neighborhoods consistent with City master plans and neighborhood plans.</p>	<p><b>Consistent:</b> The Project proposes an integrated mixed-use development concept incorporating Industrial, Urban Commercial, and Urban Residential land uses. The implemented Project would provide varied employment opportunities and retail/commercial venues responding to area market demands. Multi-family housing implemented under the Project would respond to varied residential demands, accommodating small and large households. Amenities provided within the Specific Plan area would include commercial recreation and entertainment facilities, improved parks, open space, and pedestrian trails. The Project also incorporates a Class II Bikeway Corridor along Inland Empire Boulevard in accordance with the Policy Plan Mobility Element. Roadway cross-sections accommodate adjacent sidewalks and pathways promoting pedestrian activity.</p> <p>The Project would utilize and upgrade, as needed, existing public roadway and utility infrastructure systems. The Project Applicant would be required to provide and/or otherwise ensure to the satisfaction of the City, that infrastructure and services are timely available to meet Project demands. As</p>

**Table 4.13-8  
Policy Plan Housing Element Goals and Policies Consistency Analysis**

Ontario Policy Plan Goals/Policies		Remarks
		substantiated in this EIR, infrastructure and service demands of the Project can be satisfied without adverse impacts to existing or anticipated customers within affected service areas. Based on the preceding, the Project is considered consistent with Policy H1-3.
H1-5	<i>Neighborhood Identity.</i> We strengthen neighborhood identity through creating parks and recreational outlets, sponsoring neighborhood events and encouraging resident participation in the planning and improvement of their neighborhoods.	<p><b>Consistent:</b> The Meredith SPA would establish mixed Industrial, Urban Commercial, and Urban Residential uses on an under-utilized property surrounded by developed, urban land uses. Development intensities and land use configurations proposed under the Project promote the highest and best use of the subject site.</p> <p>The Development Plan, Development Standards, and Design Guidelines implemented pursuant to the Meredith SPA would establish a Project identity differentiated from, but compatible with, adjacent land uses. Development concepts and associated amenities implemented pursuant to the Meredith SPA would promote livability, create community gathering places and establish activity nodes. Based on the preceding, the Project is considered consistent with Policy H1-5.</p>
<b>H2 Housing Supply and Diversity</b>		
<b>Goal H2</b> Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.		
H2-1	<i>Corridor Housing.</i> We revitalize transportation corridors by encouraging the production of higher density residential and mixed-uses that are architecturally, functionally and aesthetically suited to corridors.	<p><b>Consistent:</b> The Meredith SPA proposes a mixed-use development incorporating Industrial, Urban Commercial, and Urban Residential land uses on an under-utilized property surrounded by developed, urban land uses. Development intensities and land use configurations proposed under the Project promote the highest and best use of the subject site.</p> <p>The Project’s mixed-use land use concept collocates residential and business/commercial–retail uses, thereby acting to reduce vehicle miles traveled (VMT) locally and within the region, with corollary reductions in vehicle energy consumption and vehicular-source air pollutant emissions. The Project also accommodates a Class II Bikeway Corridor along Inland Empire Boulevard in accordance with the Policy Plan Mobility Element; and provides sidewalks and pathways adjacent to roadways to promote pedestrian activity.</p> <p>The Project location takes advantage of proximate access to regional transportation corridors (Interstate 10 and Interstate 15). In addition, the Project is located approximately ½-mile northerly of the LA/Ontario International Airport, and is bisected by the envisioned Gold Line transit services corridor. Industrial, Urban Commercial, and Urban Residential development realized under the Project would establish destination land uses, and a ridership base promoting implementation, extension, and enhancement of transit facilities in the area.</p> <p>Alignment of the planned Gold Line transit corridor as indicated in the Policy Plan (Policy Plan Mobility Element Figure M-4, <i>Transit Plan</i>) would parallel the Cucamonga Creek Channel, roughly bisecting the Specific Plan Area. Gold Line transit corridor opportunities made available to the Project would provide alternatives to use of personal vehicles for residents, employees, and patrons traveling to and from the Specific Plan Area.</p>

**Table 4.13-8**  
**Policy Plan Housing Element Goals and Policies Consistency Analysis**

Ontario Policy Plan Goals/Policies	Remarks
	<p>The Meredith SPA land use plan and design concepts take advantage of multiple adjacent transportation corridors by assuring efficient and direct access to, from, and within the Specific Plan Area (please refer to the Meredith SPA Section 3: <i>Circulation Plan</i>). Additionally, the Meredith SPA Design Guidelines and Development Standards address views of the Project site as seen from nearby transportation corridors, and ensure that the Project seen from off-site vantages evinces City design and development standards, and that potentially intrusive views are screened from the public. Based on the preceding, the Project is considered consistent with Policy H2-1.</p>
H2-3	<p><i>Ontario Airport Metro Center.</i> We foster a vibrant, urban, intense and highly amenitized community in the Ontario Airport Metro Center Area through a mix of residential, entertainment, retail and office-oriented uses.</p> <p><b>Consistent:</b> A formal plan for the Ontario Airport Metro Center Area has not yet been adopted by the City. The Project does not propose or require amendment to the Ontario International Airport Land Use Compatibility Plan (ALUCP). Nor would the Project otherwise interfere or obstruct the City's administration and maintenance of the ALUCP. Further, land uses and development that would be realized pursuant to the Project would conform to all applicable provisions and restrictions of the ALUCP. In this latter regard, all future development within the Specific Plan Area would be required to comply with development standards and design guidelines established under the Meredith SPA, as well as the applicable requirements of the City of Ontario Development Code. In combination, compliance with provisions of the Meredith SPA and the City Development Code would preclude any potential inconsistencies with the ALUCP. Based on the preceding, the Project is considered consistent with Policy H2-3.</p>
H2-5	<p><i>Housing Design.</i> We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices and other best practices.</p> <p><b>Consistent:</b> The Meredith SPA incorporates mixed Industrial, Urban Commercial, and Urban Residential land uses on an under-utilized property surrounded by developed, urban land uses. Development intensities and land use configurations proposed under the Project represent the highest and best use of the subject site. The Meredith SPA Land Use Plan, Design Guidelines and Development Standards promote and facilitate architectural excellence, informed site planning, and environmentally sustainable development. In instances where the Meredith SPA is silent, provisions of the City Municipal Code would prevail.</p> <p>The Meredith SPA further incorporates Development Standards and Design Guidelines allowing for flexible development of the Project site and supporting the Policy Plan Vision of "sustained, community-wide prosperity which continuously adds value and yields benefits." To these ends, as noted previously, the Project would establish an integrated mixed-use development on a currently underutilized site.</p> <p>The Meredith SPA Development Plan, Development Standards and Design Guidelines would establish a Project identity differentiated from, but compatible with, adjacent land uses. Development concepts and associated amenities implemented pursuant to the Meredith SPA would promote livability, create community gathering places, and provide activity nodes.</p> <p>Land uses and development reflected within the Meredith SPA can be feasibly implemented consistent with applicable provisions of the City General Plan (as amended through the Project) and City Development Code. Prior to issuance of development permits, the City would review the final development plans</p>

**Table 4.13-8  
Policy Plan Housing Element Goals and Policies Consistency Analysis**

Ontario Policy Plan Goals/Policies		Remarks
		<p>for individual projects within the Specific Plan Area to ensure consistency with the provisions and requirements of the Meredith SPA, and where applicable, City Development Code requirements.</p> <p>Benefits of the Project including, but not limited to: jobs creation, increased property tax and sales tax revenues, promote community-wide prosperity and add value. As substantiated in the Project Economic/Fiscal Impact Analysis (EIR Appendix K), development of the site pursuant to the Meredith SPA, would yield a net total of approximately \$84.6 million available to the City General Fund over the course of the Project’s estimated 20-year buildout time frame. Thereafter, the Project would generate a net General Fund impact of approximately \$4.9 million annually (Economic/Fiscal Impact Analysis, Table ES-2C, Summary of Potential Impacts to City of Ontario General Fund, The Project). Sustainability attributes of the Project are summarized previously at H1-2 Remarks. Based on the preceding, the Project is considered consistent with Policy H2-5.</p>
H2-6	<i>Infill Development.</i> We support the revitalization of neighborhoods through the construction of higher-density residential developments on underutilized residential and commercial sites.	<b>Consistent:</b> The Project would establish a compatible and beneficial mixed-use development within a currently underutilized property. The Meredith SPA incorporates Development Standards and Design Guidelines allowing for flexible development of the Project site supporting the Policy Plan Vision of “sustained, community-wide prosperity which continuously adds value and yields benefits.” To these ends, the Project includes a medium-high density/high-density Urban Residential Land Use component. The Project Urban Residential Land Use component in combination with the Urban Commercial and Industrial Land Uses proposed by the Project would act to revitalize the area and create a destination identity, thereby promoting economic development of the City and region.
<b>H3 Governmental Regulations</b>		
<b>Goal H3</b> A City regulatory environment that balances the need for creativity and excellence in residential design, flexibility and predictability in the project approval process, and the provision of an adequate supply and prices of housing.		
H3-1	<b>Incentives.</b> We maintain incentive programs that can be offered to projects that provide benefits to the community such as exceptional design quality, economic advantages, environmental sustainability, or other benefits that would otherwise be unrealized.	<p><b>Consistent:</b> The Project would not interfere with or obstruct City incentive programs offered to development projects. As substantiated in the EIR Project Description, (EIR Section 3.0); the Meredith International Centre Specific Plan Amendment (EIR Appendix B); and the analysis presented within this EIR, the Project would incorporate and reflect comprehensive architectural criteria facilitating development of an attractive, contemporary mixed-use center. To these ends, the Meredith SPA Design Guidelines specifically address architectural style, building form (shape, mass, scale, proportion, articulation), and building materials, colors, and textures to ensure that development is visually appealing and inviting to pedestrians and motorists.</p> <p>Economic advantages of, and opportunities provided by, the Project are discussed in detail in the Project Economic/Fiscal Analysis, EIR Appendix K. In summary, economic benefits of the Project would include jobs creation, and increased property tax and sales tax revenues. More specifically, development of the site pursuant to the Meredith SPA, would generate an estimated 5,011 jobs (Economic/Fiscal Impact Analysis, Table ES-1); and would yield a net total of approximately \$84.6 million available to the City General Fund over the course of the Project’s estimated 20-year buildout time frame. Thereafter, the</p>

**Table 4.13-8  
Policy Plan Housing Element Goals and Policies Consistency Analysis**

Ontario Policy Plan Goals/Policies	Remarks
	<p>Project would generate a net General Fund impact of approximately \$4.9 million annually (Economic/Fiscal Impact Analysis, Table ES-2C).</p> <p>Sustainability/conservation attributes of the Project are discussed in detail in the Meredith SPA and are summarized below.</p> <ul style="list-style-type: none"> <li>• The Project’s mixed-use land use concept collocates residential and business/commercial–retail uses, thereby acting to reduce vehicle miles traveled (VMT) locally and within the region, with corollary reductions in vehicle energy consumption and vehicular-source air pollutant emissions. The Project also accommodates a Class II Bikeway Corridor along Inland Empire Boulevard in accordance with the Policy Plan Mobility Element, and provides sidewalks and pathways adjacent to roadways to promote pedestrian activity.</li> <li>• Alignment of the planned Gold Line transit corridor as indicated in the Policy Plan (Policy Plan Mobility Element Figure M-4, Transit Plan) would parallel the Cucamonga Creek Channel, roughly bisecting the Specific Plan area. Gold Line transit corridor opportunities made available to the Project site would provide alternatives to use of personal vehicles for residents, employees, and patrons traveling to and from the Specific Plan area. Increased use of transit generally acts to conserve fuel and other resources, promoting sustainability of the Project in specific, and the region in general.</li> <li>• Industrial land uses proposed by the Project would incorporate solar panels providing electricity to industrial building office areas. Additionally, all primary structures within the Specific Plan area would be designed to achieve or surpass Leadership in Energy and Environmental Design (LEED) Certification Minimum Program Requirements (MPRs).</li> <li>• The plant palette for the Project incorporates water-efficient/drought tolerant species native to Southern California or naturalized to the arid Southern California climate; and use of turf would be minimized throughout the Specific Plan area. In this manner, landscaping implemented by the Project would provide for efficient use of water resources. Further, “purple pipe” landscape irrigation systems would be implemented throughout the Specific Plan area, and only recycled/reclaimed water would be used for landscape irrigation or other non-potable purposes, thereby reducing demands on potable water resources.</li> <li>• The Project Economic/Fiscal Impact Analysis (EIR Appendix K) substantiates economic sustainability of the Project, and demonstrates that the Project would provide a net economic benefit to the City.</li> </ul> <p>Based on the preceding, the Project is considered consistent with Policy H3-1.</p>

**Table 4.13-8**  
**Policy Plan Housing Element Goals and Policies Consistency Analysis**

Ontario Policy Plan Goals/Policies		Remarks
H3-2	<i>Flexible Standards.</i> We allow flexibility in the application of residential and mixed-use development standards in order to gain benefits such as exceptional design quality, economic advantages, sustainability, or other benefits that would otherwise be unrealized.	<b>Consistent:</b> The Meredith SPA establishes mixed-use Development Standards and Design Guidelines tailored to the subject site and the uses proposed. Development characteristic, economic advantages, and sustainability attributes of the Project are summarized at H3-1 Remarks.
H3-3	<i>Development Review.</i> We maintain a residential development review process that provides certainty and transparency for project stakeholders and the public, yet allows for the appropriate review to facilitate quality housing development.	<b>Consistent:</b> The Project does not propose elements or aspects that would impede or otherwise conflict with City residential development review processes. The intent of the Meredith SPA is to provide comprehensive and clearly defined design guidelines and development standards for all development (including residential development) that may be proposed within the Specific Plan Area. In this manner, the Meredith SPA would facilitate and support certainty and transparency of the City's review processes, while ensuring that development within the Specific Plan Area (including residential development) would achieve desired quality benchmarks. Based on the preceding, the Project is considered consistent with Policy H3-3.
H3-4	<i>Financial Incentives.</i> We consider financial incentives to facilitate and encourage the production, rehabilitation, or improvement of housing or provision of services where such activity furthers housing and community-wide goals.	<b>Consistent:</b> The Project does not propose elements or aspects that would impede or otherwise conflict with City financial incentives programs addressing production, rehabilitation, or improvement of housing or provision of related services. On this basis, the Project is considered consistent with Policy H3-4. Please refer also to Remarks at H3-1, H3-2, and H3-3.
<b>H4 Housing Assistance</b>		
<b>Goal: H4</b> Increased opportunities for low and moderate income households and families to afford and maintain quality ownership and rental housing opportunities, including move-up opportunities.		
H4-4	<i>Mixed-income Housing.</i> We encourage the integration of affordable housing in the New Model Colony, Ontario Airport Metro Center Area, and existing neighborhoods.	<b>Consistent:</b> Up to 800 medium-high density/high-density multifamily residential units (condominium and rental units) would be developed pursuant to the Meredith SPA. Within the context of Development Plan, Design Guidelines, and Development Standards established under the Meredith SPA, the configuration of housing within the Specific Plan Area would respond to market demands. The Policy Plan Housing Element recognizes the importance of multi-family residential development in furthering housing affordability in the City: "Condominiums provide affordable housing opportunities for residents" (Housing Element Technical Report, p. H-16).  Additionally, rental units that would be implemented under the Project would provide a source of affordable housing for young adults, families with children, and seniors who earn low and moderate incomes. "Since approximately 36 percent of Ontario households earn lower incomes, providing a sufficient quantity of decent and affordable rental housing for the workforce, young adults and families with children, and seniors is an important goal" (Housing Element Technical Report, p. H-16). The Project would contribute to the variety of housing types in support of the City workforce, acting to attract businesses and their employees and fostering a balanced community. The Project would therefore contribute to the variety of available housing types within the City and would provide housing likely affordable to broad range of incomes. Based on the preceding, the Project is considered consistent with Policy H4-4.

**Table 4.13-8  
Policy Plan Housing Element Goals and Policies Consistency Analysis**

Ontario Policy Plan Goals/Policies		Remarks
<b>H5 Special Needs</b>		
<b>Goal H5</b> A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age or other status.		
H5-2	<i>Family Housing.</i> We support the development of larger rental apartments that are appropriate for families with children, including, as feasible, the provision of services, recreation and other amenities.	<p><i>Consistent:</i> The Meredith SPA Urban Residential Land Use designation allows for up to 800 high-density and medium-high density residential land uses (for-sale or for-rent multi-family residential units). Floor plan details are not yet established for the Project residential units, and their configuration and size would ultimately reflect guiding market conditions. It is nonetheless anticipated that a portion of the Project housing units would consist of larger, multi-bedroom units that would be suitable for families with children.</p> <p>The location of the Project proximate to transportation corridors; the Project's mixed-use configuration; amenities provided by the Project; and Project sustainability attributes (including economic/fiscal sustainability) would benefit residents of the Specific Plan Area and the City at large. Based on the preceding, the Project is considered consistent with Policy H5-2.</p>

Sources: Goal/Policy statements from: City of Ontario Policy Plan; Remarks: Applied Planning, Inc.

As supported by the discussions at Table 4.13-8, the Meredith SPA is consistent with, and would support, Policy Plan Housing Element Goals/Policies. On this basis, the potential for the Project to conflict with or obstruct implementation of the Policy Plan Housing Element is therefore considered less-than-significant.

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

## **5.0 OTHER CEQA CONSIDERATIONS**

## 5.0 OTHER CEQA CONSIDERATIONS

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This Section of the EIR addresses other environmental considerations and topics mandated under the California Environmental Quality Act (CEQA). These topics include Cumulative Impacts, Alternatives to the Project, Growth Inducement, Significant Environmental Effects of the Project, Significant and Irreversible Environmental Changes, and Energy Conservation.

### 5.1 CUMULATIVE IMPACT ANALYSIS

The *CEQA Guidelines (Guidelines)* require that an EIR identify any significant cumulative impacts associated with a project [*Guidelines*, Section 15130 (a)]. When potential cumulative impacts are not deemed significant, the document should explain the basis for that conclusion. Cumulative impacts are “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” [*CEQA Guidelines*, Section 15355]. Thus, a legally adequate cumulative impact analysis is an analysis of a particular project viewed over time and with other related past, present, and foreseeable probable future projects, whose impacts might compound or interrelate with those of the Project considered here.

CEQA notes that the discussion of cumulative impacts should be guided by standards of practicality and reasonableness [*Guidelines*, Section 15130 (b)]. Only those projects whose impacts might compound or interrelate with those of the Project under consideration require evaluation. CEQA does not require as much detail in the analysis of cumulative environmental impacts as must be provided for the Project alone.

The *Guidelines* identify two basic methods for satisfying the cumulative impacts analysis requirement: the list-of-projects methodology, and the summary-of-projections methodology. Because each environmental resource is affected by its surroundings in different manners, either of the two methodologies, or a combination of both, may be applied to the analysis of cumulative impacts to each resource. For example, because the approval process and construction phase of development typically takes at least one to two years, the list-of-projects method is likely to provide a more accurate projection of growth

in the near term. This method may overstate potential cumulative impacts because the considered list-of-projects may include proposals that will never be developed. Similarly, because development proposals are rarely publicly known until within five (5) years of the expected development, the summary-of-projections method provides a more accurate projection of growth over the long term. This method may not accurately predict growth in any given year, but aggregates various growth trends over the long term.

For each topical discussion presented herein the cumulative geographic context is identified, which in turn relates to the amount and type of growth that is anticipated to occur within the geographic area under consideration. Where appropriate to the analysis in question, cumulative impacts are assessed with reference to a list of off-site “related projects,” as described at *CEQA Guidelines* §15130(b). In this manner, the EIR appropriately characterizes and evaluates potential cumulative impacts.

Consistent with direction provided in the *CEQA Guidelines*, related projects considered in these cumulative analyses are “only those projects whose impacts might compound or interrelate with those of the Project under consideration require evaluation.” In this regard, it is recognized that within the context of the cumulative impacts analysis, varied criteria are employed in determining the scope and type of “cumulative projects” considered. For example, the analysis of cumulative traffic impacts evaluates the Project’s traffic impacts in the context of other known or probable “related” development proposals that would discernibly affect traffic conditions within the Traffic Impact Analysis Study Area. As another example, cumulative air quality impacts are considered in terms of the Project’s contribution to other air emissions impacts affecting the encompassing Air Basin.

The manner in which each resource may be affected also dictates the geographic scope of the cumulative impacts analysis. For example, cumulative traffic impacts will typically be localized to the vicinity of a given project site because after a relatively short distance, traffic patterns tend to normalize; whereas cumulative air quality impacts are more appropriately analyzed with a Basin-wide approach because the Basin’s meteorological and geographic conditions generally define the extent of cumulative air quality considerations. Similar considerations are discussed in evaluating potential cumulative impacts for each of the EIR’s environmental topics (Land Use and Planning, Traffic and Circulation, Air Quality, Greenhouse Gases/Global Climate Change, Noise, Hazards and Hazardous Materials, Public Services and Utilities, Hydrology/Water Quality, Biological Resources, Geology and Soils, Cultural Resources, Aesthetics/Light and Glare, Population and Housing).

Unless otherwise noted herein, the cumulative impact analysis ultimately evaluates effects of the Project within the context of anticipated buildout of the City as envisioned under the General Plan and related regional plans. Specific cumulative projects have also been identified where this information may be different, more detailed than that provided within the General Plan or applicable regional plans, or where such specific information otherwise benefits the cumulative impact analyses.

### **5.1.1 Discussion of Cumulative Impacts**

Section 15139(a) of the *Guidelines* notes that “an EIR shall discuss cumulative impacts of a project when the project’s incremental effect is cumulatively considerable, as defined at *Guidelines* Section 15065(c). Where a lead agency is examining a project with an incremental effect that is not ‘cumulatively considerable,’ a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable.” Potential cumulative impacts for each of the EIR’s environmental topics are presented below and include:

- Land Use and Planning;
- Traffic and Circulation;
- Air Quality;
- Greenhouse Gases/Global Climate Change;
- Noise;
- Hazards/Hazardous Materials;
- Public Services and Utilities;
- Hydrology/Water Quality;
- Biological Resources;
- Geology and Soils;
- Cultural Resources;
- Aesthetics; and
- Population and Housing.

#### **5.1.1.1 Land Use and Planning–Cumulative Impacts**

The cumulative impact area when considering potential cumulative land use and planning issues includes areas that are currently under City jurisdiction, and subject to provisions of The Ontario Policy Plan, City of Ontario Zoning Ordinance, and/or other City Special Planning Documents (e.g., Specific Plans). The analysis presented here also considers the Project in the context of the land use/planning guidance included in the *2012-2035 Southern*

*California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy (2012-2035 SCAG RTP/SCS).*

### **General Plan Considerations**

The Policy Plan Land Use Plan (Exhibit LU-01) designates the majority of the Project site as “Mixed Use – Meredith.” The Project’s “Planning Area 1A” (the Bernt School site) is designated as “Public School” by the Policy Plan Land Use Plan.

In order to accommodate land uses and development concepts proposed by the Project, certain of the current Policy Plan Land Use Element descriptions and discussions for the “Mixed Use – Meredith” area would have to be amended. Accordingly, approval of Policy Plan Amendments are requested as components of the Project Discretionary Actions (please refer to EIR Section 3.6.1 “Discretionary Actions”). Policy Plan Amendments would include but are not limited to:

- Amendment(s) to narrative descriptions for the “Mixed Use – Meredith” land use area to reflect the type and scope of uses proposed by the Project; and
- Amendment of the Policy Plan Land Use Map to incorporate the Bernt Elementary School site (approximately 2.0 acres) within the boundaries of the “Mixed Use – Meredith” area.

The Policy Plan Land Use Amendments proposed by the Project would substantively affect the scope and type of uses that would otherwise be permitted or conditionally permitted under the site’s current “Mixed Use – Meredith” designation. Notwithstanding, as substantiated at EIR Section 4.1, “Land Use and Planning,” land uses and development concepts proposed by the Project would be consistent with and would support the Policy Plan Vision. Please refer to EIR Section 4.1, Land Use, Table 4.1-5.

### **Zoning Considerations**

Current zoning of the predominance of the Project site is “Specific Plan” (Meredith International Centre [2265-SP]); and development of the site is governed by the 1981 Meredith International Centre Specific Plan. The approximately two-acre Bernt School site located along the northerly boundary of the Project site is currently zoned “Public Facility.”

The proposed *Meredith International Centre Specific Plan Amendment* (Meredith SPA) would substantively affect the scope and type of uses that would otherwise be permitted or conditionally permitted under the 1981 Specific Plan. Notably, the proposed Meredith SPA

would introduce industrial/warehouse uses not reflected under the 1981 Meredith Specific Plan. The *Meredith International Centre Specific Plan Amendment* is presented in its entirety at EIR Appendix B.

If approved, the proposed Meredith SPA would extend the current Meredith International Centre Specific Plan boundaries to encompass the two-acre Public Facility Zone District (Bernt School site) located along the Project site's northerly, Fourth Street Boundary; and this property would be rezoned "Specific Plan" (Meredith International Centre Specific Plan Amendment).

The proposed Meredith SPA would establish land use plans, development standards, and design guidelines directing the ultimate buildout of the Project site. Land uses and development concepts reflected within the proposed Meredith SPA can be feasibly implemented consistent with applicable provisions of the City General Plan (as amended) and City Development Code. Prior to issuance of building permits, the City would review the final development plans for individual projects within the Specific Plan Area to ensure consistency with the Meredith SPA land use plans, development standards, design guidelines; and where applicable, City Development Code requirements.

### **Southern California Association of Governments Regional Goals**

The Project land uses and development concepts would be consistent with and would support land use/transportation Regional Goals established under the SCAG 2012-2035 *Regional Transportation Plan/Sustainable Communities Strategy* (SCAG 2012-2035 RTP/SCS). More specifically, the Project would encourage land use and growth patterns that facilitate transit and non-motorized transportation. Please refer to EIR Section 4.1, Land Use, Table 4.1-6.

### **Land Use and Planning Summary**

As summarized above, Policy Plan Amendments proposed by the Project would be consistent with and would support The Ontario Plan Vision. Development of the site pursuant to the proposed Meredith SPA can be feasibly implemented consistent with applicable provisions of the City General Plan (as amended) and City Development Code. Further, land uses and development concepts proposed by the Project would be consistent with and would support SCAG 2012-2035 RTP/SCS Goals to encourage land use and growth patterns that facilitate transit and non-motorized transportation. Based on the preceding discussions, the Project's contributions to potential cumulative land use/planning impacts would be less-than-significant, and the cumulative effects of the Project are determined to be less-than-significant.

### 5.1.1.2 Traffic and Circulation–Cumulative Impacts

The cumulative impact area for traffic circulation impacts is defined by the Traffic Impact Study Area, as described within the Project Traffic Impact Analysis (*Traffic Impact Analysis Meredith International Centre Specific Plan Amendment* (Linscott Law & Greenspan) January 22, 2015, EIR Appendix C (Project TIA). The Project TIA Study Area (Study Area) includes potentially affected roadways and intersections within the City of Ontario, the neighboring City of Rancho Cucamonga; and also considers all potentially affected Caltrans and Congestion Management Program facilities.

The Project TIA comprehensively addresses potential cumulative traffic impacts resulting from, or affecting the Project. In this regard, the Project TIA evaluates the following cumulative peak hour traffic scenarios:

- Cumulative traffic impacts under Year 2017 Conditions, reflecting development of Meredith SPA Planning Area 1 (PA-1) and implementation of entitlements currently proposed for Planning Area 2 (PA-2);<sup>1</sup>
- Cumulative traffic impacts under Year 2020 Conditions, reflecting Buildout of the Meredith SPA; and
- Cumulative traffic impacts under Year 2035 Conditions reflecting traffic generated by the implemented Meredith SPA within the context of traffic generated under City Buildout Conditions.

### Ambient Traffic Growth

In consultation with the Lead Agency, a two percent annual increase in traffic has been assumed to reflect traffic generated by generalized ambient growth within the region. For the period 2014–2017 (2017 representing the opening year for the initial increment of Project development), total ambient traffic growth is approximated at six percent; for the period 2014–2020 (2020 representing the Project buildout year), total ambient traffic growth is approximated at 12 percent.

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<sup>1</sup> Currently (as of January 2015), there are requested entitlements for approximately 86,000 SF of commercial/retail uses within Planning Area 2. These commercial/retail uses are anticipated to be complete and occupied by 2017.

### Near-Term and Long-Range Traffic Contributions from Area Development

Near-term (2014–2020) ambient background traffic growth summarized above was then added to daily and peak hour traffic volumes that would be generated by development of cumulative or “related” projects that have been approved but not yet constructed, and/or for which development applications have been filed and are under consideration by governing agencies. A total of 68 related projects have been identified and are listed at Table 5.1-1. Locations of related projects are illustrated at Figure 6-5 of the TIA. Although 68 related projects have been identified, only 11 of these (bold/shaded text at Table 5.1-1) would have explicit assignments to the TIA Study Area intersections, and traffic generated by these related projects has, as conservative measure, has been added to the assumed two percent near-term ambient traffic growth rate noted above. In this respect, the TIA in essence double-counts traffic contributions from these 11 related projects as they are already reflected in near-term ambient traffic growth estimates. The TIA further assumes that the two percent annual traffic growth rate would encompass any potential additional traffic generated by the remaining 57 related projects.

Based on the preceding, the growth in traffic and total traffic volumes reflected in the Project TIA’s Year 2017 and Year 2020 analyses presented would tend to overstate rather than understate the significance of potential cumulative traffic impacts affecting the Study Area circulation system.

Long-range (Year 2035) peak hour traffic forecasts were based on modeled traffic projections prepared by SANBAG utilizing the San Bernardino Traffic Analysis Model (SBTAM) Year 2035 Model. Please refer to the Project TIA (TIA Section 6.4, *Year 2035 Traffic Conditions*) for further detailed discussion of the SBTAM Year 2035 Model, its protocols, and its application within the TIA Long-term (Year 2035) analytic scenarios.

**Table 5.1-1  
Related Projects**

<b>Project Name</b>	<b>Location/Address</b>	<b>Description</b>
<b>The Picerne Group</b>	<b>Haven Ave at 4<sup>th</sup> Street</b>	<b>298 DU Apartments</b>
<b>Warmington Residential</b>	<b>2041 E. 4<sup>th</sup> St</b>	<b>57 DU Single-Family Residential</b>
<b>Parkside</b>	<b>Inland Empire Blvd at Archibald Ave</b>	<b>152 DU Condominiums 100 DU Single-Family Residential</b>
<b>Guasti</b>	<b>Guasti Rd at Archibald Ave</b>	<b>197.820 TSF Shopping Center 114.654 TSF Office Building</b>
Family Practice Medical Office	1435 South Grove Avenue, Unit 8	1.19 Acres Medical Office Building
Ambulance Service	2324 South Vineyard Avenue	Suite within building on 4.69 Acres

**Table 5.1-1  
Related Projects**

<b>Project Name</b>	<b>Location/Address</b>	<b>Description</b>
Industrial	NE Corner of Philadelphia St and Wineville Ave	910.119 TSF Industrial Building
<b>Biane Business Park</b>	<b>8<sup>th</sup> Street at Hermosa Ave</b>	<b>122.304 TSF Industrial Warehouse</b>
<b>Consolidated Consulting</b>	<b>6<sup>th</sup> Street at Haven Ave</b>	<b>126 Room Hotel 3.0 TSF Office</b>
<b>DDCT 8<sup>th</sup> &amp; Vineyard LLC</b>	<b>Hellman Ave at 8<sup>th</sup> Street</b>	<b>904 TSF Industrial</b>
<b>Rancho Tech</b>	<b>9<sup>th</sup> St at Archibald Ave</b>	<b>16.616 TSF addition to Industrial</b>
<b>Phelan Dev. Company</b>	<b>9212 Hermosa Ave</b>	<b>100 TSF Industrial</b>
<b>Scheu Management Corp.</b>	<b>Archibald Ave at 7<sup>th</sup> Street</b>	<b>173.340 TSF Industrial</b>
Goodman Rancho SPE, LLC	SW Corner of Arrow Route and Etiwanda Ave	555.664 TSF Industrial Warehouse 1,033.565 TSF Industrial Warehouse
Walmart Stores, Inc.	NE Corner of Foothill Blvd and Mayten Ave	189.411 TSF Retail Building 62.120 TSF Commercial/Office
Eastvale Commerce Center	NW Corner of Bellegrave Ave. and the I-15 Freeway	249.0 TSF Shopping Center, 130 Room Hotel, 3,100.0 TSF High Cube Warehouse, and 610.0 TSF Business Park
Arco Gas Station	SE Corner of Milliken Ave and Riverside Dr.	18 VFP Gas Station with Store and Car Wash, 2.8 TSF Fast-Food without Drive-Thru, 2.1 TSF Fast-Food with Drive-Thru
The Marketplace at Enclave	SW Corner of Archibald Ave. and Schleisman Rd.	1.6 TSF Coffee/Donut Shop 82.671 TSF Shopping Center
The Ranch at Eastvale	SE Corner of Hellman Ave. and Bellegrave Ave.	267.2 TSF Shopping Center, 801.5 TSF General Light Industrial, 1,121 TSF Business Park
The Commons	NE Corner of El Prado Rd. and Kimball Ave.	Shopping Center
Industrial Building	SW Corner of Archibald Ave. and Bellegrave Ave.	738.43 TSF General Light Industrial
The Golden Triangle	SW Corner of Magnolia Ave. and Kimball Ave.	106.7 TSF Shopping Center
Heritage Professional Center	SW Corner of Magnolia Ave. and Kimball Ave.	55 TSF Hospital, 86.952 TSF Medical Office Building, 120 Room Hotel, 38.848 TSF Shopping Center, and 7.2 TSF Restaurant
Higgins Business Park	SW Corner of Magnolia Ave. and Kimball Ave.	338.682 TSF Business Park, 40 TSF Business Park, 10 TSF Specialty Retail, 2 TSF Bank, 3 TSF Fast-Food with Drive-Thru, and 10 VHP Gas Station with Store and Car Wash
Retail/Residential	SE Corner of Hellman Ave. and Chandler St.	122 DU Single-Family Residential 124.36 TSF Shopping Center
Countryside	SW Corner of Archibald Ave. and Riverside Dr.	819 DU Single-Family Residential

**Table 5.1-1  
Related Projects**

<b>Project Name</b>	<b>Location/Address</b>	<b>Description</b>
Edenglen	SW Corner of Hamner Ave. and Riverside Dr.	310 DU Single-Family Residential, 274 DU Multi-Family Attached, 217.52 TSF Shopping Center, 550 TSF Business Park
Esperanza	NW Corner of Hamner Ave. and Bellegrave Ave.	914 DU Single-Family Residential 496 DU Single-Family Residential
Grand Park	SE Corner of Archibald Ave. and Edison Ave.	484 DU Single-Family Residential 843 DU Multi-Family Attached
Parkside	SW Corner of Archibald Ave. and Edison Ave.	437 DU Single-Family Residential, 1,510 DU Multi-Family Attached, and 115 TSF Shopping Center
Rich Haven	NE Corner of Haven Ave. and Edison Ave.	2,372 DU Single-Family Residential, 1,524 DU Multi-Family Attached, 115 TSF Shopping Center
Sub Area 29	NE Corner of Archibald Ave. and Bellegrave Ave.	2,865 DU Single-Family Residential, 87 TSF Shopping Center
The Avenue	NE Corner of Archibald Ave. and Edison Ave.	2,020 DU Single-Family Residential, 586 DU Multi-Family Attached, 250 TSF Shopping Center
West Haven	SW Corner of Haven Ave. and Riverside Dr.	753 DU Single-Family Residential, 87 TSF Shopping Center
Tuscana Village	NW Corner of Hamner Ave. and Riverside Dr.	176 DU Single-Family Residential, and 26 TSF Shopping Center
Majestic Airport Center	NW Corner of Kimball Ave. and Euclid Ave.	2,890.4 TSF High-Cube Warehouse, 180 TSF Warehousing, 25 TSF Specialty retail, 13 TSF Pharmacy/Drugstore, 8.6 TSF Fast-Food with Drive-Thru
Falloncrest at the Preserve	NW Corner of W Preserve Loop and Pine Ave.	204 DU Single-Family Residential, 786 DU Condo/Townhome, 412 DU Apartments, 77.597 TSF Shopping Center, 77.597 General Office
Mill Creek	SW Corner of Hellman Ave. and Chandler St.	1,074 DU Single-Family Residential
Chino East Industrial	SE Corner of Grove Ave. and Merrill Ave.	1,593.5 TSF General Light Industrial
Eastvale Shopping Center	SE Corner of Archibald Ave. and Limonite Ave.	192 TSF Free-Standing Discount Superstore, 9.2 TSF Specialty Retail, 7.2 TSF Fast-Food without Drive-Thru, 2 TSF Coffee/Donut Shop, 3.5 TSF Fast-Food with Drive-Thru, and 16 VFP Gas Station with Store and Car Wash
Grainger Site	NE Corner of Hamner Ave. and Cantu- Galleano Ranch Rd.	546 TSF Industrial

**Table 5.1-1  
Related Projects**

<b>Project Name</b>	<b>Location/Address</b>	<b>Description</b>
Commercial Retail Center	16697 Arrow Blvd.	1.8 Acres Commercial Retail Buildings
Truck Repair Shop	11123 Banana Ave.	4 Acres Truck Repair Shop
Fontana Sports Park	S/S Sierra Lakes, E/O Knox	27 Acre Sports Park
Department of Motor Vehicles	8026 Hemlock Ave.	24.689 TSF DMV Buildings
Farmer Boys	14505 Foothill Blvd.	21.8 TSF Farmer Boys Restaurant
Industrial	NEC Summit/Sierra	741.325 TSF Industrial Building
Hemlock Business Park	10990 Hemlock Ave.	344.891 TSF Industrial Building
Industrial	15750 Jurupa Ave.	967.2 TSF Industrial Building
Industrial	11092 Oleander Ave.	1,800.0 TSF Industrial Warehousing
Industrial	16005 Santa Ana Ave.	639.473 TSF Industrial Building
Commercial/Industrial	N/S Jurupa between Catawba/Citrus	212.2 TSF Commercial/Industrial
Cardenas Market	16721 Valley Blvd.	30.0 TSF Addition to Existing Market
Industry Avenue Distribution Center	11751 Industry Avenue	245.24 TSF Industrial
Warehouse	NEC of Marlay Avenue and Pacific Avenue	326.945 TSF Warehouse
Sultana Distribution Center	8375 Sultana Avenue	700.712 Distribution Center
<b>Hospital</b>	<b>999 San Bernardino Rd</b>	<b>104 Beds Hospital Addition</b>
Upland Crossing/Harvest	South of Foothill, East of Monte Vista Ave	193 Units Single-Family Residential
Citrus Grove	North of 8 <sup>th</sup> St and East of Sultana	209 Units Residential
The Enclave	SWC of Schleisman Rd and Archibald Ave	490 Units Single-Family Residential
Copper Sky	SEC of Schleisman RD and Scholar Way	224 Units Single-Family Residential
The Trails	NEC of Archibald Ave and 65 <sup>th</sup> St	224 Units Single-Family Residential
San Antonio Medical Center	S of Limonite Ave, W of I-15, E of Hamner Ave	69.562 TSF Commercial Retail
Eastvale Business Park	SWC of Limonite Ave and Archibald Ave	33.6 TSF Business Park 10.6 TSF Commercial Retail 694.77 TSF Light Industrial
The Ranch	W of end of 65 <sup>th</sup> Street, E of Hellman Ave	1,546.38 TSF Business Park 196.02 TSF Commercial Retail 2,334.816 TSF Light Industrial
Goodman Commerce Center	NEC of Bellgrave Ave and Hammer Ave	1,507.176 TSF Business Park 1,102.068 TSF Commercial Retail 6,333.624 TSF Light Industrial
The Paseos at Montclair North	NEC of Monte Vista Ave and Moreno Street	385 DU
Brooks Street Industrial Building	4545 Brooks Street	130.0 TSF Industrial

## Study Area Intersections

Under at least one of the traffic impact analytic scenarios (Existing Conditions, Year 2017 Conditions, Year 2020 Conditions, and/or Year 2035 Conditions), Project traffic would contribute to cumulatively significant intersection LOS impacts at the intersections listed at Table 5.1-2. The locations identified at Table 5.1-2 are either not under the City’s plenary control, and/or are subject to right-of-way constraints. In these instances, timely implementation of improvements required as mitigation for potentially significant cumulative traffic impacts cannot be assured, and impacts are therefore considered cumulatively significant and unavoidable pending completion of the required improvements. Project traffic impacts at all other Study Area intersections would be less-than-significant, or less-than-significant as mitigated. Please refer also to the discussions of intersection LOS impacts presented at EIR Section 4.2, “Traffic and Circulation.”

**Table 5.1-2  
Study Area Intersections-Cumulatively Significant Impacts**

ID No.	Intersection	Jurisdiction
2	Archibald Avenue at Arrow Route *	City of Rancho Cucamonga
3	Baker Avenue at 8 <sup>th</sup> Street	City of Rancho Cucamonga/City of Ontario
9	Hellman Avenue at 6 <sup>th</sup> Street	City of Rancho Cucamonga
12	Haven Avenue at 6 <sup>th</sup> Street	City of Rancho Cucamonga
14	I-10 EB Ramp at 4 <sup>th</sup> Street	City of Ontario/Caltrans***
20	Vineyard Avenue at 4 <sup>th</sup> Street	City of Ontario
23	Archibald Avenue at 4 <sup>th</sup> Street *	City of Rancho Cucamonga/City of Ontario
25	Haven Avenue at 4 <sup>th</sup> Street *	City of Rancho Cucamonga/City of Ontario
28	Archibald Avenue at Inland Empire Boulevard	City of Ontario
32	Vineyard Avenue at I-10 EB Ramps	City of Ontario/Caltrans

**Source:** Meredith International Centre Specific Plan Amendment Traffic Impact Analysis (Linscott Law & Greenspan) January 22, 2015.

**Notes:** \* denotes San Bernardino County CMP intersection; \*\* denotes future intersection; \*\*\* Significant Impacts occurring under Existing Plus Project Conditions are considered Project-specific.

## Freeway Facilities

Project traffic would also contribute to cumulatively significant impacts affecting certain of the analyzed freeway facilities within the Study Area as summarized below. As discussed at EIR Section 4.2, “Traffic and Circulation,” there are no feasible means for the Project Applicant or the City of Ontario to mitigate significant freeway facilities impacts, and these impacts are accordingly recognized as cumulatively significant and unavoidable.

### *Freeway Segment Impacts*

- **Existing Conditions** – Cumulatively Significant at the 51 Study Area freeway segments operating at deficient LOS without the Project. (Under Existing Plus Project Conditions [Project Buildout] Project-specific traffic contributions to eastbound 1-10 between Milliken Avenue and I-15 [Study Area freeway segment No. 21] would be considered significant.)
- **Year 2017 Conditions** – Cumulatively Significant at the 55 Study Area freeway segments operating at deficient LOS without the Project.
- **Year 2020 Conditions** – Cumulatively Significant at the 58 Study Area freeway segments operating at deficient LOS without the Project.
- **Year 2035 Conditions** – Cumulatively Significant at the 66 Study Area freeway segments operating at deficient LOS without the Project.

### *Freeway Merge/Diverge Ramp Junction Impacts*

- **Existing Conditions** – Cumulatively Significant at all Study Area freeway merge/diverge ramp junction facilities operating at deficient LOS without the Project.
- **Year 2017 Conditions** – Cumulatively Significant at all Study Area freeway merge/diverge ramp junction facilities operating at deficient LOS without the Project.
- **Year 2020 Conditions** – Cumulatively Significant at all Study Area freeway merge/diverge ramp junction facilities operating at deficient LOS without the Project.
- **Year 2035 Conditions** – Cumulatively Significant at all Study Area freeway merge/diverge ramp junction facilities operating at deficient LOS without the Project.

### ***Freeway Weaving Impacts***

- **Existing Conditions** – Cumulatively Significant at the three evaluated Study Area freeway segments operating at deficient LOS without the Project.
- **Year 2017 Conditions** – Cumulatively Significant at the three evaluated Study Area freeway segments operating at deficient LOS without the Project.
- **Year 2020 Conditions** – Cumulatively Significant at the three evaluated Study Area freeway segments operating at deficient LOS without the Project.
- **Year 2035 Conditions** – Cumulatively Significant at the three evaluated Study Area freeway segments operating at deficient LOS without the Project.

### **Access Considerations**

Site access driveways, traffic controls, and on-site circulation improvement concepts proposed by under Meredith SPA, Section 3: “Circulation Plan,” act to reduce potential access and on-site circulation impacts. Final site access and on-site access/circulation designs would incorporate any additional provisions or modifications suggested within the Project TIA, or as may otherwise be required by the City. City design review processes, and any resultant modifications incorporated in Final Site Plan designs for individual development proposals within the Meredith SPA, would ensure that potential parking, site access, and internal circulation impacts are less-than-significant. On this basis, the Project’s potential contribution to cumulative impacts in regard to site access are not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

### **CMP Facilities**

Freeway facilities determined to be subject to cumulatively significant deficiencies under Existing, Year 2017, Year 2020, or Year 2035 scenarios considered herein would also be considered to conflict the LOS standards established under the San Bernardino County Congestion Management Program. Study Area CMP intersections, jurisdictions, and acceptable LOS Standards are summarized at Table 5.1-3. CMP intersections determined to be subject to cumulatively significant LOS deficiencies under Existing, Year 2017, Year 2020, or Year 2035 scenarios considered herein would also be considered to conflict the LOS standards established under the San Bernardino County Congestion Management Program.

**Table 5.1-3  
Study Area CMP Intersections**

Map No.	Intersection	Jurisdiction	LOS Standard
2	Archibald Avenue at Arrow Route	City of Rancho Cucamonga	D
13	Grove Avenue at 4 <sup>th</sup> Street	City of Ontario	E
14	I-10 EB Ramps at 4 <sup>th</sup> Street	City of Ontario/Caltrans	D
15	I-10 WB Ramps at 4 <sup>th</sup> Street	City of Ontario/Caltrans	D
23	Archibald Avenue at 4 <sup>th</sup> Street	City of Rancho Cucamonga/ City of Ontario	D
25	Haven Avenue at 4 <sup>th</sup> Street	City of Rancho Cucamonga/ City of Ontario	D
33	Archibald Avenue at I-10 Freeway	City of Ontario/Caltrans	D

**Source:** Meredith International Centre Specific Plan Amendment Traffic Impact Analysis (Linscott Law & Greenspan) January 22, 2015.

### **Air Traffic Patterns/Air Safety**

The Ontario International Airport (ONT) is located southerly adjacent to SPA properties, across East Airport Drive. No other airports or airfields are located proximate to the Project site or would otherwise be potentially affected by the Project. Land uses and development that would be realized pursuant to the Project would conform to all applicable provisions and restrictions of the ONT ALUCP as determined by the City. In this latter regard, all future development in the Specific Plan area would be required to comply with development standards and design guidelines established in the Meredith SPA, as well as the applicable requirements of the City of Ontario Development Code. (Please refer to City of Ontario Municipal Code Title 9, Development Code, Chapter 1, Zoning and Land Use Requirements, Sec. 9-1.2980. Airport Safety Zones.) In combination, compliance with provisions of the Meredith SPA and the City Development Code would preclude any potential inconsistencies with the ONT ALUCP, including but not limited to potential for the Project to 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. The City fulfills its state Airport Land Compatibility requirements pursuant to the "Alternative Process." Under the Alternative Process affected agencies are responsible for conducting their own consistency evaluations for new development and/or major land use actions within their portions of the ONT AIA. In this regard, the City of Ontario is responsible for ALUCP consistency evaluations/determinations for the Project.

Consistency with the ONT ALUCP ensures that development projects (including the proposed Meredith SPA) do not contribute considerably to, or are affected considerably by, potentially significant safety/air traffic impacts associated with ONT airport and its

operations. On this basis, the Project's potential contribution to cumulative impacts in regard to air traffic patterns/air safety are not considerable, and the cumulative effects of the Project are determined to be less-than-significant. No other potentially significant cumulative traffic/circulation impacts would result from, or would be caused by, the Project.

### **5.1.1.3 Air Quality–Cumulative Impacts**

The cumulative impact area for air quality considerations is generally defined by the encompassing Air Basin and boundaries of the jurisdictional air quality management agency. In this case, the South Coast Air Basin (SCAB, Air Basin) and the South Coast Air Quality Management District (SCAQMD) respectively. Project emissions within the context of SCAQMD's regional emissions thresholds provide an indicator of potential cumulative impacts within the jurisdictional Air Basin. Due to the defining geographic and meteorological characteristics of the Air Basin, criteria pollutant emissions that could cumulatively impact air quality would be, for practical purposes, restricted to the Air Basin. Accordingly, the geographic area encompassed by the Air Basin is the appropriate limit for this cumulative Air Quality analysis.

### **Construction-Source Air Quality Impacts**

As discussed at EIR Section 4.3, "Air Quality," and EIR Appendix D, even after the application of all feasible mitigation measures, Project maximum daily construction-source emissions of VOC, NO<sub>x</sub>, and CO would exceed applicable SCAQMD regional thresholds. Construction-source VOC, NO<sub>x</sub> and CO emissions regional threshold exceedances are therefore determined to be individually significant and cumulatively considerable.

The Project development scenario would not result in construction activities or site disturbance not already acknowledged to occur pursuant to buildout of subject site and the City in total as envisioned under The Ontario Plan EIR. The Ontario Plan EIR, by its nature, addresses cumulative impacts associated with buildout of the City, including potential cumulative impacts related to construction-source air quality impacts. The Ontario Plan EIR at Section 5.3, "Air Quality" concludes that future development of the City would result in cumulatively significant construction-source VOC, CO, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> impacts (TOP EIR pp. 5.3-11–5.3-12). The Project would not result in cumulatively significant construction-source air quality impacts not already considered and addressed in The Ontario Plan EIR.

Mitigation measures proposed by the Project would reduce construction-source air quality impacts to the extent feasible. The Project mitigation measures are consistent with and would support construction-source air quality mitigation measures identified at The Ontario Plan EIR Mitigation Measure 3-1 (please refer to The Ontario Plan EIR, pp. 5.3-27, 5.3-28).

### **Operational-Source Air Quality Impacts**

Even with application of mitigation, under 2017 Conditions, Project maximum daily operational-source emissions of VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions would exceed applicable SCAQMD regional thresholds.<sup>2</sup> Year 2017 operational-source VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions regional threshold exceedances are therefore determined to be individually significant and cumulatively considerable.

Even with application of mitigation, under Project Buildout Conditions in 2020, Project maximum daily operational-source emissions of VOC, NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub> would exceed applicable SCAQMD regional thresholds.

Compliance with existing regulations and application of mitigation measures proposed in this EIR would act to minimize the Project's construction-source and operational-source pollutant emissions levels. However, exceedances of applicable regional thresholds would persist. On this basis, regional threshold exceedances for VOC, NO<sub>x</sub>, and CO from Project construction-sources; and regional threshold exceedances for VOC, NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub> from Project operational-sources are considered individually and cumulatively significant.

It is further noted that the Project development scenario would represent buildout of the subject site that would be less intense in terms of resident population and overall development intensity when compared to that envisioned under The Ontario Plan EIR (*Project Development Scenario*: 4,150,000 s.f. total development; 600 Hotel Rooms; 800 Residential Units vs. *The Ontario Plan EIR Development Scenario*: 7,500,000 s.f. total development; 1,200 Hotel Rooms; 2,958 Residential Units). The comparatively diminished

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<sup>2</sup> Under 2017 Interim Development Conditions, the Project AQIA indicates operational-source PM<sub>2.5</sub> emissions would not exceed SCAQMD regional thresholds. If employing the SCAQMD *Draft Warehouse Truck Trip Study* protocols and assumptions, there would be a PM<sub>2.5</sub> emissions regional threshold exceedance under 2017 Interim Development Conditions. Conservatively, and as a matter of public disclosure, operational-source PM<sub>2.5</sub> emissions are recognized as significant and unavoidable under 2017 Interim Development Conditions.

development intensities proposed by the Project would reduce traffic generation and related vehicular-source emissions impacts; and would also likely result in reduced building energy consumption emissions and other stationary/area-source emissions impacts when compared to air pollutant emissions impacts reflected in The Ontario Plan EIR. The Ontario Plan EIR, by its nature, addresses cumulative impacts associated with buildout of the City, including potential cumulative impacts related to operational-source air quality impacts. The Ontario Plan EIR at Section 5.3, "Air Quality," concludes that future development of the City would result in significant operational-source VOC, NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub> impacts. The Project would not result in cumulatively significant operational-source air quality impacts not already considered and addressed in The Ontario Plan EIR.

Mitigation measures proposed by the Project would act to reduce operational-source air quality impacts. The Project mitigation measures are consistent with and would support operational-source air quality mitigation measures identified at The Ontario Plan EIR Mitigation Measure 3-2 (please refer to The Ontario Plan EIR, p. 5.3-28).

### **Non-Attainment Impacts**

The South Coast Air Basin encompassing the Project site is designated as non-attainment for ozone (VOC and NO<sub>x</sub> are ozone precursors); and PM<sub>10</sub> and PM<sub>2.5</sub> (NO<sub>x</sub> is a PM<sub>10</sub>/PM<sub>2.5</sub> precursor).

- Project construction-source VOC and NO<sub>x</sub> emissions regional threshold exceedances noted above would result in a cumulatively considerable net increase in criteria pollutants (ozone) for which the Project region is non-attainment. These are cumulatively significant air quality impacts.
- Project operational-source VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions regional threshold exceedances noted above would result in a cumulatively considerable net increase in criteria pollutants (ozone), and PM<sub>10</sub>, and PM<sub>2.5</sub> for which the Project region is non-attainment. These are cumulatively significant air quality impacts.

The Project development scenario would not result in construction activities or site disturbance not already acknowledged to occur pursuant to buildout of subject site and the City in total as envisioned under The Ontario Plan EIR. When compared to The Ontario Plan EIR development scenario for the subject site, reduced development intensities

proposed by the Project would reduce vehicular source emissions impacts, and would also likely reduce stationary/area-source emissions impacts.

The Ontario Plan EIR, by its nature, addresses cumulative impacts associated with buildout of the City, including potential cumulative impacts related to construction-source and operational-source nonattainment air quality impacts. The Ontario Plan EIR at Section 5.3, "Air Quality" concludes that future development of the City would result in cumulatively significant construction-source and operational-source ozone and PM<sub>10</sub>/PM<sub>2.5</sub> nonattainment impacts (TOP EIR pp. 5.3-12, 5.3-14). The Project would not result in cumulatively significant construction-source and/or operational-source nonattainment air quality impacts not already considered and addressed in The Ontario Plan EIR.

Mitigation measures proposed by the Project would reduce construction-source and operational-source contributions to nonattainment air quality impacts. The Project mitigation measures are consistent with and would support construction-source and operational-source air quality mitigation measures identified respectively at The Ontario Plan EIR Mitigation Measures 3-1 and 3-2 (please refer to The Ontario Plan EIR, pp. p. 5.3-27, 5.3-28).

Other potential air quality impacts of the Project are either less-than-significant or can be reduced to levels that are less-than-significant with application of the mitigation measures proposed herein.

### **CO Hotspot Impacts**

The Project would generate additional vehicular traffic, and therefore could generate mobile source emissions that could cause or contribute to adverse CO concentrations (CO "hotspots"). Potential CO hotspot impacts are evaluated within the Project Air Quality Impact Analysis (EIR Appendix D) and summarized at EIR Section 4.3, "Air Quality." As discussed therein, the potential for the Project to cause or result in potential CO hotspot impacts is less-than-significant. Potential CO hotspot impacts determined to be less-than-significant at the Project level are not cumulatively considerable.

### **Odors**

As discussed at EIR Section 4.3, the Project would not generate or otherwise be a source of objectionable odors affecting a substantial number of people. The Project's potential impacts in this regard are therefore less-than-significant and not cumulatively considerable.

## **Project Health Risk Assessment**

A Project Health Risk Assessment (Project HRA) was prepared to evaluate potential health impacts of Project operational-source diesel particulate matter (DPM) emissions (see: *Meredith International Centre Specific Plan Amendment Mobile Source Diesel Health Risk Assessment, City of Ontario (Urban Crossroads, Inc.)* November 12, 2014 [Project HRA], EIR Appendix D). Reflecting the greatest potential concentration of DPM sources within the Specific Plan Area, the Project HRA conservatively assumes that all of the Project's diesel truck traffic trips would be generated by the Meredith SPA Planning Area 1 light industrial uses and distribution warehouse facilities. DPM emissions modeling was then conducted for the Project Development "A" and "B" Options (please refer to EIR Section 3.0, "Project Description" for further discussion of and details regarding the "A" and "B" Development Options).

The Project HRA evaluated potential cancer and non-cancer risks due to Project DPM emissions for residents (maximally exposed individual receptor, MEIR), employees (maximally exposed individual worker, MEIW), and school-age children (maximally exposed individual school child, MEISC). As summarized in the discussions following, the Project HRA concludes that under all exposure scenarios (MEIR, MEIW, and MEISC) Project-generated DPM emissions would not significantly increase cancer risks, non-cancer risks, or otherwise result in, or cause, adverse health impacts. Please refer also to the Project HRA (included at EIR Appendix D) for detailed exposure modeling inputs and results. The Project's potential cumulative contributions to health risks are summarized below.

## **Background**

The SCAQMD<sup>3</sup> has conducted an analysis of the cumulative effects of Toxic Air Contaminants (TACs) within the Basin. This cumulative analysis, *Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-III)*, expresses cumulative TAC impacts in terms of potential increased cancer risks.<sup>4</sup> *MATES-III* estimates that the Basin-wide average excess cancer risk level resulting from exposure to cumulative TACs is approximately 1,200 incidents per one million population. Related, *MATES-III* estimates the

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<sup>3</sup> SCAQMD is the Responsible Agency providing guidance on applicable air quality analysis methodologies and air quality-related issues.

<sup>4</sup> Cancer risk refers to the probability of contracting cancer associated with exposure to a substance. It is expressed as the chance per million of a cancer case occurring. A risk of one per million, for example, would mean that in a population of one million individuals exposed over a 70 year lifetime, one additional cancer case would be expected.

cumulative TAC-source cancer risk for the localized area encompassing the Project site at a maximum of 1,426 incidents per million population.<sup>5</sup> Diesel Particulate Matter (DPM)-source cancer risks, are reflected in the area's ambient cumulative cancer risk along with all other TAC-source risks, and accounts for the predominance (83.6 percent) of the total risk shown in MATES-III.

***Ambient TAC Impacts Presumed Cumulatively Significant***

The SCAQMD has established a significance threshold for incremental project-level TAC impacts. Specifically, if a given project would generate TACs resulting in or causing an increase in cancer risks of 10 or more incidents per million population, that project's incremental cancer risk would be considered significant. This same significance threshold (10 in one million) is applied by SCAQMD in determining whether a given project's incremental contribution to ambient TAC-source cancer risks is cumulatively considerable. The SCAQMD has not, however, established a significance threshold for ambient cumulative TAC impacts affecting the Basin. Likewise, the City of Ontario (the Lead Agency) has no adopted cumulative TAC impacts significance threshold.

Absent an established threshold for cumulative TAC impacts, the following discussion assesses whether, in the light of other available existing information, the ambient cumulative TAC-source impacts affecting the Basin and the area encompassing the Project site could be characterized as significant.

As noted previously, MATES-III estimates the average ambient cumulative TAC-source cancer risk for the Basin as whole at 1,200 incidents per million population; in the localized area encompassing the Project site the risk is estimated at 1,426 incidents per million population. Either of these existing cumulative TAC-source cancer risk levels (1,200 per million, or 1,426 per million) far exceeds the 10 in one million cancer risk at which project-level TAC-source cancer risks would be determined significant employing SCAQMD thresholds.

Comparing the ambient cumulative TAC-source cancer risk (1,200 per million Basin-wide; or 1,426 per million locally) to the SCAQMD's established threshold for project-level TAC-

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<sup>5</sup> SCAQMD 2008, MATES-III Carcinogenic Interactive Map—<http://www3.aqmd.gov/webappl/matesiii/> Localized background TAC-source cancer risk estimates are extrapolated from TAC monitoring data collected at ten fixed sites within the South Coast Air Basin. MATES-III extrapolates cancer risk levels throughout the Basin at 1.25 mile by 1.25 mile grids.

source cancer risks (10 in one million), the ambient cumulative TAC-source cancer risk is approximately 120.0 to 149.6 times greater than the incremental risk at which project-level TAC-source cancer risks would be considered significant.

Although there is not yet an established significance threshold for ambient cumulative TAC impacts, given the magnitude by which the ambient cumulative condition exceeds SCAQMD's established project-level significance threshold (ambient cumulative TAC conditions are 120.0 to 149.6 times greater than the project-level threshold), the ambient cumulative condition would likely exceed whatever significance threshold may be established for cumulative impacts affecting the Basin. On this basis, and absent a prevailing threshold adopted by the Lead or Responsible Agency, ambient cumulative TAC impacts are presumed to be significant under existing conditions without the Project.

### ***Related Projects Contribution to Cumulative TAC Impacts***

In addition to the MATES-III cumulative TAC-source cancer risk noted above, other new or proposed potential TAC-generating projects (related projects) in the Study Area could contribute to cumulative TAC impacts. These related projects, due to their recent and/or tentative nature, are not reflected in the cumulative TAC impacts identified in the MATES-III study.

In consultation with the Lead Agency, related TAC-generating projects located within a one-quarter mile radius of the Project were identified and are reflected in this cumulative TAC analysis. The one-quarter mile radius encompassed within the cumulative TAC analysis reflects CARB and SCAQMD analyses indicating an 80-percent drop-off in TAC concentrations at approximately 1,000 feet from the DPM source under consideration (California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. 2005.) Beyond 1,000 feet, the TAC emissions would be reduced and diffused such that they would not substantively and discernibly contribute to or interact with TAC emissions from other distinct sources. The one-quarter mile (1,320 feet) Study Area radius employed in the Project HRA therefore encompasses and extends beyond the distance at which related projects would generate TACs that would likely interact with TACs generated by the proposed Meredith International Centre SPA Project.

The only related TAC-generating project located within a one-quarter mile radius of the Project site is the Guasti Shopping Center and Office Building project comprising approximately 197,820 square feet of shopping center uses and 114,654 square feet of office building. The primary source of TACs generated by this related project would be DPM emissions generated by delivery trucks accessing the subject site. DPM emissions generated

by this related project could potentially contribute to, or interact with, the Project's DPM emissions. Past experience in preparing health risk assessments for like facilities indicates that the DPM-source health risks associated with the proposed Guasti Shopping Center and Office Building project would not exceed 5 incidents per million population.

### ***Project Contribution to Cumulative TAC Impacts***

As presented in the Project HRA, Project-source DPM emissions would incrementally increase the background cancer risk by a maximum of 9.44 incidents per million population.<sup>6</sup> The Project would not be a substantive source of other TACs. The applicable SCAQMD significance threshold for Project-level DPM-source cancer risk impacts is 10 incidents per million population. Similarly, SCAQMD significance thresholds state that Project contributions to cumulative DPM-source cancer risks would be cumulatively considerable if greater than 10 incidents per million population would occur. The 9.44 incidents per million population increment resulting from the Project is therefore not significant, nor cumulatively considerable.

To provide context for, and quantify cumulative TAC effects within the Study Area, the Project TAC-source cancer risk, and the TAC-source cancer risks from the related project identified herein, were added to the total background risk derived by the MATES III study, yielding a maximum potential cumulative TAC-source risk affecting the Study Area. As indicated at Table 5.1-4, the maximum potential cumulative cancer risk within the Study Area is estimated at 1,440.44 incidents per million.<sup>7</sup>

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<sup>6</sup> Potential health risks were also modeled employing assumptions and protocols reflected in the SCAQMD *Draft Warehouse Truck Trip Study*. Under all analytic scenarios, Project-related DPM-source health risks would be reduced if employing methodologies and protocols identified in the *Draft Warehouse Truck Trip Study*. Please refer also to the supplemental air quality analyses presented at EIR Appendix D.

<sup>7</sup> Although cumulative impacts typically represent a General Plan Buildout Scenario, there is no such data available for what General Plan Buildout DPM emissions impacts would be. The background risk, however, would likely overstate, rather than understate future DPM impacts and is assumed to be inclusive of future growth. Due to improved DPM emissions control technologies and increasingly stringent DPM emissions regulations, the cancer risk incidence in the seven (7) years between the Mates-II and Mates-III studies declined by approximately 15% even as population and business growth occurred throughout the region. Similar future declines in area-wide DPM source emissions are anticipated pursuant to enactment of further emissions regulations, including but not limited to anticipated greenhouse gas (GHG) reduction and control measures to be implemented by the state (see also: emissions regulatory measures discussed within *Meredith International Centre Specific Plan Amendment Air Quality Impact Analysis* (Urban Crossroads, Inc.) January 21, 2015; and *Meredith International Centre Specific Plan Amendment Greenhouse Gas Analysis* (Urban Crossroads) January 21, 2015.

**Table 5.1-4  
Study Area Cumulative TAC-Source Cancer Risk**

Cumulative Impact Scenario	Risk Sources			Maximum Cumulative Risk
	Background TACs	Related Projects TACs	Project TACs	
	Cancer Risk Per Million Population			
Cumulative Impact Without Project	1,426.00	---	---	<b>1,426.00</b>
Maximum Cumulative Impact With Project	1,426.00	---	9.44	<b>1,435.44</b>
Maximum Cumulative Impact With Project and Related Projects	1,426.00	5.00	9.44	<b>1,440.44</b>

**Source:** Meredith International Centre Specific Plan Amendment Mobile Source Diesel Heath Risk Assessment, City of Ontario (Urban Crossroads, Inc.) November 12, 2014.

**Notes:** Background DPM risk from: *MATES III Carcinogenic Risk Interactive Map*. SCAQMD 2008. Web. October 2014. <http://www2.aqmd.gov/webappl/matesiii/>.

The MATES-III ambient cumulative TAC impact represents approximately 99.9 percent of the total cumulative impact identified at Table 5.1-4; and due to its magnitude when compared to project-level TAC impact significance thresholds, is presumed to be cumulatively significant in order to ensure the most conservative analysis. The Project would incrementally contribute to this presumably significant cumulative impact. However the Project's maximum incremental contribution of 9.44 incidents per million population does not exceed the established SCAQMD threshold (10 incidents per million population) at which project-level TAC contributions would be determined cumulatively considerable. On this basis, the Project DPM emissions impacts are not considered cumulatively considerable.

### **Air Quality Summary**

Even with application of mitigation, the Project would result in significant and unavoidable construction-source and operational-source regional air quality impacts. More specifically:

- Project maximum daily construction-source VOC, NO<sub>x</sub>, and CO emissions would exceed applicable SCAQMD regional thresholds. These are individually and cumulatively significant air quality impacts.
- Project maximum daily operational-source VOC, NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub> emissions would exceed applicable SCAQMD regional thresholds. These are individually and cumulatively significant air quality impacts.

Moreover, the South Coast Air Basin encompassing the Project site is designated as non-attainment for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> (VOC and NO<sub>x</sub> are both ozone precursors; NO<sub>x</sub> is a precursor to PM<sub>10</sub>/PM<sub>2.5</sub>).

- Project construction-source VOC and NO<sub>x</sub> emissions regional threshold exceedances would therefore result in a cumulatively considerable net increase in criteria pollutants (ozone and PM<sub>10</sub>/PM<sub>2.5</sub>) for which the Project region is non-attainment. These are cumulatively significant air quality impacts.
- Project operational-source VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions regional threshold exceedances would therefore result in a cumulatively considerable net increase in criteria pollutants (ozone and PM<sub>10</sub>/PM<sub>2.5</sub>) for which the Project region is non-attainment. These are cumulatively significant air quality impacts.

Other potential air quality impacts of the Project including potential health risks are either less-than-significant or can be reduced to levels that are less-than-significant with application of EIR mitigation measures.

All of the above-noted significant air quality air quality impacts are considered and addressed in The Ontario Plan EIR. The Ontario Plan EIR, by its nature, evaluates cumulative impacts (including cumulative air quality impacts) resulting from buildout of the City, including development of the Project site. The land uses and operations proposed by the Project would result in substantively reduced air quality impacts when compared to air quality impacts that would result from development of the site envisioned under The Ontario Plan EIR. The Project would not result in or contribute to cumulatively significant air quality impacts not already considered and addressed in The Ontario Plan EIR.

#### **5.1.1.4 GHG Emissions/Global Climate Change–Cumulative Impacts**

As demonstrated in the Project GHG Analysis (EIR Appendix D) and the information presented at EIR Section 4.4, Project GHG emissions would not exceed a threshold of significance that the Lead Agency determines applies to the Project. Further, the Project GHG analysis demonstrates 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.

More specifically, the GHG Analysis demonstrates that Project-source GHG emissions represent an approximate 32.81 percent reduction in GHG emissions when compared to a Business As Usual (BAU) scenario. This is consistent with and supports California AB 32

Scoping Plan and City of Ontario directives calling for an approximate 30 percent reduction in GHG emissions when compared to the BAU scenario. The Project is further determined to be consistent with Policy Plan Goals and Policies and The Ontario Plan EIR mitigation measures that directly or indirectly act to reduce GHG emissions. (Please refer to EIR Section 4.4, Table 4.4-3, “Policy Plan Goals and Policies Consistency Analysis,” and Table 4.4-4, “Compliance with The Ontario Plan EIR Mitigation Measures.”) The Project’s potential to contribute considerably, either individually or cumulatively, to global climate change impacts through GHG emissions is therefore considered less-than-significant.

It is further noted that the Project development scenario would represent buildout of the subject site that would be less intense in terms of resident population and overall development intensity when compared to that envisioned under The Ontario Plan EIR (*Project Development Scenario: 4,150,000 s.f.; 600 Hotel Rooms; 800 Residential Units vs. The Ontario Plan EIR Development Scenario: 7,500,000 s.f.; 1,200 Hotel Rooms; 2,958 Residential Units*). In this regard, the comparatively diminished development intensities proposed by the Project and resulting diminished GHG emissions would be generally consistent with reduced development intensities and diminished GHG emissions impacts reflected in The [Recirculated] Ontario Plan EIR Section 3.1, 15 Percent GHG Reduction Alternative. Under this Alternative, GHG emissions impacts resulting from buildout of the City would be less-than-significant.

The Project is consistent with and would support California AB 32 Scoping Plan and City of Ontario directives calling for an approximate 30 percent reduction in GHG emissions when compared to the BAU scenario. The Project is further determined to be consistent with Policy Plan Goals and Policies and The Ontario Plan EIR mitigation measures that directly or indirectly act to reduce GHG emissions. The Project’s potential to contribute considerably (either individually or cumulatively) to global climate change impacts through GHG emissions is therefore considered less-than-significant.

#### **5.1.1.5 Noise–Cumulative Impacts**

The cumulative impact area for noise considerations is generally defined as surrounding properties that could receive Project-generated noise (either construction or operational), and would also include roadway corridors affected by Project-related traffic and associated vehicular noise. Potential noise impacts of the Project are discussed at EIR Section 4.5, “Noise,” and EIR Appendix F.

### **Construction-Source Noise/Vibration Impacts**

Even after compliance with regulations and application of mitigation measures, Project construction-source noise/vibration levels received at nearby properties would represent a substantial temporary periodic increase in ambient conditions compared to conditions without the Project. As such, construction-source noise/vibration impacts affecting these properties are recognized as significant. Cumulative noise impacts for the duration of construction activities are also recognized as significant. It is further recognized, however, that individually and cumulatively, construction noise impacts would be temporary and transient, and would dissipate entirely at the conclusion of construction activities.

### **Operational Noise - Area Sources**

The Project's area-source operational noise levels are determined to be less-than-significant. There are no known or probable off-site noise sources that would interact with, or compound noise generated by Project operations, and therefore determined to be cumulatively significant.

Further, Project operational-source noise in combination with ambient noise would not result in cumulatively significant noise impacts. In this latter regard, the peak mitigated Project operational-source noise levels when added to ambient conditions would not exceed the maximum acceptable day/night ambient condition.

### **Operational Noise - Mobile Sources**

Cumulative effects are demonstrated by comparing noise levels without the Project in 2017, prior to completion of the initial increment of Project development, to noise levels with the Project under General Plan Buildout Conditions (2035). Cumulative vehicular-source noise impacts within the Project Noise Impact Analysis Study Area were estimated employing a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model- FHWA-RD-77-108.<sup>8</sup> Cumulative vehicular-source noise impacts resulting from areawide traffic growth, including traffic generated by the Project, are presented at Table 5.1-5.

When considering the cumulative effects of vehicular-source noise, the City's 65 dBA CNEL standard reflected in the City General Plan is defined as the maximum acceptable ambient

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<sup>8</sup> *Meredith International Centre Specific Plan Amendment, Noise Impact Analysis, City of Ontario (Urban Crossroads, Inc.)* October 17, 2014.

condition. When ambient noise conditions are within acceptable parameters (65 dBA CNEL) and cumulative effects of vehicular-source noise would exceed 65 dBA CNEL, cumulative increases in ambient conditions could adversely affect area land uses, and land/use noise compatibility standards may not be maintained. Cumulative vehicular-source noise that would cause ambient conditions to exceed 65dBA CNEL would, on this basis, be considered potentially significant.

If, however, ambient baseline conditions already exceed minimum acceptable standards, subsequent increases in noise levels may be considered cumulatively significant as they would contribute to already deficient conditions. Neither the City nor the State have established a quantified incremental increase in noise levels that would be considered cumulatively significant where ambient conditions may already be unacceptable. Guidance in this regard is, however, provided at the federal level through the Federal Interagency Committee on Noise (FICON).<sup>9</sup> In this regard, FICON guidance facilitates assessment of project-generated increases in noise levels that take into account ambient noise conditions. Although the FICON guidance was specifically developed to assess aircraft noise impacts, this guidance is broadly relevant to all environmental noise assessments in determining perceived effects of noise. Germane to this analysis, the FICON guidance indicates that when ambient noise conditions are at or above normally acceptable standards, increases in noise of 1.5 dBA or greater would contribute to existing deficiencies, potentially resulting in increased community annoyance, citizen complaints, and potential litigation.

FICON guidance, as applied within this analysis, would indicate that when ambient conditions equal or exceed the City's maximum acceptable standards for vehicular sources (65 dBA CNEL), cumulative increases of 1.5 dBA or greater in ambient conditions could result in increased community annoyance, citizen complaints, and potential litigation. For the purposes of this analysis then, when cumulative ambient noise conditions equal or exceed maximum acceptable standards for vehicular sources (65 dBA CNEL), cumulative noise increases of 1.5 dBA or greater would be cumulatively significant, and Project vehicular-source noise that would contribute 1.5 dBA or more to cumulative noise conditions would be cumulatively considerable.

As indicated at Table 5.1-5, the total cumulative noise increase along roadways within the Study Area over the considered 18-year cumulative time frame would range from (0.3)

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<sup>9</sup> *Federal Agency Review of Selected Airport Noise Analysis* (Federal Interagency Committee on Noise) 1992.

dBa CNEL to 2.2 dBA CNEL. Study Area roadway segments affected by cumulatively significant vehicular-source noise impacts are indicated by ***bold italicized text***. Along these roadway segments, the ambient noise levels already exceed 65 dBA CNEL, and cumulative increases in the ambient conditions noise of 1.5 dBA CNEL or greater would occur. Along these segments, vehicular-source noise increases over the considered 2017–2035 time frame would be potentially cumulatively significant.

**Table 5.1-5  
Cumulative Traffic Noise Impacts**

Roadway	Segment	2017 CNEL at Adjacent Land Use			2035 CNEL at Adjacent Land Use			Cumulative Increase 2017 w/o Project– 2035 w/Project
		No Project	With Project	Project Addition	No Project	With Project	Project Addition	
Baker Ave.	n/o 6th St.	65.5	65.6	0.1	66.5	66.7	0.3	1.2
Vineyard Ave.	n/o 8th St.	74.1	74.3	0.2	74.8	75.2	0.4	1.1
Vineyard Ave.	s/o 8th St.	74.9	75.1	0.2	75.5	75.9	0.4	1.0
Vineyard Ave.	n/o Fourth St.	73.7	74.0	0.3	74.1	74.9	0.8	1.2
<b><i>Vineyard Ave.</i></b>	<b><i>s/o Fourth St.</i></b>	72.9	73.3	0.4	73.8	74.7	0.9	<b><i>1.8</i></b>
<b><i>Vineyard Ave.</i></b>	<b><i>s/o Inland Empire Bl.</i></b>	73.0	74.8	1.8	73.7	75.2	<b><i>1.5</i></b>	<b><i>2.2</i></b>
<b><i>Hellman Ave.</i></b>	<b><i>n/o Fourth St.</i></b>	66.4	66.7	0.3	67.1	68.2	1.1	<b><i>1.8</i></b>
Archibald Ave.	s/o Arrow Rte.	73.6	73.8	0.2	74.3	74.6	0.3	1.0
Archibald Ave.	n/o 6th St.	73.9	74.2	0.3	74.6	75.2	0.6	1.3
Archibald Ave.	s/o 6th St.	74.0	74.3	0.3	74.6	75.3	0.7	1.3
Archibald Ave.	n/o Inland Empire Bl.	74.3	74.6	0.3	74.9	75.7	0.8	1.4
<b><i>Archibald Ave.</i></b>	<b><i>s/o Inland Empire Bl.</i></b>	75.2	75.7	0.5	75.9	76.7	0.8	<b><i>1.5</i></b>
Haven Ave.	n/o Inland Empire Bl.	78.4	78.4	0.0	78.9	79.0	0.0	0.6
Fourth St.	w/o Baker Ave.	71.0	71.1	0.1	70.4	70.7	0.3	(0.3)
Fourth St.	e/o Baker Ave.	71.9	72.1	0.2	71.1	71.6	0.4	(0.3)
<b><i>Fourth St.</i></b>	<b><i>w/o Hellman Ave.</i></b>	72.4	72.5	0.1	73.5	73.9	0.5	<b><i>1.5</i></b>
Fourth St.	e/o Hellman Ave.	72.2	72.2	0.0	73.3	73.6	0.3	1.4
Fourth St.	e/o Archibald Ave.	72.7	72.8	0.1	73.5	73.7	0.2	1.0
Fourth St.	w/o Haven Ave.	73.2	73.3	0.1	73.7	73.9	0.2	0.7
Fourth St.	e/o Haven Ave.	73.8	73.9	0.1	74.4	74.5	0.2	0.7
Inland Empire Bl.	e/o Archibald Ave.	73.6	73.7	0.1	74.6	74.9	0.3	1.3
Inland Empire Bl.	w/o Haven Ave.	73.8	73.8	0.0	74.6	74.8	0.2	1.0
Inland Empire Bl.	e/o Haven Ave.	71.1	71.1	0.0	71.8	72.0	0.2	0.9

Source: Meredith International Centre Specific Plan Amendment, Noise Impact Analysis, City of Ontario (Urban Crossroads, Inc.) October 17, 2014.

The Project contribution to cumulative vehicular-source noise impacts affecting Vineyard Avenue south of Inland Empire Boulevard would be  $\geq 1.5$  dBA and the Project's incremental contributions to cumulative vehicular-source noise impacts in this instance would be cumulatively considerable. Along all other roadway segments projected to experience cumulatively significant vehicular-source noise impacts, the Project contributions would be  $< 1.5$  dBA and would not be cumulatively considerable.

Feasible mitigation measures do not exist that would reduce cumulatively significant vehicular-source noise impacts to less-than-significant levels. This conclusion is consistent with the findings of The Ontario Plan Environmental Impact Report (TOP EIR) which states in pertinent part: "Buildout of the Proposed Land Use Plan would result in an increase in traffic on local roadways in the City of Ontario, which would substantially increase the noise Environment" . . . and continuing . . . "No mitigation measures are available that would prevent noise levels along major transportation corridors from increasing as a result of substantial increases in traffic volumes"(TOP EIR, p. 5.12-40).

The Project would not result in or cause cumulatively significant vehicular-source noise impacts not already considered and addressed in The Ontario Plan EIR. Moreover, total and peak hour traffic volumes (PCEs) generated by the Project would be less than that generated by more intense development of the subject site envisioned under The Ontario Plan Environmental Impact Report. Reductions in traffic volumes under the Project would likely translate to reduced cumulative vehicular-source noise impacts when compared to those anticipated in The Ontario Plan EIR.

## **Noise Summary**

- Even after compliance with regulations and application of mitigation measures, Project construction-source noise/vibration levels received at adjacent properties will represent a substantial temporary increase in ambient noise conditions without the Project. Project construction-source noise/vibration impacts would therefore be significant, and cumulatively considerable for the duration of construction activities.
- Project stationary/area-source noise impacts would be less-than-significant and not cumulatively considerable.
- Noise increases along certain roadway segments within the Study Area would be cumulatively significant over the time frame 2017 to 2035. The Project contribution to cumulative vehicular-source noise impacts affecting Vineyard Avenue south of

Inland Empire Boulevard would be  $\geq 1.5$  dBA and the Project's incremental contributions to cumulative vehicular-source noise impacts in this instance would be cumulatively considerable. Along all other roadway segments projected to experience cumulatively significant vehicular-source noise impacts, the Project contributions would be  $< 1.5$  dBA and would not be cumulatively considerable.

- The Project would not result in or cause cumulatively significant vehicular-source noise impacts not already considered and addressed in The Ontario Plan Environmental Impact Report. Moreover, total and peak hour traffic volumes (PCEs) generated by the Project would be less than that generated by more intense development of the subject site envisioned under The Ontario Plan Environmental Impact Report. Reductions in traffic volumes under the Project would likely translate to reduced cumulative vehicular-source noise impacts when compared to those anticipated in The Ontario Plan Environmental Impact Report.

#### **5.1.1.6 Hazards/Hazardous Materials–Cumulative Impacts**

The cumulative impact area when considering potential hazards and hazardous materials issues includes the area to be developed within the Project site, as well as off-site locations that might be affected by or contribute to hazards or hazardous conditions resulting from the Project and its operations. The cumulative hazards and hazardous materials impact analysis evaluates the effects of Project construction and operations, and reflects long-term buildout conditions within the cumulative impact area.

As discussed at EIR Section 4.6, "Hazards/Hazardous Materials," and EIR Appendix F, mitigation measures have been proposed to require remediation of any pre-existing hazardous conditions within the Project site, and ensure that subsequent development and operation of Project land uses would not create or result in potentially significant hazardous conditions. As mitigated, no hazards or hazardous conditions would affect the Project site, and the Project would not create or result in hazards or hazardous conditions.

The Project does not propose uses or activities that would require substantive handling or use of hazardous materials, hazardous substances, or hazardous waste that could result in potential adverse effects. To the extent that such materials or substances may be present during Project construction or operations they will be transported, stored, used and disposed of consistent with multiple and broad regulatory requirements.

It is further noted that the Project development scenario would represent buildout of the subject site that would be less intense in terms of resident population and overall

development intensity when compared to that envisioned under The Ontario Plan EIR (*Project Development Scenario: 4,150,000 s.f.; 600 Hotel Rooms; 800 Residential Units vs. The Ontario Plan EIR Development Scenario: 7,500,000 s.f.; 1,200 Hotel Rooms; 2,958 Residential Units*). In this regard, the comparatively diminished development intensities proposed by the Project would tend to reduce the potential for the exposure to, or creation of potential hazards or hazardous conditions. The Ontario Plan EIR, by its nature, addresses cumulative impacts associated with buildout of the City, including potential cumulative impacts related to hazards and hazardous conditions. The Ontario Plan EIR at Section 5.8, “Hazards and Hazardous Materials,” concludes that future development of the City would have less-than-significant impacts related to hazards and hazardous materials. The less-than-significant hazards and hazardous materials impacts identified by The Ontario Plan EIR would be further diminished under the Project.

Based on compliance with established policies and regulations, as well as Project-specific mitigation, the Project’s potential contribution to cumulative impacts in regard to hazards/hazardous materials is not considerable, and the cumulative effects of the Project are less-than-significant.

#### **5.1.1.7 Public Services and Utilities–Cumulative Impacts**

As substantiated at EIR Section 4.7 “Public Services and Utilities,” the potential for the Project to adversely affect public services and utilities; or to result in potentially adverse environmental impacts due to the construction or expansion of service facilities or systems is less-than-significant. Topical considerations under the general heading of Public Services and Utilities are discussed below.

#### **Police and Fire Protection Services**

The cumulative impact areas for fire and police protection services are generally defined by respective fire protection and police protection service boundaries, though such agencies also provide extra-jurisdictional mutual support allowing for additional and supplemental services under emergency situations.

Cumulatively, the Project and other development in the City and surrounding communities would add to demands on fire protection, law enforcement, and emergency medical response services. Cumulative demands for these services are reduced through review and coordination of development projects with potentially affected service providers, and incorporation of appropriate design and construction elements which act to enhance safety and minimize potential hazards. The Project site and building plans are subject to review

and approval by responsible fire protection and law enforcement agencies, acting to reduce or avoid potential increased demands on fire protection and law enforcement services.

Cumulatively, areawide demands for fire protection and law enforcement services are funded through payment of taxes and fees that support government services. Tax revenues and fees generated by the Project would contribute to City funds available to purchase equipment, improve facilities, and to hire and train additional staff and officers.<sup>10</sup> Service providers, in combination with City decision-makers, will ultimately determine the most effective use of revenues generated by the Project, and how these may be employed for the provision and enhancement of police and fire protection services.

It is further noted that the Project development scenario would represent buildout of the subject site that would be less intense in terms of resident population and overall development intensity when compared to that envisioned under The Ontario Plan EIR (*Project Development Scenario: 4,150,000 s.f.; 600 Hotel Rooms; 800 Residential Units vs. The Ontario Plan EIR Development Scenario: 7,500,000 s.f.; 1,200 Hotel Rooms; 2,958 Residential Units*). In this regard, the comparatively diminished development intensities proposed by the Project would generate fire, police, and emergency services calls no greater than, and likely reduced from, service calls that would be generated by land uses and development envisioned by The Ontario Plan EIR. The Ontario Plan EIR, by its nature, addresses cumulative impacts associated with buildout of the City, including potential cumulative impacts affecting fire and police protection services. The Ontario Plan EIR at Section 5.14.1, "Fire Protection and Emergency Services" (TOP EIR pp. 5.14-1–5.14-6) and at Section 5.14.2, "Police Protection," concludes that future development of the City would have less-than-significant impacts on fire protection services and police protection services. The less-than-significant fire protection and police protection services impacts identified by The Ontario Plan EIR would be further diminished under the Project.

### **School Services**

The cumulative impact area for schools is generally defined by the serving public school district(s) boundaries. In the case of the Project, the serving public school districts are: the

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<sup>10</sup> The Project would yield a net total of approximately \$84.6 million available to the City General Fund over the course of the Project's estimated 20-year buildout time frame. Thereafter, the Project would generate a net General Fund impact of approximately \$4.9 million annually (EIR Appendix K, *Analysis of Market Absorption Potentials and Related Socioeconomic Impacts, Meredith International Centre Specific Plan* (The Natelson Dale Group, Inc.) January 26, 2015; Table ES-2C.

Cucamonga School District (CSD) and the Chaffey Joint Union High School District (CJUHS). Each school district that serves the City of Ontario independently determines its school facility and staffing requirements based on estimated district resident student populations. School development impacts fees are assessed of new residential development projects to offset incremental and cumulative demands of additional student populations. Development of the Project's residential land uses would result in increased student demands on existing school facilities. Upon the issuance of building permits, all individual projects within the Project site will be required to pay requisite school impact fees to the appropriate school district(s), thereby reducing the Project's incremental impacts to school services, and the Project's contribution to cumulative impacts to school services to levels that are less-than-significant.

It is further noted that the Project development scenario would represent buildout of the subject site that would be less intense in terms of resident population when compared to that envisioned under The Ontario Plan EIR (*Project Development Scenario: 800 Residential Units vs. The Ontario Plan EIR Development Scenario: 2,958 Residential Units*). In this regard, the comparatively diminished residential development intensity proposed by the Project would generate school services demands no greater than, and likely reduced from, school services demands that would be generated by land uses and development envisioned by The Ontario Plan EIR. The Ontario Plan EIR, by its nature, addresses cumulative impacts associated with buildout of the City, including potential cumulative impact affecting school services. The Ontario Plan EIR at Section 5.14.3, "School Services" concludes that future development of the City would have less-than-significant impacts on school services. The less-than-significant school services impacts identified by The Ontario Plan EIR would be further diminished under the Project.

## **Water Service and Supplies**

### *Overview*

The cumulative impact area for water supply and water service considerations is the City of Ontario Service Area (Service Area) as defined in the 2010 Ontario Urban Water Master Plan (2010 Ontario UWMP). Water supply issues germane to the Project, including cumulative water supply impacts are comprehensively addressed within the Ontario UWMP, available through the City of Ontario, or accessible at: <http://www.ci.ontario.ca.us>; and related Project Water Supply Assessment (WSA) presented at EIR Appendix H (*Water Supply Assessment, Meredith International Centre Specific Plan Amendment* [Albert A. Webb Associates] September 18, 2014). In summary, the 2010 Ontario UWMP and Project WSA substantiate that current and future water supplies would be available and adequate to

serve all existing and anticipated Service Area demands, including water demands of the Project.

### ***Water Service***

Water service lines currently exist with 4<sup>th</sup> Street, Vineyard Avenue, Archibald Avenue, and Inland Empire Boulevard easterly of proposed Del Rio Place.

The Project would connect to the above-referenced locally available and proximate service lines, and does not propose or require construction or alteration of water service systems that would cumulatively impact other facilities in the Service Area or delivery of water to the Service Area in total. An internal system of recycled water lines (purple pipe) would be constructed as part of the Project, and the Project would connect to the Inland Empire Utilities Agency (IEUA) recycled water distribution system when available to the site. Recycled water would be used for non-potable purposes such as landscape irrigation and site maintenance. By avoiding or decreasing use of potable for non-potable purposes, the Project recycled water system would thereby reduce potable water demands.

### ***Water Supply***

Water supply sources available to the City of Ontario include: groundwater production from the Chino Groundwater Basin, treated groundwater water available from the Chino Basin Desalter Authority (CDA), recycled water available from Inland Empire Utilities Agency (IEUA), and imported water from the Water Facilities Authority (WFA). (2010 Ontario UWMP, p. 4-1). Ontario's current potable water supplies come from two major sources: local groundwater (69 percent) and imported surface water (31 percent) (Project WSA, p. 3-2). Year 2015 water supplies available to the City are estimated at 46,079 acre feet; Year 2020 (Project Buildout conditions) water supplies available to the City are estimated at 56,134 acre feet; and Year 2035 (TOP Buildout conditions) water supplies available to the City are estimated at 86,301 acre feet (2010 Ontario UWMP, p. 4-2, Table 4-1).

### ***Water Demands***

Total Service Area water demands are estimated at 41,096 acre feet/year in 2015, 48,408 acre feet/year in 2020, and 67,916 acre feet/year in 2035. Within these estimates, the 2010 Ontario UWMP reflects "Mixed-Use" development of the subject site, with a projected total water demand of approximately 1458 acre-feet per year (Project WSA, p. 3-2). In comparison, buildout of the subject site pursuant to the proposed Meredith SPA would yield a total water demand of approximately 775 acre feet/year, a 46.8 percent reduction in the water demand reflected in the 2010 Ontario UWMP. Water demands of the Project would reduce the

cumulative impact to water supplies by approximately 683 acre feet/year when compared to water demands currently reflected and planned for in the of the 2010 Ontario UWMP.

### ***Groundwater Considerations***

The Project does not propose elements or aspects that would substantially interfere with, or detract from known or anticipated groundwater recharge plans or policies. In this regard, the Project site is not a designated groundwater recharge area. Moreover, Project site development concepts and proposed stormwater management systems reflected in the *Meredith International Centre Specific Plan Amendment* and would incorporate appropriate structural and operational best management practices (BMPs) providing for treatment of stormwater discharges; and would incorporate permeable materials to the extent feasible. Use of permeable materials acts to reduce total runoff from the site, and facilitates runoff percolation to groundwater. Additionally, as components of the Project stormwater management system, detention/retention areas would be constructed where appropriate, acting to hold stormwater discharges within the Project site providing time for percolation of storm water runoff and related groundwater recharge.

### **Water Services and Supply Summary**

As supported by the preceding discussion, potential cumulative impacts attributable to Project water demands are adequately planned and provided for under the 2010 Ontario UWMP. Detailed substantiation of the Project water demands and water supply availability is presented in the Project Water Supply Assessment, EIR Appendix H.

The Project in combination with current and anticipated future uses can be adequately served by existing and proposed water sources and water delivery services, with neither Project-related, nor cumulatively adverse impacts on the availability or reliability of water supplies or their delivery. The Project's potential contribution to cumulative impacts in regard to water supplies and water delivery are, on this basis, not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

### **Wastewater Collection and Treatment**

The Inland Empire Utilities Agency (IEUA) provides wastewater collection and treatment services to the City of Ontario, inclusive of the Project site. The cumulative impact area for wastewater collection and treatment considerations is the IEUA Service Area (Service Area).

The Project would connect to one or more of the sanitary sewer lines located in road rights-of-way adjacent to the Project site. Existing sanitary sewer lines are currently located within Vineyard Avenue, Archibald Avenue, and a portion of Inland Empire Boulevard.

Wastewater generated by the Project would be conveyed by City/IEUA wastewater conveyance facilities to IEUA Regional Water Reclamation Plants No. 1 and/or 5. Conservatively assuming that 100 percent of the Project's water demand will be generated as wastewater, development within the Specific Plan area can be anticipated to generate approximately 691,800 gpd of wastewater.

The receiving water reclamation plants have a total combined capacity of 60.3 mgd, with a combined average daily flow of 44.8 mgd.<sup>11</sup> Not taking into account the anticipated expansion of each plant, the plants have an estimated 15.5 mgd of residual capacity. Wastewater generated by the Project would represent approximately 4 percent of the plants' unused daily capacity.

The Project's plans for connection to existing sanitary sewer infrastructure facilities are subject to review and approval by the City, and the Project Applicant will be required to apply for service and pay a mandated Connection Fee to City/IEUA facilities. IEUA annually reviews treatment capacity and connection fees for new development. Through the use of connection fees and agreements, the IEUA is able to maintain and expand its wastewater collection and treatment system as necessary, and is able to ensure that new developments pay their fair-share costs associated with increased demand. Wastewater generated by the Project is typical of domestic generators, and wastewater resulting from the Project uses will not require treatment beyond that provided by existing facilities.

It is further noted that the Project development scenario would represent buildout of the subject site that would be less intense in terms of resident population and overall development intensity when compared to that envisioned under The Ontario Plan EIR

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<sup>11</sup> "The City wastewater effluent is directed mainly to Regional Water Reclamation Plant No. 1 in the OMC and to Regional Water Reclamation Plant No. 5 in the NMC. The combined capacity of these plants is currently 60.3 mgd and the current average daily flow is 44.8 mgd. The ultimate capacity of these plants is 108 mgd. IEUA annually prepares a wastewater treatment master plan and flow projections for all its contracting agencies, including Ontario. IEUA has a CIP to develop needed capacity and a capacity fee charged to new development to fund the needed capacity. The IEUA improvement plan is sequenced considering the rate of development to ensure adequate treatment capacity exists at time of building permits, but is phased to eliminate premature construction of unneeded capacity" (TOP EIR, p. 5.17-23).

(Project Development Scenario: 4,150,000 s.f.; 600 Hotel Rooms; 800 Residential Units vs. The Ontario Plan EIR Development Scenario: 7,500,000 s.f.; 1,200 Hotel Rooms; 2,958 Residential Units). In this regard, the comparatively diminished development intensities proposed by the Project would generate wastewater treatment demands no greater than, and likely reduced from, wastewater treatment demands would be generated by land uses and development envisioned by The Ontario Plan EIR. The Ontario Plan EIR, by its nature, addresses cumulative impacts associated with buildout of the City, including potential cumulative wastewater collection and treatment demands. The Ontario Plan EIR at Section 5.17.2, "Wastewater Collection and Treatment," concludes that future development of the City would have less-than-significant effects on wastewater collection and treatment facilities. The less-than-significant wastewater collection and treatment impacts identified by The Ontario Plan EIR would be further diminished under the Project.

Based on the preceding, there is sufficient available wastewater treatment capacity to serve the Project in the near-term; and planned treatment capacity expansion would adequately accommodate demands of the Project as well as future anticipated long-term demands of the Service Area. Connection and service fees paid by the Project and other customers within the Service Area provide funds available to IEUA to provide for expansion, enhancement, and maintenance of wastewater collection and treatment facilities commensurate with anticipated Service Area demands.

### **Wastewater Collection and Treatment Summary**

The Project would connect to serving sanitary sewer lines that exist within road rights-of-way adjacent to the Project site. Wastewater generated by the Project would be conveyed to, and treated by existing IEUA wastewater treatment facilities. Available wastewater treatment capacity exists to serve the Project as well as other existing and anticipated wastewater treatment demands within the IEUA Service Area. The Project does not propose or require expansion of existing available wastewater treatment services or facilities. The Project Applicant would be required to apply for service and pay mandated IEUA connection fees and on-going service fees. Connection and service fees paid by the Project, and other customers within the Service Area, provide funds available to IEUA to provide for expansion, enhancement, and maintenance of wastewater collection and treatment facilities commensurate with anticipated Service Area demands.

On this basis, the potential for the Project to result in a determination by the wastewater treatment provider which serves or may serve the Project that it has inadequate capacity to serve the Project's demand in addition to the provider's existing commitments is not

cumulatively considerable; and the cumulative effects of the Project are determined to be less-than-significant.

### Stormwater Management

Cumulative impacts to stormwater management facilities are addressed below in Section 5.1.1.8, “Hydrology/Water Quality-Cumulative Impacts.”

### Solid Waste Management

Household and business refuse, green waste, and recycling from the City of 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 in the City of Corona.

Table 5.1-6 presents a summary of El Sobrante Landfill operations.

**Table 5.1-6  
El Sobrante Landfill Information**

Name	Location	Size (acres)	Permitted Daily Throughput (tons)	Average Daily Throughput (tons) <sup>1</sup>	Remaining Capacity	Projected Closure Date
El Sobrante Landfill	Corona	1,322	16,000	6,460.65	145 million tons	2045

Source: <http://www.calrecycle.ca.gov>

<sup>1</sup> Average 2013 daily throughput provided by County of Riverside Waste Management Department.

Solid waste disposal and landfill services are available to all residents and public/private enterprises on a countywide basis. Typically, proximity to a given landfill is the determining factor in its selection for waste disposal. In this case, the cumulative impact area for solid waste management would be those areas served by the El Sobrante Landfill. Other area-serving landfills that would provide capacity to accept solid waste generated by the City and surrounding areas would include: the Badlands Sanitary Landfill, Bakersfield Metropolitan Sanitary Landfill, Colton Sanitary Landfill, Frank R. Bowerman Sanitary Landfill, Lancaster Landfill and Recycling Center, Mid-Valley Sanitary Landfill, Olinda Alpha Sanitary Landfill, and Puente Hills MRF.

Solid waste management is guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. The Act requires that localities conduct a Solid Waste Generation Study (SWGS) and develop a Source Reduction Recycling Element (SRRE), providing for a

minimum 50 percent reduction in waste sent to landfills. Diversion rates are calculated and tracked by the California Integrated Waste Management Board (Board). Alternatively, the Board can determine that a jurisdiction's "good faith efforts" to implement comprehensive diversion programs have satisfied the requirement even if diversion levels are below 50 percent.

To reduce waste disposal, AB 939 requires every California city and county to divert 50 percent of its waste from landfills by the year 2000. Residential, commercial and governmental waste recycling programs in support of the SRRE have been implemented by the City of Ontario. The City has met this waste diversion requirement through local recycling programs and participation in regional recycling programs. The City's waste diversion program is run by the Recycling Division. For the fiscal year 2006, Ontario's Board-approved diversion rate was 64 percent. Preliminary rates for 2007 indicate a waste diversion rate of about 57 percent (TOP EIR, p. 5.17-30). Employing the TOP EIR "Household and Business Waste Disposal Rates" (TOP EIR, p. 5.17-30, Table 5.17-4.), solid waste that would be generated at buildout of the proposed Meredith SPA was estimated, as presented below.

**Table 5.1-7**  
**Meredith International Centre SPA, Solid Waste Generation**

Land Use	Unit <sup>1</sup>	Waste Disposal Rate <sup>2</sup>	Waste Generation
Household	1,600 Residents	0.37 tons/resident/year	592 tons/year
Business	4,944 Employees	1.85 tons/employee/year	9,146 tons/year
<b>Total Generation</b>	<b>9,738 tons/year</b>		

<sup>1</sup> *Analysis of Market Absorption Potentials and Related Socioeconomic Impacts, Meredith International Centre Specific Plan (TNDG) January 26, 2015, Table B-4.*

<sup>2</sup> The Ontario Plan EIR, p. 5.17-30, Table 5.17-4.

As indicated at Table 5.1-7, the Project would generate an estimated 9,738 tons of solid waste annually, which equates to approximately 27 tons of solid waste on a daily basis. Based on the capacity information previously presented at Table 5.1-6, Project-generated solid waste would represent 0.4 percent of the permitted average daily throughput of El Sobrante Landfill.

It is further noted that the Project development scenario would represent buildout of the subject site that would be less intense in terms of resident population and overall development intensity when compared to that envisioned under The Ontario Plan EIR (*Project Development Scenario: 4,150,000 s.f.; 600 Hotel Rooms; 800 Residential Units vs. The Ontario Plan EIR Development Scenario: 7,500,000 s.f.; 1,200 Hotel Rooms; 2,958 Residential*

Units). In this regard, the comparatively diminished development intensities proposed by the Project would generate solid waste management demands no greater than, and likely reduced from, solid waste management demands than would be generated by land uses and development envisioned by The Ontario Plan EIR. The Ontario Plan EIR, by its nature, addresses cumulative impacts associated with buildout of the City, including potential cumulative solid waste management demands. The Ontario Plan EIR at Section 5.17.4, “Solid Waste Wastewater Collection and Treatment” concludes that future development of the City would have less-than-significant effects on solid waste management services and facilities. The less-than-significant solid waste management services and facilities impacts identified by The Ontario Plan EIR would be further diminished under the Project.

### **Solid Waste Summary**

Project-generated solid waste can be accommodated with the likely-receiving El Sobrante landfill; and there is available throughput capacity to serve the Project and other customers within the cumulative impact area. Solid waste diversion achieved pursuant to the City SRRE would further reduce potential Project-related and cumulative impacts affecting area landfills. On this basis, the Project’s potential contribution to cumulative solid waste management impacts is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

#### **5.1.1.8 Hydrology/Water Quality–Cumulative Impacts**

The cumulative impact area for hydrology/water quality impact considerations is generally defined as the area encompassed by the jurisdictional Regional Water Quality Control Board (RWQCB), in this case the Santa Ana Regional Water Quality Control Board (SARWQCB). Local oversight is also provided by the City of Ontario and San Bernardino County.

Development of the Project site will incrementally increase impervious surfaces within the cumulative impact area, with related potential increases in the rate and quantity of local storm water discharges. However, as summarized at EIR Section 4.8, and presented in detail within the Project Hydrology Report, (EIR Appendix H), the Project incorporates those storm water management components, including drainage facilities, drainage swales/water quality management features, and structural and non-structural Best Management Practices, which collectively act to ensure that post-development storm water discharge rates are adequately conveyed within available system capacities.

The Meredith SPA’s proposed drainage concept would maintain the site’s primary drainage patterns, and would implement drainage systems and detention areas to accept

developed storm water discharges from the Project site and off-site sources. New storm drain improvements (e.g., storm drain pipe and catch basins) may be required within 4<sup>th</sup> Street to capture off-site storm flows that originate northerly of the Project site. These storm drain improvements, if determined necessary based on final Project site plan designs, would convey storm water flows easterly where they would discharge into the Cucamonga Creek Channel at a new outlet located in the northeasterly portion of Planning Area 1.

The Project would incorporate all necessary drainage and storm water management systems, and would comply with all storm water system design, construction, and operational requirements mandated under the City Municipal Code and within regulations established by other jurisdictional agencies including SARWQCB, San Bernardino County, and California Department of Water Resources. Additionally, consistent with established building code regulations, site-specific drainage studies reflecting precise pad locations, proposed drainage structures, detention facilities, etc., would be required prior to the issuance of building permits within the Project site.

Storm water management components implemented by the Project, in combination with mandated compliance with City, SARWQCB, County and state storm water management requirements and policies, ensures that adequate storm water conveyance and treatment facilities would be provided to support development and operations of the Project.

It is further noted that the Project development scenario would represent buildout of the subject site that would be less intense in terms of resident population and overall development intensity when compared to that envisioned under The Ontario Plan EIR (*Project Development Scenario*: 4,150,000 s.f.; 600 Hotel Rooms; 800 Residential Units vs. *The Ontario Plan EIR Development Scenario*: 7,500,000 s.f.; 1,200 Hotel Rooms; 2,958 Residential Units). In this regard, the comparatively diminished development intensities proposed by the Project would result in hydrology/water quality impacts no greater than, and likely reduced from, hydrology/water quality impacts that would result from land uses and development envisioned by The Ontario Plan EIR. The Ontario Plan EIR, by its nature, addresses cumulative impacts associated with buildout of the City, including potential cumulative hydrology/water quality impacts. The Ontario Plan EIR at Section 5.9, "Hydrology and Water Quality," concludes that future development of the City would result in less-than-significant hydrology/water quality impacts. Hydrology/water quality impacts resulting from the Project would be no greater than, and would likely be diminished when compared to, the already less-than-significant hydrology/water quality impacts identified in The Ontario Plan EIR.

## **Hydrology/Water Quality Summary**

Based on compliance with established policies and regulations; complemented by implementation of Project-specific storm water management components, the Project's potential contribution to cumulative hydrology/water quality impacts is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

### **5.1.1.9 Biological Resources–Cumulative Impacts**

The cumulative impact areas for biological resources are generally defined by available habitat, species' range(s), physical constraints, and other limiting factors as discussed within the Project Biological Resource Assessment, EIR Appendix I. Biological resources occurring, or potentially occurring within the Project site, and any related potentially significant impacts and mitigation are summarized below.

#### **Sensitive Plant Communities and Species**

The Project site is extensively disturbed by human activities, and evidences a ruderal non-native plant community dominated by annual grasses. Some scattered low growing grape vines, remnants from past agricultural uses, are present in the westerly portions of the subject site. No sensitive plant communities exist on-site. No potentially significant impacts to sensitive plant communities would result from implementation and operation of the Project, and no mitigation is required.

No special interest plant species were observed in surveys of the Project site. Nor do historic records indicate previous occurrence of special interest plant species within the Project site. The absence of any native habitat, extensive site disturbance, and lack of any historic presence indicate that no special interest plant species exist, or would likely occur on-site. No potentially significant impacts to special interest plant species will result from implementation and operation of the Project, and no mitigation is required.

#### **Wildlife Species**

Two special-status wildlife species, California horned lark (*Eremophila alpestris actia*) and burrowing owl (*Athene cunicularia*), are considered present onsite. During field surveys, a few California horned lark were observed foraging onsite but no evidence of nesting onsite was detected. Although no burrowing owls were detected during the site visit, numerous suitable burrows were present. Additionally, other recent studies have documented several owls in the Project vicinity, and these owls likely utilize the Project site.

### **Jurisdictional Areas**

One ephemeral drainage exists in the easterly portion of the Project site. This drainage typically conveys water during and immediately following large storm events. Otherwise, the drainage is dry, except for small areas receiving urban run-off. No wetlands or vernal pools exist within the Project site.

### **Wildlife Movement Corridors**

The Project site is bounded by traveled roadways and developed or developing properties. As such, the site does not represent a connecting link between significant habitat or wildlife areas. Based on its location within an urban context, the potential for the site to function as a significant wildlife movement corridor is considered low. No potentially significant impacts to wildlife movement corridors will result from implementation and operation of the Project, and no mitigation is required.

### **Nesting Birds**

The Project site provides suitable habitat for ground-nesting birds. Nesting birds are universally protected under provisions of the Migratory Bird Treaty Act. The Project will comply with applicable provisions of the Act as specified in the mitigation measures presented at EIR Section 4.9, "Biological Resources." As mitigated, the Project's potential impacts to nesting birds are reduced to levels that are less-than-significant.

### **Biological Resources Summary**

Mitigation proposed in the EIR reduces potential impacts to biological resources to levels that are less-than-significant. In this regard, mitigation of Project-specific biological resources impacts would also reduce the Project's potential incremental contributions to cumulative biological resources impacts within the region. Based on the preceding discussion, the Project's potential contribution to cumulative impacts in regard to biological resources is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

It is further noted that the Project development scenario would represent buildout of the subject site that would be less intense in terms of resident population and overall development intensity when compared to that envisioned under The Ontario Plan EIR (*Project Development Scenario*: 4,150,000 s.f.; 600 Hotel Rooms; 800 Residential Units vs. *The Ontario Plan EIR Development Scenario*: 7,500,000 s.f.; 1,200 Hotel Rooms; 2,958 Residential Units). In this regard, the comparatively diminished development intensities proposed by the Project would result in biological resources impacts no greater than, and likely reduced from, biological resources impacts that would result from land uses and development

envisioned by The Ontario Plan EIR. The Ontario Plan EIR, by its nature, addresses cumulative impacts associated with buildout of the City, including potential cumulative biological resources impacts. The Ontario Plan EIR at Section 5.4, “Biological Resources,” concludes that future development of the City would result in less-than-significant biological resources impacts. Biological resources impacts resulting from the Project would be no greater than, and would likely be diminished when compared to, the already less-than-significant biological resources impacts identified in The Ontario Plan EIR.

#### **5.1.1.10 Geology and Soils–Cumulative Impacts**

The Project site and all of Southern California lie within a seismically active area, generally subject to earthquake hazards, and in this sense, Southern California is considered the cumulative impact area for geology and soils considerations. As discussed at EIR Section 4.10, the Project’s potential geology and soils impacts are determined to be less-than-significant as mitigated (see EIR Mitigation Measure 4.10.1). No unique geologic features are present within the Project site or vicinity.

The Project would result in the construction of new industrial, commercial/retail, and residential land uses. Infrastructure improvements and utility extensions within the Project area would include: transportation system improvements, water, sewer, gas, electricity, and storm drainage facilities. Consistent with market demands, it is anticipated that telephone and cable television services would also be extended into the subject site.

Based on the creation and occupation of additional uses and implementation of supporting infrastructure described above within a generally active seismic area, the Project would therefore incrementally increase concentrations of persons, structures, and infrastructure systems on a previously undeveloped site within an earthquake-prone region. Potential impacts of increased exposure to seismic effects as a result of new development were considered, and determined to be less-than-significant with implementation of Project mitigation measures, together with application of standard seismic design and engineering practices, requirements of the California Building Code (CBC) and State Seismic Mapping Act, and applicable City building standards. Moreover, potential cumulative impacts related to erosion, subsidence, shrinkage, expansion, and soil consolidation are mitigated through conformance with local, regional, state, and federal permitting and regulatory requirements.

## **Geology and Soils Summary**

With the application of proposed mitigation, the Project's potential contribution to cumulative impacts in regard to geology and soils is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

It is further noted that the Project development scenario would represent buildout of the subject site that would be less intense in terms of resident population and overall development intensity when compared to that envisioned under The Ontario Plan EIR (*Project Development Scenario: 4,150,000 s.f.; 600 Hotel Rooms; 800 Residential Units vs. The Ontario Plan EIR Development Scenario: 7,500,000 s.f.; 1,200 Hotel Rooms; 2,958 Residential Units*). In this regard, the comparatively diminished development intensities proposed by the Project would result in geology and soils impacts no greater than, and likely reduced from, geology and soils impacts that would result from land uses and development envisioned by The Ontario Plan EIR. The Ontario Plan EIR, by its nature, addresses cumulative impacts associated with buildout of the City, including potential cumulative geology and soils impacts. The Ontario Plan EIR at Section 5.7, "Geology and Soils," concludes that future development of the City would result in less-than-significant geology and soils impacts. Geology and soils impacts resulting from the Project would be no greater than, and would likely be diminished when compared to, the already less-than-significant geology and soils impacts identified in The Ontario Plan EIR.

### **5.1.1.11 Cultural Resources–Cumulative Impacts**

The cumulative impact area for prehistoric, archaeological, and historic resources generally includes the City of Ontario and surrounding areas of San Bernardino County. Impacts to any cultural resources within this area would be site-specific. In the event that potentially significant resources are encountered at any development sites within the cumulative impact area, specific mitigation measures (see EIR Section 4.11, Cultural Resources) would be applied before construction activities could proceed. As discussed at EIR Section 4.11, potential impacts to cultural resources are determined to be less-than-significant as mitigated. In this regard, mitigation proposed for the Project (i.e., monitoring of construction activities for potential discovery of cultural resources) is typical of, and consistent with, mitigation required for construction within urban and suburban areas throughout the City of Ontario and surrounding region.

It is further noted that the Project development scenario would represent buildout of the subject site that would be less intense in terms of resident population and overall development intensity when compared to that envisioned under The Ontario Plan EIR (*Project Development Scenario: 4,150,000 s.f.; 600 Hotel Rooms; 800 Residential Units vs. The*

*Ontario Plan EIR Development Scenario: 7,500,000 s.f.; 1,200 Hotel Rooms; 2,958 Residential Units*). In this regard, the comparatively diminished development intensities proposed by the Project would result in cultural resources impacts no greater than would result from land uses and development envisioned by The Ontario Plan EIR.

The Ontario Plan EIR, by its nature, addresses cumulative impacts associated with buildout of the City, including potential cumulative cultural resources impacts. The Ontario Plan EIR at Section 5.5, “Cultural Resources,” concludes that future development of the City could result in significant impacts to Tier III Historic Resources. Other cultural resources impacts resulting from City Buildout were determined to be less-than-significant as mitigated.

As substantiated at EIR Section 4.12, the Project would not result in any or cause any significant and unavoidable cultural resources impacts. The Project would not directly or indirectly affect Tier III Historic Resources, and would have no cumulative effects in this regard. Other potential cultural resources impacts resulting from the Project would be less-than significant as mitigated, and would be no greater than, or substantively differ from, the less-than-significant cultural resources impacts identified in The Ontario Plan EIR.

With the application of proposed mitigation measures, the Project’s potential contribution to cumulative impacts in regard to cultural resources is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

#### **5.1.1.12 Aesthetics and Light/Glare–Cumulative Impacts**

The cumulative impact area when considering potential cumulative aesthetics and light/glare issues includes areas that are currently, or are anticipated to be, subject to design guidelines and performance standards of The Ontario Plan, City of Ontario Development Code and/or other Special Planning Documents (e.g., Specific Plans). Cumulative aesthetic and light/glare impacts are typically more pronounced at vantages with direct line-of-sight to a given use or group of uses.

New industrial, commercial/retail, and residential uses proposed by the Project would alter the existing visual sense of the subject property, which (with the exception of the Bernt School located in Planning Area 1A; and existing commercial/retail uses located within Planning Area 5) is currently a vacant site. However, urbanization of the Project site is anticipated under The Ontario Plan, and development of the Project site, including its design and aesthetic attributes would be directed under the Meredith SPA, as approved by the City. All future development within the Specific Plan Area would be required to

conform to the Meredith SPA Development Standards and Design Guidelines as adopted by the City, thereby ensuring that aesthetic and light/glare impacts would be less-than-significant. As discussed at EIR Section 4.12, "Aesthetics", the Project as implemented pursuant to the Meredith SPA would not result in potentially significant impacts to any scenic vistas, scenic resources, or scenic highways. Nor would the Project degrade the existing visual character of the site or its surroundings, or result in potentially significant light and glare impacts.

Final designs of the Project uses would be subject to City review process and Conditions of Approval to ensure consistency with design and development standards articulated in the Meredith SPA and compliance with applicable provisions of the City Development Code. This would ensure that the Project does not create aesthetic or light/glare impacts that could potentially affect surrounding land uses. On this basis, the Project's potential aesthetic and light/glare impacts are determined to be less-than-significant.

It is further noted that the Project development scenario would represent buildout of the subject site that would be less intense in terms of resident population and overall development intensity when compared to that envisioned under The Ontario Plan EIR (*Project Development Scenario*: 4,150,000 s.f.; 600 Hotel Rooms; 800 Residential Units vs. *The Ontario Plan EIR Development Scenario*: 7,500,000 s.f.; 1,200 Hotel Rooms; 2,958 Residential Units). In this regard, the comparatively diminished development intensities proposed by the Project would result in aesthetics and light/glare impacts no greater than would result from land uses and development envisioned by The Ontario Plan EIR. The Ontario Plan EIR, by its nature, addresses cumulative impacts associated with buildout of the City, including potential aesthetics and light/glare impacts. The Ontario Plan EIR at Section 5.1, "Aesthetics," concludes that future development of the City would result in less-than-significant aesthetic and light/glare impacts. Aesthetic and light/glare impacts of the Project would be no greater than, or substantially differ from, the less-than-significant population and housing impacts identified by The Ontario Plan EIR.

Based on the preceding discussion, the Project's potential contribution to cumulative impacts in regard to aesthetic and light/glare impacts is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

### **5.1.1.13 Population and Housing–Cumulative Impacts**

The cumulative impact area for population and housing considerations is the City of Ontario and the encompassing SCAG Region. As discussed at EIR Section 4.13, “Population and Housing,” the Project would not result in potentially significant population and housing impacts; and further that the Project would be consistent with applicable goals, policies, and strategies addressing cumulative population, housing, and employment growth; and balance of these demographic elements within the City and the SCAG Region. On this basis, the Project’s potential contribution to cumulative impacts in regard to population and housing is not considerable, and the cumulative effects of the Project are less-than-significant.

It is further noted that the Project development scenario would represent buildout of the subject site that would be less intense in terms of resident population and overall development intensity when compared to that envisioned under The Ontario Plan EIR (*Project Development Scenario: 4,150,000 s.f.; 600 Hotel Rooms; 800 Residential Units vs. The Ontario Plan EIR Development Scenario: 7,500,000 s.f.; 1,200 Hotel Rooms; 2,958 Residential Units*). In this regard, the comparatively diminished development intensities proposed by the Project would result in population growth and housing demands no greater than would result from land uses and development envisioned by The Ontario Plan EIR. Moreover, the Project would support Ontario Policy Plan goals and policies addressing jobs/housing balance; and would not conflict with or obstruct implementation of the Policy Plan Housing Element.

The Ontario Plan EIR at Section 5.13, “Population and Housing,” concludes that future development of the City would have less-than-significant effects on population and housing. The less-than-significant population and housing impacts identified by The Ontario Plan EIR would be further diminished under the Project.

Based on the preceding discussion, the Project’s potential contribution to cumulative impacts in regard to population and housing impacts is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

## 5.2 ALTERNATIVES ANALYSIS

Pursuant to *CEQA Guidelines* Section 15126.6, an EIR must describe a range of reasonable alternatives to the Project, or to the location of the Project, which would feasibly attain the basic Project objectives, but would avoid or substantially lessen any of the significant environmental effects of the proposal. As further presented in the *CEQA Guidelines*, an EIR need not consider every conceivable alternative, but rather, the discussion of alternatives and their relative merits and impacts should be provided in a manner that fosters informed decision-making and public participation. To this end, the *CEQA Guidelines* indicate that the range of alternatives selected for examination in an EIR should be governed by “rule of reason,” and requires the EIR to set forth only those alternatives necessary to permit an informed decision.

Consistent with the provisions of the *CEQA Guidelines*, the following analysis presents a reasonable range of alternatives to the Project that would potentially lessen its environmental effects while allowing for attainment of the basic Project Objectives. Supporting reasoning behind the selection of alternatives is presented together with a summary description of each alternative. The merits of the selected alternatives compared to the Project are described and evaluated.

The alternatives analysis concludes with identification of the environmentally superior alternative. If the environmentally superior alternative is the No Project Alternative, the *CEQA Guidelines* require that one of the remaining considered Alternatives be identified as the environmentally superior selection.

### 5.2.1 Alternatives Overview

Descriptions of, and the rationale underlying, the alternatives considered in this EIR are presented below. As provided for under CEQA, the ultimate rationale underlying the development and selection of alternatives to the Project is the reduction or avoidance of otherwise resulting significant environmental impacts, while allowing for attainment of the basic Project Objectives. Alternatives considered within this analysis include:

- CEQA-mandated “No Project” Alternative;
- Alternative Sites;
- “No Threshold Exceedance” Alternative for Significant Traffic Impacts;
- “No Threshold Exceedance” Alternative for Significant Air Quality Impacts;
- “No Threshold Exceedance” Alternative for Significant Noise Impacts;
- Reduced Intensity Alternative-Meredith SPA Land Use Plan;

- Reduced Intensity Alternative-No Industrial Land Uses;
- Reduced Intensity Alternative-No Residential Land Uses; and
- Ontario Plan EIR Development Scenario Alternative.

The above-listed Alternatives are described in greater detail at Section 5.2.2, “Description of Alternatives” and 5.2.3, “Alternatives Considered and Rejected.” To provide context for the subsequent consideration of Alternatives, significant Project impacts are summarized below, and Project Objectives are restated.

### **5.2.1.1 Summary of Significant and Unavoidable Impacts**

#### **Significant Traffic/Circulation Impacts**

EIR Section 4.2 details the Project’s potential traffic/circulation impacts. As discussed within that Section, even after compliance with applicable regulations and requirements, and application of mitigation measures, the Project would result in certain significant and unavoidable traffic/circulation impacts as summarized below

Project compliance with the City of Ontario Development Impact Fee (DIF) Program and payment of Fair Share Fees would fulfill mitigation requirements for Project contributions to potentially significant traffic/transportation impacts at facilities under the sole jurisdiction of the City of Ontario. However, at extra-jurisdictional or shared jurisdictional locations determined to be subject to potentially significant Project-related traffic/transportation impacts, Project compliance with the City DIF Program and payment of Fair Share Fees would not ensure timely completion of required improvements. Further, at certain Study Area locations, implementation of required improvements would require additional right-of-way, acquisition of which may not be feasible. Potentially significant Project-related traffic/transportation impacts at extra-jurisdictional or shared jurisdictional locations; or at locations where additional right-of-way be required, are considered to remain significant and unavoidable pending completion of the required improvements.

On this basis, pending the completion of required improvements, Project traffic impacts at the following Study Area intersections are considered cumulatively significant and unavoidable under at least one of the analysis scenarios noted above (Existing Conditions, Year 2017 Conditions, Year 2020 Conditions, and/or Year 2035 Conditions).

- Archibald Avenue at Arrow Route (Study Area Intersection 2);
- Baker Avenue at 8<sup>th</sup> Street (Study Area Intersection 3);

- Hellman Avenue at 6<sup>th</sup> Street (Study Area Intersection 9);
- Haven Avenue at 6<sup>th</sup> Street (Study Area Intersection 12);
- I-10 EB Ramp at 4<sup>th</sup> Street (Study Area Intersection 14);<sup>12</sup>
- Vineyard Avenue at 4<sup>th</sup> Street (Study Area Intersection 20);
- Archibald Avenue at 4<sup>th</sup> Street (Study Area Intersection 23);
- Haven Avenue at 4<sup>th</sup> Street (Study Area Intersection 25);
- Archibald Avenue at Inland Empire Boulevard (Study Area Intersection 28); and
- Vineyard Avenue at I-10 EB Ramps (Study Area Intersection 32).

Project traffic would also contribute to cumulatively significant impacts affecting analyzed freeway facilities within the Study Area. As discussed within this Section, there are no feasible means for the Project Applicant or the City of Ontario to mitigate significant freeway facilities impacts, and these impacts are accordingly recognized as cumulatively significant and unavoidable.<sup>13</sup>

### **Significant Air Quality Impacts**

EIR Section 4.3 details the Project's potential air quality impacts. As discussed within that Section, even after compliance with applicable regulations and requirements, and application of mitigation measures, the Project would result in the following significant and unavoidable air quality impacts:

- Project maximum daily construction-source emissions of volatile organic compounds (VOC), oxides of nitrogen (NO<sub>x</sub>) and Carbon Monoxide (CO) would exceed applicable South Coast Air Quality Management District (SCAQMD) regional thresholds. These are significant individual and cumulative air quality impacts.
- Under Interim Development Conditions in 2017, Project maximum daily operational-source emissions of VOC, NO<sub>x</sub>, Carbon Monoxide (CO), Particulate Matter ≤ 10 microns in diameter (PM<sub>10</sub>) and Particulate Matter ≤ 2.5 microns in diameter (PM<sub>2.5</sub>) would exceed applicable South Coast Air Quality Management

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<sup>12</sup> Significant impacts occurring under Existing Plus Project Conditions are considered Project-specific.

<sup>13</sup> Under Existing Plus Project Conditions (Project Buildout) Project-specific traffic contributions to eastbound I-10 between Milliken Avenue and I-15 (Study Area freeway segment No. 21) would be considered significant.

District (SCAQMD) regional thresholds.<sup>14</sup> These are significant individual and cumulative air quality impacts.

- Under Project Buildout Conditions in 2020, Project maximum daily operational-source emissions of VOC, NO<sub>x</sub>, Carbon Monoxide (CO), PM<sub>10</sub> and Particulate Matter ≤ 2.5 microns in diameter (PM<sub>2.5</sub>) would exceed applicable South Coast Air Quality Management District (SCAQMD) regional thresholds. These are significant individual and cumulative air quality impacts.
- Project construction-source VOC and NO<sub>x</sub> emissions regional threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone and PM<sub>10</sub>/PM<sub>2.5</sub>) for which the Project region is non-attainment.<sup>15</sup> These are cumulatively significant air quality impacts.
- Project operational-source VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions regional threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone and PM<sub>10</sub>/PM<sub>2.5</sub>) for which the Project region is non-attainment. These are cumulatively significant air quality impacts.

### Significant Noise Impacts

EIR Section 4.5 details the Project's potential noise impacts. As discussed within that Section, even after compliance with applicable regulations and requirements, and application of mitigation measures, the Project would result in the following significant and unavoidable noise impacts:

- Project construction-source noise and vibration levels, as received at certain adjacent off-site properties, would exceed applicable noise and vibration standards.

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<sup>14</sup> Under 2017 Interim Development Conditions, the Project AQIA indicates operational-source PM<sub>2.5</sub> emissions would not exceed SCAQMD regional thresholds. If employing the SCAQMD *Draft Warehouse Truck Trip Study* protocols and assumptions, there would be a PM<sub>2.5</sub> emissions regional threshold exceedance under 2017 Interim Development Conditions. Conservatively, and as a matter of public disclosure, operational-source PM<sub>2.5</sub> emissions are recognized as significant and unavoidable under 2017 Interim Development Conditions.

<sup>15</sup> VOC and NO<sub>x</sub> are both ozone precursors; NO<sub>x</sub> is a precursor to PM<sub>10</sub>/PM<sub>2.5</sub>.

- Project vehicular-source noise contributions to ambient noise conditions along certain Study Area roadway segments would be individually significant and cumulatively considerable.

#### **5.2.1.2 Project Objectives**

The primary goal of the Project is the development of the subject site with a productive mix of industrial, commercial/retail, and residential uses. Complementary Project Objectives include the following:

- Create an integrated development that provides a full range of employment opportunities near residential uses.
- Create a planned development wherein commercial uses would benefit from the site's freeway visibility.
- Develop industrial uses that would support the Ontario International Airport and that would benefit from the Airport's proximity.
- Construct residential uses proximate to employment opportunities and commercial services.
- Provide an industrial park supporting varied warehouse distribution and industrial tenants.
- Provide safe and convenient access for trucks in a manner that minimizes any potential disruption to residential areas.
- Cluster industrial uses near existing roadway and freeways to reduce traffic congestion and air emissions.
- Facilitate goods movement locally, regionally, nationally, and internationally.
- Provide land uses that are compatible with surrounding land uses and that would not conflict with the policies and environmental constraints identified in the Policy Plan.
- Complete the urbanization of the area north of I-10 and east of Vineyard Avenue with necessary infrastructure while incorporating high quality, consistent design standards.
- Provide infrastructure and public improvements necessary to support each increment of Project development, and the Project in total.
- Establish new development that would further the City's near-term and long-range fiscal goals.

Please refer also to EIR Section 3.5, "Project Objectives."

## 5.2.2 Description of Alternatives

Nine alternatives to the Project, listed subsequently, are evaluated herein. Descriptions of the selected Alternatives are provided in the following paragraphs.

- CEQA-mandated “No Project” Alternative;
- Alternative Sites;
- “No Threshold Exceedance” Alternative for Significant Traffic Impacts;
- “No Threshold Exceedance” Alternative for Significant Air Quality Impacts;
- “No Threshold Exceedance” Alternative for Significant Noise Impacts;
- Reduced Intensity Alternative-Meredith SPA Land Use Plan;
- Reduced Intensity Alternative-No Industrial Land Uses;
- Reduced Intensity Alternative-No Residential Land Uses; and
- Ontario Plan EIR Development Scenario Alternative.

### 5.2.2.1 No Project Alternative

#### Overview

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

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

### **No Project/No Build Alternative**

In the case considered here, the subject site is a predominantly vacant and available property absent any significant environmental or physical constraints; is designated and planned for urban Specific Plan uses pursuant to the Ontario Policy Plan Land Use Plan and the 1981 Meredith International Centre Specific Plan; is fully served by proximate available utilities and supporting public services; and is provided appropriate access.

Given the subject site's current Ontario Policy Plan Land Use Plan Specific Plan designation; current Specific Plan entitlements; availability of infrastructure, services and access; lack of substantive environmental or physical constraints; and proximity of other urban development, it is considered unlikely that the subject site would remain vacant or in a "No Build" condition. Evaluation of a No Build condition would therefore "analyze a set of artificial assumptions that would be required to preserve the existing physical environment." This is inconsistent with direction provided at *CEQA Guidelines*, Section 15126.6 (e)(3)(b), as presented above.

If however, a hypothetical No Project/No Build scenario were maintained, its comparative environmental impacts would replicate the existing conditions discussions for each of the environmental topics evaluated in this EIR; and comparative impacts of the Project would be as presented under each of the EIR environmental topics. In all instances, a hypothetical No Build scenario would result in reduced environmental impacts when compared to the Project. A No Build condition would achieve none of the basic Project Objectives.

### **Evaluated No Project Alternative**

In light of the preceding discussions, it is considered unlikely that the subject site would remain vacant or in a "No Build" condition. That is, failure to proceed with the Project would not result in preservation of existing environmental conditions, and the practical result of the Project's non-approval would be the development of some other variety or configuration of urban Specific Plan uses within the subject site.

Accordingly, for the purposes of the EIR Alternatives Analysis, it is presumed that if the Project were not constructed, the No Project Alternative would comprise another proposal representing a foreseeable development scenario for the subject site; in this case, development of the site pursuant to the currently approved 1981 Meredith International Centre Specific Plan (1981 Specific Plan). Table 5.2-1 compares the composition and scope of uses under the Project with development approved under the 1981 Specific plan (the evaluated No Project Alternative).

**Table 5.2-1  
Site Development Comparison- Project and No Project Alternative**

Land Use	Total Building Area/Units	
	Project	No Project Alternative
General Light Industrial	620 TSF	---
High Cube Warehouse	2,387 TSF	---
Apartments	800 DU's	800 DU's
Hotel	600 Rooms (345 TSF)	1,200 Rooms (900 TSF)
General Office	280 TSF	2,850 TSF
Shopping Center	518 TSF	400 TSF
<b>Totals</b>	<b>4,150,000 Square Feet; 800 Dwelling Units; 600 Hotel Rooms</b>	<b>4,150,000 Square Feet; 800 Dwelling Units; 1,200 Hotel Rooms</b>

**Sources:** Project land uses from: Meredith International Centre Specific Plan Amendment Traffic Impact Analysis, Table 2-1; No Project Alternative land uses from: 1981 Meredith International Centre Specific Plan, p. 37.

**Notes:** DU-Dwelling Unit; TSF-Thousand Square Feet

### 5.2.2.2 Reduced Intensity Alternative-Meredith SPA Land Use Plan

Under the Reduced Intensity Alternative Meredith SPA Land Uses (hereafter referred to as the Reduced Intensity Alternative) the subject site would be developed with the types and configurations of land uses currently proposed but at an aggregate intensity scoped to eliminate or substantively reduce the Project's identified significant and unavoidable air quality impacts, and in so doing would also reduce significant traffic and vehicular-source noise impacts otherwise resulting from the Project.

As previously discussed within this Section, and as detailed at EIR Section 4.3, "Air Quality," Project maximum daily operational-source air pollutants generated by the Project (due primarily to Project traffic and related mobile-source emissions) would exceed SCAQMD regional thresholds for VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. The Project's operational-source emissions threshold exceedances constitute individually and cumulatively significant air quality impacts and would also result in a cumulatively considerably net increase in ozone and PM<sub>10</sub>/PM<sub>2.5</sub> within a region designated as non-attainment for ozone and PM<sub>10</sub>/PM<sub>2.5</sub>.

More specifically, even after application of all feasible mitigation measures, operational emissions of the Project are calculated to result in exceedances of applicable SCAQMD regional thresholds, as summarized below. "Worst case" data from either summer or winter conditions (whichever was highest) from EIR Section 4.3, "Air Quality," is utilized in this discussion.

- Total Mitigated Project Operational VOC emissions = 300.31 pounds per day  
SCAQMD threshold = 55 pounds per day  
(SCAQMD threshold = 18.3 percent of Project Operational VOC emissions)
- Total Mitigated Project Operational NO<sub>x</sub> emissions = 733.89 pounds per day  
SCAQMD threshold = 55 pounds per day  
(SCAQMD threshold = 7.5 percent of Project Operational NO<sub>x</sub> emissions)
- Total Mitigated Project Operational CO emissions = 1,502.16 pounds per day  
SCAQMD threshold = 550 pounds per day  
(SCAQMD threshold= 36.6 percent of Project Operational CO emissions)
- Total Mitigated Project Operational PM<sub>10</sub> emissions = 286.15 pounds per day  
SCAQMD threshold = 150 pounds per day  
(SCAQMD threshold=52.4 percent of Project Operational PM<sub>10</sub> emissions)
- Total Mitigated Project Operational PM<sub>2.5</sub>emissions = 87.51 pounds per day  
SCAQMD threshold = 55 pounds per day  
(SCAQMD threshold= 62.8 percent of Project Operational PM<sub>2.5</sub> emissions)

Of the total operational-source emissions generated by the Project, more than 90 percent (by weight) are due to Project-related mobile sources (i.e., vehicular traffic). As such, in order to achieve meaningful reductions in Project operational-source emissions, correlating reductions in Project traffic generation would be required. In this regard, the Project's operational-source air pollutant emissions could be reduced to levels that are less-than-significant through a reduction in the Project scope that would sufficiently reduce vehicular trips and associated operational-source emissions. Such a reduction in operational-source emissions would also decrease the Project's contributions to cumulative air quality impacts to levels that are less-than-significant.

As indicated by the preceding calculations, to achieve the least restrictive SCAQMD operational threshold (PM<sub>2.5</sub>), the Project scope would need to be reduced by approximately 37.2 percent. Similarly, PM<sub>10</sub> thresholds could be achieved through an approximate 47.6 percent reduction in Project scope; CO thresholds could be achieved by an approximate 63.4 percent reduction in Project scope; VOC thresholds could be achieved by an approximate 81.7 percent reduction in Project scope; and NO<sub>x</sub> thresholds could be achieved by an approximate 92.5 percent reduction in Project scope.

The Reduced Intensity Alternative considered here would reduce the Project’s aggregate air quality impacts and would achieve the least restrictive criteria pollutant threshold (PM<sub>2.5</sub>). In this manner, the Reduced Intensity Alternative would avoid operational-source PM<sub>2.5</sub> emissions exceedances otherwise occurring under the Project.

For discussion purposes, the Reduced Intensity Alternative is assumed to maintain the types and general configurations of land uses proposed under the Project, but would reduce their respective scopes in order to achieve a 37.2 percent reduction in trip generation from each land use type: General Light Industrial, High Cube Warehouse, Apartments, Hotel, General Office, and Shopping Center.

Table 5.2-2 compares the composition and scope of uses under the Project with development that would occur under the Reduced Intensity Alternative.

**Table 5.2-2  
Site Development Comparison  
Project and Reduced Intensity Alternative**

Land Use	Total Building Area/Units	
	Project	Reduced Intensity Alternative
General Light Industrial	620 TSF	389 TSF
High Cube Warehouse	2,387 TSF	1,499 TSF
Apartments	800 DU’s	502
Hotel	600 Rooms (345 TSF)	377 Rooms (217 TSF)
General Office	280 TSF	176 TSF
Shopping Center	518 TSF	325 TSF
<b>Totals</b>	<b>4,150,000 Square Feet; 800 Dwelling Units; 600 Hotel Rooms</b>	<b>2,606,000 Square Feet; 502 Dwelling Units; 377 Hotel Rooms</b>

Sources: Project land uses- Meredith International Centre SPA; Reduced Intensity Alternative-Applied Planning, Inc.

### 5.2.3 Alternatives Considered and Rejected

#### 5.2.3.1 Alternative Sites Considered and Rejected

As stated in the *CEQA Guidelines* §15126.6 (f)(1)(2)(A), the “key question and first step in [the] analysis [of alternative locations] is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.” *Guidelines* §15126.6 (f) (1) also provides that when considering the feasibility of potential alternative sites, the factors that may be taken

into account are “site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context) and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent). None of these factors establishes a fixed limit on the scope of reasonable alternatives.”

The Project considered herein is not subject to relocation to an alternative site. That is, the Project is in large part defined by its location. In this respect, the Project would implement an Amendment to the Meredith International Centre Specific Plan currently approved for, and applicable only to, the subject site. Moreover, there is not another available property within the City of sufficient acreage and appropriate configuration, with available utilities, access, and provision of public services. Additionally, at a different location, the development would be something other than the Project considered herein. Further, relocation of the Project would likely compromise the following basic Project Objectives:

- **Create a planned development wherein commercial uses would benefit from the site’s [I-10] freeway visibility.** *There are no other available sites within the City with sufficient acreage located proximate to and visible from the I-10 Freeway. Relocation of the Project elsewhere would preclude its visibility from the I-10 Freeway.*
- **Develop industrial uses that would support the Ontario International Airport [ONT] and that would benefit from the Airport’s proximity.** *Relocation of the Project elsewhere would minimize potential benefits (e.g., additional passenger and freight traffic passing through ONT) facilitated by the site’s proximity to the Airport.*
- **Cluster industrial uses near existing roadway and freeways to reduce traffic congestion and air emissions.** *There are no other available sites within the City of sufficient acreage located proximate to and with access to freeways and interchanging roadways. Relocation of the Project elsewhere would tend to increase local and regional vehicle miles traveled (VMT) adding to area traffic congestion and vehicular-source emissions.*
- **Complete the urbanization of the area north of I-10 and east of Vineyard Avenue with necessary infrastructure while incorporating high quality, consistent design standards.** *Relocation of the Project elsewhere would not further urbanization of the area north of I-10 and east of Vineyard Avenue. High quality, consistent design standards are reflected in the Meredith International Centre SPA currently proposed for the subject site.*

### **5.2.3.2 “No Threshold Exceedance” Alternative for Significant Traffic Impacts Considered and Rejected**

Specific improvements identified in the Project TIA (EIR Appendix C) and summarized at Draft EIR Section 4.2 would provide a physical solution to identified potentially significant traffic impacts. Notwithstanding, at certain intersections that are either not under the City’s plenary control, and/or are subject to right-of-way constraints, timely implementation of improvements required as mitigation for potentially significant cumulative traffic impacts cannot be assured, and impacts are therefore considered cumulatively significant and unavoidable pending completion of the required improvements. Likewise, for all Study Area freeway facilities receiving Project traffic contributions, mitigation of potentially significant cumulative impacts affecting these facilities cannot be autonomously implemented and timely assured by the City or the Project Applicant, and impacts are therefore considered cumulatively significant and unavoidable pending completion of the required improvements. Project traffic impacts at all other Study Area intersections would be less-than-significant, or less-than-significant as mitigated. Please refer also to the discussions of intersection LOS impacts presented at EIR Section 4.2, “Traffic and Circulation.”

Any measurable additional traffic contributed to the above-noted facilities would result in significant traffic impacts similar to those occurring under the Project, requiring some manner of currently infeasible mitigation. In that any viable development of the subject site would generate trips likely affecting some or all of the above-referenced facilities, an alternative to the Project developed specifically to alleviate cumulatively significant traffic impacts at Study Area intersections and freeway facilities was not further evaluated. Notwithstanding, the Reduced Intensity Alternative considered herein would act to generally reduce traffic volumes within the Study Area, and would act to diminish the magnitude of traffic impacts, but would not avoid significant traffic impacts affecting extra-jurisdictional facilities.

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

Significant Project construction-source air quality impacts reflect maximum daily emissions generated by site disturbance and construction equipment operations. The acreage disturbed per day and associated construction equipment operations reflect adopted SCAQMD CalEEmod parameters, and would be consistent with any viable development of the subject site. There are no feasible alternative construction scenarios that would substantively reduce emissions and thereby avoid significant Project construction-source air quality impacts. As such, potential alternatives with the specific goal of avoiding

significant construction-source air quality impacts resulting from the Project were rejected from consideration, and are not further evaluated in this discussion.

In order to reduce Project operational-source air quality emissions to levels that would preclude exceedance of all SCAQMD thresholds, the Project scope would need to be reduced by approximately 92.5 percent (this would achieve the most restrictive threshold [NO<sub>x</sub>] and all subordinate thresholds). At such a reduction in scope, however, the Project Objectives would not be realized in any meaningful sense. As such, potential alternatives with the specific goal of avoiding all significant operational-source air quality impacts resulting from the Project were rejected from consideration, and are not further evaluated in this discussion. Notwithstanding, the Reduced Intensity Alternative would achieve the least restrictive, PM<sub>2.5</sub> emissions threshold, and would thereby avoid the Project's otherwise significant operational-source PM<sub>2.5</sub> emissions impacts.

#### **5.2.3.4 “No Threshold Exceedance” Alternative for Significant Noise Impacts Considered and Rejected.**

Project construction-source noise/vibration impacts reflect maximum noise levels generated by likely operations of typical construction equipment. The types and quantities of equipment employed, and associated maximum noise levels generated, would not differ substantively under any reasonable development scenario for the subject site. As such, potential alternatives with the specific goal of avoiding significant construction-source noise/vibration impacts resulting from the Project were rejected from consideration, and are not further evaluated in this discussion.

Project vehicular-source noise contributions to ambient noise conditions along certain Study Area roadway segments would be individually significant and cumulatively considerable. In these instances, Project vehicular-source noise contributions would range from 1.5 dBA to 1.8 dBA CNEL and would affect roadway segments already subject to unacceptable ambient noise conditions. There is no feasible means to mitigate off-site vehicular-source noise impacts that would result from the addition of Project traffic to the area roadway system. This conclusion is consistent with the findings of The Ontario Plan Environmental Impact Report (TOP EIR) which states in pertinent part: “Buildout of the Proposed Land Use Plan would result in an increase in traffic on local roadways in the City of Ontario, which would substantially increase the noise Environment” . . . and continuing . . . “No mitigation measures are available that would prevent noise levels along major transportation corridors from increasing as a result of substantial increases in traffic volumes”(TOP EIR, p. 5.12-40). As such, potential alternatives with the specific goal of avoiding significant vehicular-source noise impacts resulting from the Project were rejected

from consideration, and are not further evaluated in this discussion. It is, however, noted that the projected decrease in traffic volumes resulting from the Reduced Intensity Alternative considered herein would tend to diminish the magnitude of vehicular-source noise impacts otherwise occurring under the Project; and could potentially avoid significant Project-specific vehicular-source noise impacts projected to affect Vineyard Avenue south of Inland Empire Boulevard. Notwithstanding, even absent the Project, significant ambient vehicular-source noise conditions would persist along this roadway segment.

#### **5.2.3.5 Reduced Intensity Alternative–No Industrial Land Uses Considered and Rejected**

Under a Reduced Intensity Alternative–No Industrial Land Uses scenario, the subject site would be developed with only retail/commercial and residential uses and at a development intensity that would (as with the Reduced Intensity Alternative described at Section 5.2.2.2) achieve the least restrictive (PM<sub>2.5</sub>) emissions thresholds, and thereby avoid significant PM<sub>2.5</sub> emissions impacts otherwise occurring under the Project. Other significant impacts otherwise occurring under the Project would also tend to be diminished, but would likely remain significant. While this Alternative could avoid or reduce certain of the Project's otherwise significant impacts it was ultimately rejected because it would not substantively achieve the following basic Project Objectives:

- **Create an integrated development that provides a full range of employment opportunities near residential uses.** *Elimination of the Project industrial uses would limit the scope and diversity of otherwise available employment opportunities.*
- **Develop industrial uses that would support the Ontario International Airport and that would benefit from the Airport's proximity.** *No industrial uses would be implemented; related support of the Ontario International Airport operations and Airport benefits available to the Project would not be realized.*
- **Provide an industrial park supporting varied warehouse distribution and industrial tenants.** *No industrial uses would be implemented; no support of warehouse distribution and industrial tenants would be provided.*
- **Cluster industrial uses near existing roadway and freeways to reduce traffic congestion and air emissions.** *No industrial uses would be implemented; reductions in VMT, traffic congestion and vehicular-source emissions achieved by clustering of industrial uses near existing roadway and freeways as proposed under the Project would not be realized.*

Based on the preceding, the Reduced Intensity Alternative-No Industrial Land Uses is rejected from consideration, and is not further analyzed.

#### 5.2.3.6 Reduced Intensity Alternative–No Residential Land Uses Considered and Rejected

Under a Reduced Intensity Alternative–No Residential Land Uses scenario, the subject site would be developed with only industrial and retail/commercial uses, and at a development intensity that would (as with the Reduced Intensity Alternative described at Section 5.2.2.2) achieve the least restrictive (PM<sub>2.5</sub>) emissions thresholds, and thereby avoid significant PM<sub>2.5</sub> emissions impacts otherwise occurring under the Project. Other significant impacts otherwise occurring under the Project would also tend to be diminished, but would likely remain significant. While this Alternative could avoid or reduce certain of the Project’s otherwise significant impacts it was ultimately rejected because it would not substantively achieve the following basic Project Objectives:

- **Create an integrated development that provides a full range of employment opportunities near residential uses.** *Complementary and proximate residential uses otherwise implemented under the Project would not be constructed. Integrated mixed use benefits of the Project, including synergies developed between collocated residential and commercial/retail land uses, and reduced commute demands for Project residents, patrons, and employees would not be realized.*
- **Construct residential uses proximate to employment opportunities and commercial services.** *Complementary and proximate residential uses otherwise implemented under the Project would not be constructed. Integrated mixed use benefits of the Project, including synergies developed between collocated residential and commercial/retail land uses, and reduced commute demands for Project residents, patrons, and employees would not be realized.*

Based on the preceding, the Reduced Intensity Alternative-No Residential Land Uses is rejected from consideration, and is not further analyzed.

#### 5.2.3.7 Ontario Plan EIR Development Scenario Alternative Considered and Rejected

As described in The Ontario Plan EIR, the Meredith Mixed Use Area [Project site] is . . . “[e]nvisioned as one of the most intensive developments in Ontario and intended to accommodate an intensive horizontal and vertical mixture of commercial, office, and residential uses based around a transit station . . . (Ontario Plan EIR, p. 3-37, Table 3-3).

Within the context of the Meredith Mixed Use Area development intensities described in The Ontario Plan EIR (>14.0 to 125.0 dwelling units per acre; 3.0 FAR for office and retail uses), the Meredith Mixed Use Area would be developed with up to 7.5 million square feet of commercial/retail/office uses; and up to 2,958 residential units at an average density of 40 dwelling units per acre. In contrast, the Project proposes approximately 3.0 million square feet of industrial uses; up to 800 residential units, and commercial/retail/office uses totaling approximately 1.1 million square feet.

When compared to the Project, the substantively greater development intensities envisioned for the Meredith Mixed Use Area under The Ontario Plan EIR would tend to increase the severity and extent of significant environmental impacts otherwise occurring under the Project. This is contrary to the intent of alternatives analyses under CEQA, which is to identify alternatives to the Project that would avoid or reduce its significant environmental impacts. Moreover, under the Ontario Plan EIR Development Scenario Alternative, no industrial land uses would be permitted or implemented. As noted above at Section 5.2.3.5, exclusion of industrial uses from the site would conflict with or restrict attainment of the basic Project Objectives to:

- **Create an integrated development that provides a full range of employment opportunities near residential uses.** *Elimination of the Project industrial uses would limit the scope and diversity of otherwise available employment opportunities.*
- **Develop industrial uses that would support the Ontario International Airport and that would benefit from the Airport's proximity.** *No industrial uses would be implemented; related support of the Ontario International Airport operations and Airport benefits available to the Project would not be realized.*
- **Provide an industrial park supporting varied warehouse distribution and industrial tenants.** *No industrial uses would be implemented; no support of warehouse distribution and industrial tenants would be provided.*
- **Cluster industrial uses near existing roadway and freeways to reduce traffic congestion and air emissions.** *No industrial uses would be implemented; reductions in VMT, traffic congestion and vehicular-source emissions achieved by clustering of industrial uses near existing roadway and freeways as proposed under the Project would not be realized.*

Based on the preceding, the Ontario Plan EIR Development Scenario Alternative is rejected from consideration, and is not further analyzed.

#### **5.2.4 Comparative Impacts of Alternatives**

For each environmental topic addressed in the EIR, the following analyses present an assessment of comparative impacts. Although significant and unavoidable impacts have not been identified under every EIR topic, the environmental impacts associated with each of the considered Alternatives are described relative to the potential and identified impacts of the Project. At the conclusion of these discussions, Table 5.2-7 summarizes and compares relative impacts of the considered Alternatives.

##### **5.2.4.1 Land Use–Comparative Impacts**

In order to implement the Project, while precluding or reducing potential land use impacts, the following discretionary actions would be necessary:

- Certification of the Meredith International Centre Specific Plan Amendment EIR;
- Adoption of the Meredith International Centre Specific Plan Amendment;
- Approval of Policy Plan (General Plan) Amendments including, but not limited to:
  - Amendment(s) to narrative descriptions for the “Mixed Use – Meredith” land use area to reflect the type and scope of uses proposed by the Project.
  - Amendment of the Land Use Map to incorporate the Italo M. Bernt Elementary School site (approximately 2.0 acres) within the boundaries of the “Meredith Mixed Use Area.”
  - TOP Exhibit LU-04 would need to be amended to remove this site from the Ontario Airport Metro Center growth area.
- Approval of Zone Change;
- Approval of Parcel Maps;
- Development Plan Approval for Planning Areas 1 and 1A;
- Approval of Development Plan Entitlements for other Meredith SPA Planning Areas, contingent on their consistency with the adopted SPA;
- Adoption of a Development Agreement; and
- Approval of Conditional Use Permit(s) for certain uses identified by the Meredith SPA. Please refer to the Meredith SPA document (EIR Appendix B) Section 5.D., “Permitted, Conditional and Ancillary Uses.”

Approval of the requested discretionary actions, and Project compliance with associated requirements incorporated therein, would reduce potential land use impacts of the Project

below levels of significance. No mitigation measures were found to be necessary as part of the EIR Project land use analysis.

### ***No Project Alternative***

The No Project Alternative assumes development of the subject site consistent with the currently approved 1981 Meredith International Centre Specific Plan. No land use amendment discretionary actions would likely be required (e.g., Policy Plan (General Plan) Amendments, Zone Change, or Specific Plan Amendment). However, as with the Project, land division and development-related discretionary actions would be necessary (e.g., Approval of Parcel Maps, Development Plan Approval, Development Agreement Adoption, Development Plan Entitlement Approvals, Approval of Conditional Use Permits). Based on the reduced scope of requested/necessary discretionary actions, potential land use impacts under the No Project Alternative would be incrementally decreased when compared to the Project. Under either the Project or the No Project Alternative, land use impacts would remain less-than-significant.

### ***Reduced Intensity Alternative-Meredith SPA Land Use Plan (Reduced Intensity Alternative)***

Implementation of the Reduced Intensity Alternative would diminish the extent of development within the subject site. Total site coverage and building square footage would be reduced by approximately 37.2 percent. It is assumed that, like the Project, the Reduced Intensity Alternative would incorporate all discretionary actions necessary to preclude potentially significant land use impacts.

However, at an approximate 37.2 percent reduction in the Project's development scope, the Reduced Intensity Alternative would not recognize the site's value as one of few remaining undeveloped properties within the City; or take advantage of the site's available acreage, access, or supporting infrastructure; and consequently would not result in development of the subject site in a manner considered to be its highest and best use. Under either the Project or the Reduced Intensity Alternative, land use impacts would remain less-than-significant.

#### **5.2.4.2 Traffic/Transportation–Comparative Impacts**

As discussed at EIR Section 4.2, "Traffic and Circulation," at full buildout, implementation of the Project would not result in significant traffic impacts affecting locations and facilities under the City of Ontario's jurisdiction. Project traffic would however result in significant traffic impacts affecting extra-jurisdictional facilities. In this latter regard, the City of Ontario cannot assure timely completion of mitigation for potentially significant traffic

impacts at Study Area facilities either wholly or partially under the jurisdiction of the City of Rancho Cucamonga and/or Caltrans; and Project traffic impacts at these facilities are therefore recognized as significant.

The Project does not propose, nor would it result in, inherently hazardous design features. In this regard, the proposed *Meredith International Centre Specific Plan Amendment* at Section 3, "Circulation Plan" establishes design and development standards ensuring safe and efficient access to and within the Specific Plan Area. Final designs of all circulation system elements, site plans, site access, internal site circulation, and parking are subject to review and approval by the City. Designed and constructed consistent with the Meredith SPA design and development standards, and in compliance with applicable City requirements and standards, the potential for the Project to result in or cause adverse impacts related to hazardous features or improper access and internal circulation features is determined to be less-than-significant.

#### ***No Project Alternative***

When compared to the Project, the No Project Alternative would result in an increase in development intensity with a correlating increase in traffic generation. Table 5.2-3 compares potential trip generation under the No Project Alternative and the Project. Under both scenarios, maximum potential buildout of the subject site is assumed, and constant trip generation rate factors are applied. To facilitate comparisons of trip generation, no pass-by trips or internal trip capture are assumed.

To equitably account for the varying sizes and operational characteristics of the range of cars and trucks accessing the Project site, trip generation rates for General Light Industrial, Manufacturing, and High Cube Warehouse uses reflect conversion of passenger car and truck trips to Passenger Car Equivalents (PCEs) as follows: Passenger Car (baseline unit) = 1 PCE; 2-axle truck = 1.5 PCE; 3-axle truck = 2.0 PCE; 4-axle truck = 3.0 PCE. Proportional daily trip generation by vehicle type for General Light Industrial, and High Cube Warehouse reflects the recommended mix of traffic, including mix of 2-axle, 3-axle and 4+axle trucks, based on *Truck Trip Generation Study – City of Fontana, August 2003*, as follows:

- General Light Industrial: passenger cars-78.60%; 2-axle trucks-8.00%; 3-axle trucks-3.9%; 4-axle trucks-9.50%.
- High Cube Warehouse: passenger cars-79.57%; 2-axle trucks-3.46%; 3-axle trucks-4.64%; 4-axle trucks-12.33%.

For land use categories other than General Light Industrial, and High Cube Warehouse, trips generated are predominantly passenger cars, and are therefore already expressed in PCEs. Please refer also to the Project TIA (EIR Appendix C) for further details regarding Project trip generation characteristics.

**Table 5.2-3  
Trip Generation Comparison  
Project and No Project Alternative**

<b>Land Use Description</b>	<b>ITE<sup>1</sup> Land Use Code</b>	<b>Daily Trip Generation Factor</b>	<b>Project Building Area/Units</b>	<b>Project<sup>3</sup> Daily Trip Generation</b>	<b>No Project Building Area/Units</b>	<b>No Project Daily Trip Generation</b>
General Light Industrial	110	8.84/TSF <sup>2</sup>	620 TSF	5,482	---	
High Cube Warehouse	152	2.19/TSF <sup>2</sup>	2,387 TSF	5,228	---	
Apartments	220	6.65/DU	800 DU's	5,320	800 DU's	5,320
Hotel	310	8.17/Room	600 Rooms (345 TSF)	4,902	1,200 Rooms (900 TSF)	9,804
General Office	710	11.03/TSF	280 TSF	3,089	2,850 TSF	31,436
Shopping Center	820	42.70/TSF	518 TSF	22,119	400 TSF	17,080
<b>Totals</b>	--	--	<b>4,150,000 Square Feet; 800 Dwelling Units; 600 Hotel Rooms</b>	<b>46,140 Daily Trips</b>	<b>4,150,000 Square Feet; 800 Dwelling Units; 1,200 Hotel Rooms</b>	<b>63,640 Daily Trips</b>

**Sources:** Project trip generation-Meredith International Centre SPA Traffic Impact Analysis; No Project trip generation-Applied Planning, Inc.

**Notes:**

<sup>1</sup> Land Use Codes and base trip generation factors from Institute of Transportation Engineers (ITE), 9<sup>th</sup> Edition.

<sup>2</sup> Trip generation factors for ITE Land Use Codes 110 and 152 reflect truck trip conversion to PCEs. TSF-Thousand Square Feet; DU-Dwelling Unit.

<sup>3</sup> Assumes no internal capture or pass-by reduction.

As indicated at Table 5.2-3, under the No Project Alternative, total average daily gross trip generation (in PCEs) would increase by approximately 17,500 trips/day, or an approximate 38 percent increase in trip generation that would otherwise occur under the Project. When compared to the Project, increased trip generation under the No Project Alternative would increase traffic related impacts within the Study Area roadways, and would also increase development impact fee/fair share fee mitigation requirements. Significant traffic impacts resulting from the Project would likely be magnified under the No Project Alternative.

***Reduced Intensity Alternative***

When compared to the Project, the Reduced Intensity Alternative would realize a reduction in development intensity of approximately 37.2 percent with a comparable reduction in traffic generation. Table 5.2-4 compares potential trip generation under the Project and the Reduced Intensity Alternative. Under both scenarios, maximum potential buildout of the subject site is assumed, and constant trip generation rate factors are applied. To facilitate

comparisons of trip generation, no pass-by trips or internal trip capture are assumed. Proportional daily trip generation by vehicle type for General Light Industrial, and High Cube Warehouse reflects the recommended mix of traffic, including mix of 2-axle, 3-axle and 4+axle trucks, based on *Truck Trip Generation Study – City of Fontana, August 2003*, as noted previously. As also noted previously, truck trips have been converted to PCEs.

The Reduced Intensity Alternative may require less extensive traffic improvements, although the reduction in trip generation under this Alternative may not be sufficient to realize any discernible difference in the extent or configuration of improvements. Proportional fair share fees for these improvements would, however be reduced under the Reduced Intensity Alternative. Under either the Project or the Reduced Intensity Alternative, mitigated traffic impacts at locations under the jurisdiction of the City of Ontario would be less-than-significant. The Reduced Intensity Alternative would however distribute trips to the area roadway system in a manner similar to the Project, including additional traffic at extra-jurisdictional locations, with resulting significant and unavoidable traffic impacts similar to those anticipated to occur under the Project.

**Table 5.2-4  
Trip Generation Comparison  
Project and Reduced Intensity Alternative**

Land Use Description	ITE <sup>1</sup> Land Use Code	Daily Trip Generation Factor	Project Building Area/Units	Project Daily Trip Generation <sup>1</sup>	Reduced Intensity Alternative Area/Units	Reduced Intensity Alternative <sup>1</sup>
General Light Industrial	110	8.84/TSF <sup>2</sup>	620 TSF	5,482	389 TSF	3,443
High Cube Warehouse	152	2.19/TSF <sup>2</sup>	2,387 TSF	5,228	1,499 TSF	3,283
Apartments	220	6.65/DU	800 DU's	5,320	502 DU's	3,341
Hotel	310	8.17/Room	600 Rooms (345 TSF)	4,902	377 Rooms (217 TSF)	3,078
General Office	710	11.03/TSF	280 TSF	3,089	176 TSF	1,940
Shopping Center	820	42.70/TSF	518 TSF	22,119	325 TSF	13,891
<b>Totals</b>	--	--	<b>4,150,000 Square Feet; 800 Dwelling Units; 600 Hotel Rooms</b>	<b>46,140 Daily Trips</b>	<b>2,606,000 Square Feet; 502 Dwelling Units; 377 Hotel Rooms</b>	<b>28,976 Daily Trips</b>

**Sources:** Project trip generation-Meredith International Centre SPA Traffic Impact Analysis; Reduced Intensity Alternative trip generation-Applied Planning, Inc.

**Notes:**

<sup>1</sup> Land Use Codes and base trip generation factors from Institute of Transportation Engineers (ITE), 9<sup>th</sup> Edition; Trip generation factors for ITE Land Use Codes 110 and 152 reflect truck trip conversion to PCEs. <sup>2</sup> TSF-Thousand Square Feet; DU-Dwelling Unit; Assumes no internal capture or pass-by reduction.

### 5.2.4.3 Air Quality–Comparative Impacts

Even with application of mitigation, the Project would result in significant and unavoidable construction-source and operational-source regional air quality impacts. More specifically:

- Project maximum daily construction-source emissions of volatile organic compounds (VOC), oxides of nitrogen (NO<sub>x</sub>) and Carbon Monoxide (CO) would exceed applicable South Coast Air Quality Management District (SCAQMD) regional thresholds. These are significant individual and cumulative air quality impacts.
- Under Interim Development Conditions in 2017, Project maximum daily operational-source emissions of VOC, NO<sub>x</sub>, Carbon Monoxide (CO), Particulate Matter ≤ 10 microns in diameter (PM<sub>10</sub>) and Particulate Matter ≤ 2.5 microns in diameter (PM<sub>2.5</sub>) would exceed applicable South Coast Air Quality Management District (SCAQMD) regional thresholds.<sup>16</sup> These are significant individual and cumulative air quality impacts.
- Under Project Buildout Conditions in 2020, Project maximum daily operational-source emissions of VOC, NO<sub>x</sub>, Carbon Monoxide (CO), PM<sub>10</sub> and Particulate Matter ≤ 2.5 microns in diameter (PM<sub>2.5</sub>) would exceed applicable South Coast Air Quality Management District (SCAQMD) regional thresholds. These are significant individual and cumulative air quality impacts.
- Project construction-source VOC and NO<sub>x</sub> emissions regional threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone and PM<sub>10</sub>/PM<sub>2.5</sub>) for which the Project region is non-attainment.<sup>17</sup> These are cumulatively significant air quality impacts.

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<sup>16</sup> Under 2017 Interim Development Conditions, the Project AQIA indicates operational-source PM<sub>2.5</sub> emissions would not exceed SCAQMD regional thresholds. If employing the SCAQMD *Draft Warehouse Truck Trip Study* protocols and assumptions, there would be a PM<sub>2.5</sub> emissions regional threshold exceedance under 2017 Interim Development Conditions. Conservatively, and as a matter of public disclosure, operational-source PM<sub>2.5</sub> emissions are recognized as significant and unavoidable under 2017 Interim Development Conditions.

<sup>17</sup> VOC and NO<sub>x</sub> are both ozone precursors; NO<sub>x</sub> is a precursor to PM<sub>10</sub>/PM<sub>2.5</sub>.

- Project operational-source VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions regional threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone and PM<sub>10</sub>/PM<sub>2.5</sub>) for which the Project region is non-attainment. These are cumulatively significant air quality impacts.

Other potential air quality impacts of the Project including potential health risks are either less-than-significant or can be reduced to levels that are less-than-significant with application of EIR mitigation measures.

**No Project Alternative**

Under the No Project Alternative, maximum emissions from site preparation and grading would be the same as for the Project. That is, the same types and amount of equipment would be employed, and the maximum daily area of disturbance would be the same under all development scenarios. Operational-source air pollutant emissions would likely be increased under the No Project Alternative based on the estimated 38 percent increase in vehicle trips and associated increase in mobile-source emissions under this Alternative. Operational-source emissions resulting from the Project and the No Project Alternative are compared at Table 5.2-5.

**Table 5.2-5  
Operational-Source Emissions Comparison  
Project and No Project Alternative  
(pounds per day, maximum summer/winter emissions)**

Operational Activities	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Project</b>						
Landscaping, Maintenance, et al.	151.76	0.77	67.05	---	1.44	1.43
Building Energy Consumption	1.54	13.79	10.51	0.09	1.06	1.06
On-site Equipment	1.85	22.60	9.87	0.04	0.75	0.68
Mobile Source Emissions	145.16	696.74	1414.74	4.85	282.90	84.35
<b>Maximum Daily Emissions</b>	<b>300.31</b>	<b>733.89</b>	<b>1502.16</b>	<b>4.98</b>	<b>286.15</b>	<b>87.51</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	No	<b>YES</b>	<b>YES</b>
<b>No Project Alternative</b>						
Landscaping, Maintenance, et al.	151.76	0.77	67.05	---	1.44	1.43
Building Energy Consumption	1.54	13.79	10.51	0.09	1.06	1.06
On-site Equipment	---	---	---	---	---	---
Mobile Source Emissions	200.32	961.50	1952.34	6.69	390.4	116.40

**Table 5.2-5**  
**Operational-Source Emissions Comparison**  
**Project and No Project Alternative**  
 (pounds per day, maximum summer/winter emissions)

Operational Activities	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily Emissions</b>	<b>353.62</b>	<b>976.06</b>	<b>2029.9</b>	<b>6.78</b>	<b>392.9</b>	<b>118.89</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	No	<b>YES</b>	<b>YES</b>

Sources: Meredith International Centre Specific Plan Amendment Air Quality Impact Analysis, City of Ontario (Urban Crossroads, Inc.) January 21, 2015. Mobile emissions reduction calculations by Applied Planning, Inc. Sums may not total 100 percent due to rounding.

As indicated at Table 5.2-5, operational-source emissions generated by the No Project Alternative would be incrementally increased for all criteria pollutants. VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> regional threshold exceedances occurring under the Project would be amplified under the No Project Alternative. Coincident ozone and PM<sub>10</sub>/PM<sub>2.5</sub> non-attainment exceedances occurring under the Project would be increased under the No Project Alternative.

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

The overall scope of development would also be reduced by approximately 37.2 percent under this Alternative, and as such, the duration of construction activities could be reduced when compared to the Project. Maximum daily construction activities and related generation of air pollutant emissions would, however, likely be similar to the Project, resulting in exceedance of applicable SCAQMD regional thresholds for VOC and NO<sub>x</sub>, and correlating ozone non-attainment impacts. Operational-source emissions resulting from the Reduced Intensity Alternative and the Project are compared at Table 5.2-6.

**Table 5.2-6**  
**Operational-Source Emissions Comparison**  
**Project and Reduced Intensity Alternative**  
 (pounds per day, maximum summer/winter emissions)

Operational Activities	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Project</b>						
Landscaping, Maintenance, et al.	151.76	0.77	67.05	---	1.44	1.43
Building Energy Consumption	1.54	13.79	10.51	0.09	1.06	1.06
On-site Equipment	1.85	22.60	9.87	0.04	0.75	0.68
Mobile Source Emissions	145.16	696.74	1414.74	4.85	282.90	84.35
<b>Maximum Daily Emissions</b>	<b>300.31</b>	<b>733.89</b>	<b>1502.16</b>	<b>4.98</b>	<b>286.15</b>	<b>87.51</b>
SCAQMD Regional Threshold	55	55	550	150	150	55

**Table 5.2-6**  
**Operational-Source Emissions Comparison**  
**Project and Reduced Intensity Alternative**  
 (pounds per day, maximum summer/winter emissions)

Operational Activities	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Threshold Exceeded?	YES	YES	YES	No	YES	YES
<b>Reduced Intensity Alternative</b>						
Landscaping, Maintenance, et al.	95.31	0.48	42.11	---	0.90	0.90
Building Energy Consumption	0.97	8.66	6.60	0.06	0.67	0.67
On-site Equipment	0.63	26.26	6.20	0.03	0.47	0.43
Mobile Source Emissions	91.16	437.55	888.46	3.05	177.66	52.41
<b>Maximum Daily Emissions</b>	<b>188.07</b>	<b>472.95</b>	<b>943.37</b>	<b>3.14</b>	<b>179.70</b>	<b>54.41</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	YES	No	YES	No

**Sources:** Project operational-source emissions estimates-Meredith International Centre Specific Plan Amendment Air Quality Impact Analysis, City of Ontario (Urban Crossroads, Inc.) January 21, 2015. Reduced Intensity Alternative operational-source emissions estimates-Applied Planning, Inc. Sums may not total 100 percent due to rounding.

As indicated at Table 5.2-6, while maintaining the overall mix and balance of land uses proposed by the Project, the Reduced Intensity Alternative would achieve SCAQMD thresholds for PM<sub>2.5</sub> and in this manner would avoid significant PM<sub>2.5</sub> emissions impacts otherwise occurring under the Project. Other significant operational-source air quality impacts occurring under the Project would persist under the Reduced Intensity Alternative, however, the magnitude of these impacts would be diminished.

#### 5.2.4.4 Greenhouse Gas/Global Climate Change–Comparative Impacts

As demonstrated in the Project Greenhouse Gas Analysis and the information presented at EIR Section 4.4, “Greenhouse Gases/Global Climate Change,” the Project would not cause or result in a substantial increase in Greenhouse Gas (GHG) emissions when compared to the Business As Usual (BAU) scenario. In this regard, the GHG Analysis demonstrates that Project-source GHG emissions represent an approximate 32.81 percent reduction in GHG emissions when compared to a BAU scenario.<sup>18</sup> This is consistent with and supports California AB 32 Scoping Plan directives calling for an approximate 28.5 percent reduction in GHG emissions when compared to the BAU scenario; and is also consistent with the City

<sup>18</sup> Project vs. BAU Conditions if employing the *Draft Warehouse Truck Trip Study* protocols and assumptions would yield an approximate 30.76% reduction in GHG emissions; and would be compliant with AB 32 and the City CCAP.

CCAP requirements for new development requiring a 25 percent reduction in GHG emissions when compared to the BAU scenario.

The Project would generate an estimated 73,645.72 metric tons CO<sub>2</sub>e emissions when compared to existing conditions. In context, the City of Ontario 2008 GHG emissions as estimated under the CCAP totaled 2.5 million metric tons CO<sub>2</sub>e.<sup>19</sup> Project GHG emissions would represent approximately 3 percent of the City's estimated 2008 GHG emissions total. As discussed in the CCAP:

An individual project cannot generate enough GHG emissions to influence global climate change. The project participates in this potential impact by its incremental contribution combined with the cumulative increase of all other sources of GHGs, which when taken together may have a significant impact on global climate change . . . . Because the City's CAP addresses GHG emissions reduction, is in concert with AB 32 and international efforts to address global climate change, and includes specific local requirements that will substantially lessen the cumulative problem, compliance with the CAP fulfills the description of mitigation found in *CEQA Guidelines* §15130(a)(3) and §15183.5. (CCAP, p. 2-5).

As substantiated herein, the proposed Meredith SPA Project would be consistent with the CCAP, would be in concert with AB 32 and international efforts to address global climate change, and would reflect specific local requirements that would substantially lessen cumulative GHG emissions impacts. The proposed Meredith SPA Project would therefore also fulfill the description of mitigation found in *CEQA Guidelines* §15130(a)(3) and §15183.5. The Project's incremental contribution to GHG emissions impacts would therefore not be cumulatively considerable.

On the basis of the preceding, Project GHG emissions would not exceed a threshold of significance that the lead agency determines applies to the Project. Further, the Project GHG analysis demonstrates that 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. The Project's potential to contribute considerably (either

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<sup>19</sup> "The City's GHG emissions in 2008 were approximately 2.5 million MT CO<sub>2</sub>e" (Ontario CCAP, p. 2-5).

individually or cumulatively) to a global climate change impact through GHG emissions is therefore considered less-than-significant.

### ***No Project Alternative***

GHG emissions would likely be increased under the No Project Alternative based on the estimated 38 percent increase in vehicle trips and associated increase in mobile-source emissions under this Alternative. On this basis, there is the potential that the No Project Alternative would not comply with AB 32 and City CCAP regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions, and therefore would be considered potentially significant.

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

The Reduced Intensity Alternative would result in development of similar land uses at a lower intensity than that of the EIR Project. The Reduced Intensity Alternative would therefore result in reduced area source GHG emissions due to the reduced scope of facilities and related reductions in building/facility energy demands. Additionally, reduced trip generation under this Alternative would translate to reduced vehicular-source GHG emissions when compared to the Project. Potential GHG emissions/GCC impacts of the Project are determined to be less-than-significant. The Reduced Intensity Alternative would further diminish these potential impacts.

On this basis, the Reduced Intensity Alternative would not cause or result in a substantial increase in Greenhouse Gas (GHG) emissions when compared to the Business As Usual (BAU) scenario; would not exceed an applicable Lead Agency threshold of significance; and would comply with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. The Reduced Intensity Alternative's potential to contribute considerably (either individually or cumulatively) to a global climate change impact through GHG emissions would be incrementally reduced when compared to the Project, and would be considered less-than-significant.

#### **5.2.4.5 Noise-Comparative Impacts**

Project construction activities would generate temporary short-term construction-source noise and vibration. Project facilities and on-site operations would be sources of long-term noise, and Project traffic would contribute to vehicular noise along the roadways.

Project construction-source noise and vibration levels received at proximate off-site land uses would temporarily exceed applicable noise/vibration threshold criteria, and would be considered significant for the duration of Project construction activities. Project vehicular-source noise impacts affecting Vineyard Avenue south of Inland Empire Boulevard would be individually and cumulatively significant. All other noise impacts generated by or resulting from the Project would be less-than-significant or could be mitigated to levels that are less-than-significant.

### *No Project Alternative*

Under the No Project Alternative, areas affected by construction activities and the types and operations of construction equipment employed would be substantively the same as would occur under the Project. As a result, the maximum noise/vibration levels that would be generated during site preparation and grading would be unchanged, remaining temporarily significant and unavoidable as received at proximate off-site land uses.

Under the No Project Alternative, as with the Project, buildings and facilities would be designed and oriented in a manner that would minimize potential noise impacts; and on-site operations would be conducted in conformance with City Noise Ordinance requirements. Operational-source noise impacts would likely be similar under the No Project Alternative and the Project, and would be less-than-significant or could be mitigated to levels that are less-than-significant.

The approximately 38 percent increase in vehicle trips under the No Project Alternative would potentially increase vehicular (mobile-source) noise levels along area roadways, and significant vehicular-source noise impacts otherwise resulting from the Project would be magnified. In this latter regard, the increase in vehicle trips under the No Project Alternative would translate to an approximate 1.5 dBA increase in noise levels along area roadways, and would magnify already significant impacts along roadways subject to adverse (>65 dBA) noise levels.

### *Reduced Intensity Alternative*

Aggregate development intensities would be decreased by approximately 37.2 percent under the Reduced Intensity Alternative, and the duration of site preparation and grading noise may be reduced proportionally to the reduction in development scope. Notwithstanding, the areas disturbed, the types of construction equipment employed and their operation would be substantially the same, resulting in maximum noise/vibration levels that would not be discernibly different than would result from the Project. As with

the Project, construction noise/vibration impacts would be considered significant under the Reduced Intensity Alternative.

The approximately 37.2 percent reduction in vehicle trips under the Reduced Intensity Alternative would potentially reduce vehicular (mobile-source) noise levels along area roadways. More specifically, the decrease in vehicle trips under the Reduced Intensity Alternative would translate to an approximate 2.0 dBA decrease in noise levels along area roadways, and could avoid the Project's otherwise significant vehicular-source noise impacts affecting Vineyard Avenue south of Inland Empire Boulevard.

#### **5.2.4.6 Hazards/Hazardous Materials–Comparative Impacts**

As discussed at EIR Section 4.6, with the application of proposed mitigation measures, the Project site would not be substantively affected by any on-site or off-site hazards or hazardous conditions. Further, the potential for the Project operations to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment is considered less-than-significant. Also, as documented in the Project Health Risk Assessment (HRA), the Project would generate toxic air contaminants (TACs—in this case, diesel particulate matter [DPM] emissions) that would result in or cause exceedance of SCAQMD cancer-risk thresholds. Based on the preceding, potential hazards/hazardous materials impacts of the Project have been determined to be less-than-significant or can be mitigated to levels that are less-than-significant.

#### ***No Project Alternative***

Under the No Project Alternative, as with the Project, with application of mitigation, development of the subject site would not be substantively affected by hazardous materials or hazardous conditions. Because the No Project Alternative would not include industrial/warehouse uses, the volume of diesel truck traffic accessing the site would likely be decreased when compared to the Project. When compared to the Project, this would likely reduce diesel particulate matter (DPM) emissions. Potential hazards associated with DPM emissions, which were found to be less-than-significant under the Project, would be incrementally reduced under the No Project Alternative. Other operational hazards or hazardous materials risks, determined to be less-than-significant or mitigated to levels that are less-than-significant under the Project, would similarly be less-than-significant or could be mitigated to levels that are less-than-significant under the No Project Alternative.

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

Under the No Project Alternative, as with the Project, with application of mitigation, development of the subject site would not be substantively affected by hazardous materials or hazardous conditions.

The Reduced Intensity Alternative would result in an approximate 37.2 percent reduction in development intensity when compared to the Project. This reduction in development intensity would also reduce the magnitude of development-related traffic, including a potential reduction in diesel truck deliveries. When compared to the Project, this would result in lower levels of mobile-source air pollutants in general, and diesel particulate matter (DPM) emissions in particular. Potential hazards associated with DPM emissions, which were found to be less-than-significant under the Project, would be incrementally reduced under the Reduced Intensity Alternative. Other operational hazards or hazardous materials risks, determined to be less-than-significant or mitigated to levels that are less-than-significant under the Project, would similarly be less-than-significant or could be mitigated to levels that are less-than-significant under the Reduced Intensity Alternative.

#### **5.2.4.7 Public Services and Utilities–Comparative Impacts**

As substantiated at EIR Section 4.7, the Project’s impacts to Public Services would be less-than-significant. Conclusions regarding the Project’s impacts to fire, police, schools, water, and wastewater services are summarized below.

Potentially increased demands for services such as fire protection and police protection services are addressed in part through the Project’s physical design features, (e.g., fire protection systems, security systems), which act to reduce the extent and frequency of fire and police service calls. Further, fees and taxes paid by the Project would provide funds available for the purchase and maintenance of equipment and hiring of fire protection and police protection personnel commensurate with Project-related demands.

Applicable school impact fees would also be assessed of the Project, acting to offset its incremental demands on school services.

The Project would connect to locally available water delivery systems. Connection and use fees paid by the Project would act to offset incremental demands on water treatment and water delivery services and facilities.

Water demands of the Project are accounted for within the 2010 Ontario Urban Water Management Plan. As substantiated in the Project Water Supply Assessment (WSA, EIR Appendix H) water would be available to the Project, with no resulting adverse effects to water supply availability for other customers within the water supply Service Area. An internal system of recycled water lines (purple pipe) would be constructed as part of the Project, and the Project would connect to the Inland Empire Utilities Agency (IEUA) recycled water distribution system when available to the site. Recycled water would be used for non-potable purposes such as landscape irrigation and site maintenance. By avoiding or decreasing use of potable for non-potable purposes, the Project recycled water system would thereby reduce potable water demands. In combination, the 2010 Ontario UWMP and Project WSA substantiate that current and future water supplies would be available and adequate to serve all existing and anticipated Service Area demands, including water demands of the Project.

The Project would connect to locally available wastewater collection systems. Connection and use fees paid by the Project would act to offset incremental demands on wastewater treatment and wastewater collection services and facilities. Receiving water reclamation plants have a total combined capacity of 60.3 mgd, with a combined average daily flow of 44.8 mgd. Not taking into account the anticipated expansion of each plant, the plants currently have 15.5 mgd of surplus capacity. Wastewater generated by the Project is typical of domestic generators, and wastewater resulting from the Project uses will not require treatment beyond that provided by existing facilities. Wastewater generated by the Project would represent 4 percent of current surplus daily wastewater treatment capacity, and would not require expansion or modification of existing wastewater treatment facilities.

Project-generated solid waste can be accommodated by the likely-receiving El Sobrante landfill; and there is available throughput capacity to serve the Project and other customers within the cumulative impact area. Solid waste diversion achieved pursuant to the City Source Reduction Recycling Element (SRRE) would further reduce potential Project-related and cumulative impacts affecting area landfills. The Project's potential solid waste management impacts are therefore determined to be less-than-significant.

### ***No Project Alternative***

The No Project Alternative would result in aggregate development intensities comparable to the Project. Demands for all evaluated public services and facilities (fire and police protection services, school services, water supply, water delivery, wastewater collection wastewater treatment, and solid waste management) would likely be comparable and would be less-than-significant

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

The Reduced Intensity Alternative, because it would result in development of similar land uses but at a lower intensity than that of the EIR Project, can be expected to have similar, though reduced, public service/utilities impacts. Potential public services/utilities impacts of the Project are determined to be less-than-significant. The Reduced Intensity Alternative would diminish already less-than-significant impacts resulting from the Project.

#### **5.2.4.8 Hydrology/Water Quality-Comparative Impacts**

As discussed at EIR Section 4.8, the Project would be developed and operated in a manner that ensures post-development stormwater discharges would not exceed pre-development conditions. Individual development proposals within the Project site would implement stormwater management systems that would ensure adequate and appropriate conveyance of developed stormwater discharges to the City storm sewer system, as well as construction Storm Water Pollution Prevention Plans (SWPPPs) and operational Water Quality Management Plans (WQMPs) ensuring that stormwater discharges do not adversely affect water quality. On this basis, the Project's impacts to hydrology and water quality are considered less-than-significant.

### ***No Project Alternative***

Comparable development intensities under the No Project Alternative would likely result in the creation of impervious areas similar to the Project, with similar storm water runoff characteristics and storm water management requirements. In this regard, less-than-significant hydrology impacts occurring under the Project would be similarly less-than-significant under the No Project Alternative. The No Project Alternative would also comply with mandated SWPPP and WQMP requirements, thereby reducing potential water quality impacts to levels that are less-than-significant.

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

Reduced development intensity under the Reduced Intensity Alternative would tend to decrease the amount of impervious areas within the subject, and could reduce the rate and quantity of post-development stormwater runoff when compared to the Project. In this regard, the Project's already less-than-significant hydrology impacts would be further reduced under the No Project Alternative. The Reduced Intensity Alternative would also comply with mandated SWPPP and WQMP requirements, thereby reducing potential water quality impacts to levels that are less-than-significant.

#### **5.2.4.9 Biological Resources-Comparative Impacts**

As discussed at EIR Section 4.9, "Biological Resources," the subject site in total is considered to be of limited biologic value in that it is isolated amongst other contiguous developed areas of the City and exhibits extensive disturbance by human activities. It is further noted that development of the Project site is anticipated under the City General Plan, and the site would not be preserved for biologic purposes in any case.

No special interest plant communities, special interest plant species, or potentially valuable habitat exists within the Project site, or would otherwise be adversely affected by the Project.

The only special interest wildlife species that would be directly affected by the Project is the burrowing owl, a California Species of Special Concern (SSC). The Project site also serves as a potential nesting site for ground-nesting migratory birds. Potential jurisdictional areas also occur within the Project site. Mitigation is included in the Project that reduces potential impacts to the owl and nesting migratory birds, and jurisdictional areas to levels that are less-than-significant.

#### ***No Project Alternative***

Development realized under the No Project Alternative would result in disturbance of the subject site similar to that occurring under the Project. Potential impacts to biological resources would also likely be similar to those of the Project. As with the Project, mitigation would be provided that reduces potential impacts to biological resources to levels that are less-than-significant.

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

The reduction in overall site development realized under the Reduced Intensity Alternative could result in a portion of the site remaining, for the time being, in an undeveloped condition. Realistically, however, potential impacts to biological resources would likely be similar to those of the Project, given the extent of construction activities and subsequent commercial operations that would result from the site's development. As with the Project, it is anticipated that mitigation would be provided that reduces potential impacts to biological resources to levels that are less-than-significant.

#### **5.2.4.10 Geology/Soils-Comparative Impacts**

As concluded in the Project Geotechnical Investigation (EIR Appendix J), the subject site can be developed as proposed under the Project, contingent on adherence to the recommendations and requirements of the Project Geotechnical Investigation. Mitigation

measures identified in this EIR act to ensure compliance with the requirements and recommendations of the Project Geotechnical Investigation, and to provide for monitoring of site conditions during Project development. As mitigated, potential geology/soils impacts affecting the Project are determined to be less-than-significant.

#### ***No Project Alternative***

Under the No Project Alternative, as with the Project, compliance with requirements and recommendations identified in a site-specific geotechnical investigation, and incorporation of applicable California Building Code (CBC) design/construction requirements would act to reduce potential geotechnical/soils impacts to levels that are less-than-significant. In this sense, potential earth resource impacts of the No Project Alternative would be similar to those of the Project.

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

Under the Reduced Intensity Alternative, as with the Project, compliance with requirements and recommendations identified in the geotechnical investigation, and incorporation of applicable CBC design/construction requirements would act to reduce potential geotechnical/soils impacts to levels that are less-than-significant. In this sense, potential earth resource impacts of the Reduced Intensity Alternative would be similar to those of the Project.

#### **5.2.4.11 Cultural Resources-Comparative Impacts**

The Cultural Resources investigation prepared for the Project indicates that there are no known historic, archaeological, or paleontological resources on the site. However, there is a potential for these resources to be present in a buried context. Should as-yet-unidentified cultural resources be encountered in the course of Project development, mitigation is provided requiring that construction activities be halted, allowing for identification, cataloguing, and as applicable, resource protection and/or preservation.

#### ***No Project Alternative***

Under the No Project Alternative, the area to be graded would be comparable to that occurring under the Project. As with the Project, if cultural resources are present onsite, they are located below the surface in as-yet unknown locations. As with the Project, mitigation would be required to ensure that grading activities are monitored by a professional and halted if the presence of cultural resources is suspected, allowing for identification, cataloguing, and as applicable, protection and preservation of resources.

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

Under the Reduced Intensity Alternative, the area to be graded could be reduced when compared to the Project. However, if cultural resources are present onsite, they are located below the surface in an as-yet unknown location. As such, potential impacts would be similar to those of the Project, albeit potentially reduced in scope. As with the Project, mitigation would be required to ensure that grading activities are professionally monitored and halted if the presence of cultural resources is suspected; allowing for identification, cataloguing, and as applicable, protection and preservation of resources.

#### **5.2.4.12 Aesthetics, Light and Glare-Comparative Impacts**

Potential aesthetic and light/glare impacts of the Project are discussed at EIR Section 4.12, and are determined to be less-than-significant. In this regard, the Project site does not evidence significant or aesthetic resources that would be affected by Project development, nor would any off-site resources be affected by the Project. Design concepts and features that contribute to presentation of the Project while reducing its potential visual impacts are summarized at EIR Section 3.0, "Project Description," and described in detail in the *Meredith International Centre Specific Plan Amendment* (EIR Appendix B). In these regards, the Project design concepts reflect contemporary and compatible architectural styles, evidencing articulated surfaces and roof lines, and employing varied exterior finish materials. Building setbacks and building separations established under the Meredith SPA would provide viewsheds allowing for views of the San Bernardino and San Gabriel Mountains.

Moreover, the Project would be required to comply with provisions of the Meredith SPA and applicable City design standards as articulated in the City of Ontario Development Code. Compliance with the Meredith SPA development standards and design guidelines and applicable City requirements ensures that development proposals such as the Project do not degrade the existing visual character of the development site or its surroundings.

Potential light and glare impacts of the Project are similarly addressed through compliance with requirements identified in the Meredith SPA and City Development Code.

### ***No Project Alternative***

The No Project Alternative would develop the site at intensities comparable to the Project, but would not include the Project's proposed industrial/warehouse uses. Development of the site would comply with applicable provisions and requirements of the 1981 Meredith Specific Plan (EIR Appendix B) and City Development Code. Comparable overall development intensities under this Alternative would likely result in illumination

requirements comparable to the Project. Aesthetic and light/glare impacts would be similar under the Project and the No Project Alternative, and would be less-than-significant under both development scenarios.

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

The reduction in development intensity under the Reduced Intensity Alternative would tend to diminish the perceived extent of development, and could allow for further incorporation of site design elements such as landscaping and hardscape features. The reduction in development intensity could also reduce illumination requirements within the subject site. Already less-than-significant aesthetic and light/glare impacts of the Project would be further diminished under the Reduced Intensity Alternative.

### **5.2.4.13 Population and Housing-Comparative Impacts**

As supported by the discussions at EIR Section 4.13, "Population and Housing," the Project would support and would not conflict with City of Ontario Policy Plan Goals and Policies addressing employment/housing balance (please refer to Table 4.13-7). Further, the Project is consistent with, and would support, City of Ontario Policy Plan Housing Element Goals/Policies (please refer to Table 4.13-8). Nor would the Project induce substantial population growth in the area, either directly or indirectly. The Project's potential population and housing are therefore considered less-than-significant.

### ***No Project Alternative***

The No Project Alternative would maintain the approved 1981 Specific Plan development concept for the subject site, and would not affect City of Ontario Housing Element Goals/Policies. When compared to the Project, the No Project Alternative would result in increased office space and hotel uses, and would preclude development of industrial/warehouse uses. The number of residential units under both the Project and the No Project Alternative would be the same. As one result, the mix of land uses under the No Project Alternative would generate comparatively greater employment opportunities, tending to increase the City's jobs/housing balance. More specifically, as summarized in the Project Economic/Fiscal Impact Analysis, Table ES-1, at theoretical buildout, development of the subject site under the 1981 Specific Plan would yield approximately 17,746 jobs, as compared to an estimated 4,944 jobs under the Project.

It is, however, noted that buildout of the subject site pursuant to the 1981 Specific Plan would be protracted (requiring more than 100 years) based on market demand and market absorption trends identified in the Project Economic/Fiscal Impact Analysis. In contrast, the Project Economic/Fiscal Impact Analysis indicates that buildout of the subject site under the

Project could occur within a 20-year time frame. Within the 20-year time frame estimated for buildout of the subject site under the Project, employment opportunities would be comparable under both scenarios; 5,011 jobs under the No Project Alternative; 4,944 jobs under the Project (please refer to the Project Economic/Fiscal Impact Analysis at Table ES-1).

Direct population growth resulting from the creation of new housing (800 units) would be the same under the No Project Alternative and the Project. The No Project Alternative would, however, tend to increase indirect population growth because of its comparative increase in employment opportunities. Under either the Project or the No Project Alternative, development of the subject site would be less intense than is reflected in The Ontario Plan EIR Buildout Scenario, and would not result in growth of the City not already incorporated in local and regional demographic projections. As with the Project, potential Population and Housing impacts would be less-than-significant under the No Project Alternative.

#### *Reduced Intensity Alternative*

The approximate 37.2 percent reduction in development intensity under the Reduced Intensity Alternative would decrease employment and housing opportunities otherwise resulting from the Project. Total employment opportunities would decrease (from approximately 4,944 jobs to 3,105 jobs); as would construction of new housing (from 800 units to approximately 503 units); with little or no net effect on the City and regional jobs/housing balance. As with the Project, development of the subject site under the Reduced Intensity Alternative would be subject to provisions of an adopted Specific Plan, and would support and would be consistent with City of Ontario Policy Plan Goals and Policies addressing employment/housing balance. Under either the Project or the Reduced Intensity Alternative, development of the subject site would be less intense than is reflected in The Ontario Plan EIR Buildout Scenario, and would not result in growth of the City not already incorporated in local and regional demographic projections. Like the Project, potential Population and Housing impacts would be less-than-significant under the Reduced Intensity Alternative.

## 5.2.5 Comparative Attainment of Project Objectives

Comparative Attainment of Project Objectives is summarized for each of the Alternatives considered here. For ease of reference, the Project Objectives are reiterated below.

### 5.2.5.1 Project Objectives

The primary goal of the Project is the development of the subject site with a productive mix of industrial, commercial/retail, and residential uses. Complementary Project Objectives include the following:

- Create an integrated development that provides a full range of employment opportunities near residential uses.
- Create a planned development wherein commercial uses would benefit from the site's freeway visibility.
- Develop industrial uses that would support the Ontario International Airport and that would benefit from the Airport's proximity.
- Construct residential uses proximate to employment opportunities and commercial services.
- Provide an industrial park supporting varied warehouse distribution and industrial tenants.
- Provide safe and convenient access for trucks in a manner that minimizes any potential disruption to residential areas.
- Cluster industrial uses near existing roadway and freeways to reduce traffic congestion and air emissions.
- Facilitate goods movement locally, regionally, nationally, and internationally.
- Provide land uses that are compatible with surrounding land uses and that would not conflict with the policies and environmental constraints identified in the Policy Plan.
- Complete the urbanization of the area north of I-10 and east of Vineyard Avenue with necessary infrastructure while incorporating high quality, consistent design standards.
- Provide infrastructure and public improvements necessary to support each increment of Project development, and the Project in total.
- Establish new development that would further the City's near-term and long-range fiscal goals.

### ***No Project Alternative***

The No Project Alternative would likely realize certain of the stated Project Objectives by providing a mix of commercial/retail uses, office and residential uses at development intensities comparable to the Project. However, the No Project Alternative would implement industrial uses, and in this regard would fail to achieve or would impede attainment the following Project Objectives:

- **Create an integrated development that provides a full range of employment opportunities near residential uses.** *Elimination of the Project industrial uses would limit the scope and diversity of otherwise available employment opportunities.*
- **Develop industrial uses that would support the Ontario International Airport and that would benefit from the Airport's proximity.** *No industrial uses would be implemented; related support of the Ontario International Airport operations and Airport benefits available to the Project would not be realized.*
- **Provide an industrial park supporting varied warehouse distribution and industrial tenants.** *No industrial uses would be implemented; no support of warehouse distribution and industrial tenants would be provided.*
- **Cluster industrial uses near existing roadway and freeways to reduce traffic congestion and air emissions.** *No industrial uses would be implemented; reductions in VMT, traffic congestion and vehicular-source emissions achieved by clustering of industrial uses near existing roadway and freeways as proposed under the Project would not be realized.*

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

The Reduced Intensity Alternative would implement the proposed Meredith SPA land use and development concepts at an approximately 37.2 percent reduction in overall development intensity and, at a reduced scope, would lend support to the basic Project Objectives. Due to its comparative reduction in scope, the Reduced Intensity Alternative would however impede or substantively restrict attainment of the following Project Objectives.

- **Create an integrated development that provides a full range of employment opportunities near residential uses.** *A 37.2 percent reduction in Project scope under the Reduced Intensity Alternative would reduce the scope of uses at the subject property, and would diminish the number and diversity of potential employment opportunities otherwise*

*provided by the Project. The noted reduction in scope and would also restrict potential synergy between uses at this location and other vicinity uses.*

- **Create a planned development wherein commercial uses would benefit from the site's freeway visibility.** *A 37.2 percent reduction in Project scope under the Reduced Intensity Alternative would reduce the scope of commercial uses at the subject property, and would not take full advantage of site's freeway visibility.*
- **Develop industrial uses that would support the Ontario International Airport and that would benefit from the Airport's proximity.** *A 37.2 percent reduction in Project scope under the Reduced Intensity Alternative would reduce the scope of industrial uses at the subject property, and would not fully realize potential benefits deriving from the site's proximity to the Ontario International Airport.*
- **Construct residential uses proximate to employment opportunities and commercial services.** *A 37.2 percent reduction in Project scope under the Reduced Intensity Alternative would diminish potential housing and commercial employment opportunities otherwise available under the Project; and would reduce benefits accruing to collocation of commercial and residential uses.*
- **Provide an industrial park supporting varied warehouse distribution and industrial tenants.** *A 37.2 percent reduction in Project scope under the Reduced Intensity Alternative would diminish the scope of and diversity of warehouse distribution, and industrial tenants otherwise available under the Project.*
- **Complete the urbanization of the area north of I-10 and east of Vineyard Avenue with necessary infrastructure while incorporating high quality, consistent design standards.** *A 37.2 percent reduction in Project scope under the Reduced Intensity Alternative would underutilize the Project site, and would not reflect the site's highest and best use. Moreover, such a reduction in scope would likely result in similar reductions in fiscal benefits otherwise realized under the Project.*
- **Establish new development that would further the City's near-term and long-range fiscal goals.** *The 37.2 percent reduction in Project scope under the Reduced Intensity Alternative would tend to diminish attainment of the City's near-term and long-term fiscal goals otherwise realized under the Project.*

## 5.2.6 Comparison of Alternatives

The *CEQA Guidelines* require that the environmentally superior alternative (other than the No Project Alternative) be identified among the Project and other Alternatives considered in an EIR. Table 5.2-7 provides a summary, by topic, of the preceding alternatives analysis, indicating whether impacts may be reduced (or increased) when compared to the Project. Potential reductions in impacts (whether these impacts are significant or otherwise) are identified with **bold** text. Potential reductions in otherwise significant impacts are indicated with **bold shaded** text. Comparative impacts that have been identified as potentially greater than those of the Project are indicated with *italicized* text. Instances where alternatives may result in significant impacts beyond those occurring under the Project, or where the Project Objectives are not substantively realized, are indicated with ***bold italicized*** text.

**Table 5.2-7  
Summary of Potential Impacts, Alternatives Compared to Project, By Topic**

<b>Topic of Analysis</b>	<b>Project</b>	<b>No Project Alternative</b>	<b>Reduced Intensity Alternative</b>
<b>Land Use and Planning</b>	Impacts would be less-than-significant.	Impacts would likely be reduced when compared to the Project.	Impacts would likely be similar to those of the Project.
<b>Traffic and Circulation</b>	Potentially significant impacts at extra-jurisdictional locations/facilities and/or at locations requiring additional right-of-way cannot be feasibly and timely mitigated, and would be cumulatively significant.	<i>Increased trip generation under the No Project Alternative would result in increased significant traffic impacts, and as with the Project could not be feasibly and timely mitigated, at extra-jurisdictional locations/facilities and/or at locations requiring additional right-of-way, and would be cumulatively significant.</i>	<b>Decreased trip generation under the Reduced Intensity Alternative would result in decreased traffic with potential reductions in potentially significant cumulative impacts otherwise occurring under the Project. Notwithstanding, as with the Project, at extra-jurisdictional locations/facilities and/or at locations requiring additional right-of-way, improvements could not be feasibly and timely mitigated, and would be cumulatively significant.</b>
<b>Air Quality</b>	<p>Project construction-source air pollutant emissions would exceed SCAQMD regional thresholds for VOC, NO<sub>x</sub>, and CO, and would be individually and cumulatively significant for the duration of Project construction activities.</p> <p>Project operational-source emissions would exceed SCAQMD regional thresholds for VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> and would be individually and cumulatively significant over the life of the Project.</p>	<p>Construction-source VOC, NO<sub>x</sub>, and CO emissions impacts would likely be similar to those occurring under the Project, and would be individually and cumulatively significant for the duration of construction activities.</p> <p><i>Increased trip generation under the No Project Alternative would increase operational-source VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> air pollutant emissions. Significant operational-source air quality impacts occurring under the Project would be increased under the No project Alternative.</i></p>	<p>Construction-source VOC and NO<sub>x</sub> emissions impacts would likely be similar to those occurring under the Project, and would be individually and cumulatively significant for the duration of construction activities.</p> <p><b>Operational-source PM<sub>2.5</sub> emissions regional threshold exceedances would be avoided.</b></p> <p><b>Other significant operational-source air quality impacts would be reduced, but not eliminated.</b></p>

**Table 5.2-7  
Summary of Potential Impacts, Alternatives Compared to Project, By Topic**

<b>Topic of Analysis</b>	<b>Project</b>	<b>No Project Alternative</b>	<b>Reduced Intensity Alternative</b>
	Project construction-source VOC and NO <sub>x</sub> exceedances; and Project operational-source VOC, NO <sub>x</sub> , PM <sub>10</sub> , and PM <sub>2.5</sub> exceedances would contribute to ozone and PM <sub>10</sub> /PM <sub>2.5</sub> non-attainment conditions, and would be cumulatively significant.	Construction-source VOC and NO <sub>x</sub> emissions contributions to ozone non-attainment conditions would be similar to the Project, and would be cumulatively significant.  <i>Operational-source VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions contributions to ozone and PM<sub>10</sub>/PM<sub>2.5</sub> non-attainment conditions would be increased when compared to the Project, and would be cumulatively significant.</i>	Construction-source VOC and NO <sub>x</sub> emissions contributions to ozone non-attainment conditions would be similar to the Project, and would be cumulatively significant.  <b>Operational-source PM<sub>2.5</sub> emissions would be less-than-significant and would not result in a cumulatively considerable net increase in PM<sub>2.5</sub> emissions with the encompassing PM<sub>2.5</sub> non-attainment area.</b>  VOC, NO <sub>x</sub> , and PM <sub>10</sub> exceedances within the encompassing ozone and PM <sub>10</sub> non-attainment areas would be reduced but would remain cumulatively significant.
<b>GHG/GCC</b>	Project GHG/GCC impacts would be less-than-significant.	<i>Increased vehicular-source GHG emissions under the No Project Alternative may result in potential non-compliance with AB 32 and City CCAP GHG emissions reductions targets. Under the No Project Alternative, GHG/GCC impacts may be potentially significant.</i>	<b>Less-than-significant Project GHG/GCC impacts would be further diminished under the Reduced Intensity Alternative.</b>
<b>Noise</b>	Project construction-source noise/vibration levels would exceed established noise standards, and would be individually and cumulatively significant for the duration of construction activities.	Construction-source noise/vibration Impacts would be similar to those of the Project and, would be individually and cumulatively significant for the duration of construction activities.	Construction-source noise/vibration Impacts would be similar to those of the Project and would be individually and cumulatively significant for the duration of construction activities.

**Table 5.2-7  
Summary of Potential Impacts, Alternatives Compared to Project, By Topic**

<b>Topic of Analysis</b>	<b>Project</b>	<b>No Project Alternative</b>	<b>Reduced Intensity Alternative</b>
	Project vehicular-source noise impacts affecting Vineyard Avenue south of Inland Empire Boulevard would be individually and cumulatively significant.	Trip generation would be increased under the No Project Alternative. Vehicular-source noise impacts affecting Vineyard Avenue south of Inland Empire Boulevard would be increased and would individually and cumulatively significant.	<b>Trip generation would be decreased under the No Project Alternative. Significant vehicular-source noise impacts affecting Vineyard Avenue south of Inland Empire Boulevard may be avoided.</b>
<b>Hazards</b>	Impacts would be less-than-significant or would be mitigated to levels that are less-than-significant.	Impacts would be similar to those of the Project and would be less-than-significant or would be mitigated to levels that are less-than-significant.	Impacts would be similar to those of the Project and would be less-than-significant or would be mitigated to levels that are less-than-significant.
<b>Public Services and Utilities</b>	Impacts would be less-than-significant.	Impacts would be similar to those of the Project and would be less-than-significant.	<b>The Reduced Intensity Alternative would diminish already less-than-significant impacts resulting from the Project.</b>
<b>Hydrology/Water Quality</b>	Impacts would be less-than-significant.	Impacts would be similar to those of the Project and would be less-than-significant.	Impacts would be similar to those of the Project and would be less-than-significant.
<b>Biological Resources</b>	Impacts would be less-than-significant or would be mitigated to levels that are less-than-significant.	Impacts would be similar to those of the Project, and would be less-than-significant or would be mitigated to levels that are less-than-significant.	Impacts would be similar to those of the Project, and would be less-than-significant or would be mitigated to levels that are less-than-significant.
<b>Geology and Soils:</b>	Impacts would be less-than-significant or would be mitigated to levels that are less-than-significant.	Impacts would be similar to those of the Project, and would be less-than-significant or would be mitigated to levels that are less-than-significant.	Impacts would be similar to those of the Project, and would be less-than-significant or would be mitigated to levels that are less-than-significant.
<b>Cultural Resources</b>	Impacts would be less-than-significant or would be mitigated to levels that are less-than-significant.	Impacts would be similar to those of the Project, and would be less-than-significant or would be mitigated to levels that are less-than-significant.	Impacts would be similar to those of the Project, and would be less-than-significant or would be mitigated to levels that are less-than-significant.

**Table 5.2-7  
Summary of Potential Impacts, Alternatives Compared to Project, By Topic**

Topic of Analysis	Project	No Project Alternative	Reduced Intensity Alternative
<b>Aesthetics, Light and Glare</b>	Impacts would be less-than-significant.	Impacts would be similar to those of the Project, and would be less-than-significant.	Impacts would be similar to those of the Project, and would be less-than-significant.
<b>Population and Housing</b>	Impacts would be less-than-significant.	Impacts would be similar to those of the Project, and would be less-than-significant.	Impacts would be similar to those of the Project, and would be less-than-significant.
<b>Relative Attainment of Project Objectives</b>	All Project Objectives would be fully realized.	<p><i>The No Project Alternative would not implement industrial uses, and in this regard would fail to achieve or would impede attainment the following Project Objectives:</i></p> <ul style="list-style-type: none"> <li>• <i>Create an integrated development that provides a full range of employment opportunities near residential uses.</i></li> <li>• <i>Develop industrial uses that would support the Ontario International Airport and that would benefit from the Airport's proximity.</i></li> <li>• <i>Provide an industrial park supporting varied manufacturing, warehouse distribution and industrial tenants.</i></li> <li>• <i>Cluster industrial uses near existing roadway and freeways to reduce traffic congestion and air emissions.</i></li> </ul>	<p><i>Due to the reduction in scope under the Reduced Intensity Alternative, attainment of the following Project objectives would be impeded or substantively restricted:</i></p> <ul style="list-style-type: none"> <li>• <i>Create an integrated development that provides a full range of employment opportunities near residential uses.</i></li> <li>• <i>Create a planned development wherein commercial uses would benefit from the site's freeway visibility.</i></li> <li>• <i>Develop industrial uses that would support the Ontario International Airport and that would benefit from the Airport's proximity. Construct residential uses proximate to employment opportunities and commercial services.</i></li> <li>• <i>Provide an industrial park supporting varied manufacturing, warehouse distribution and industrial tenants.</i></li> </ul>

**Table 5.2-7  
Summary of Potential Impacts, Alternatives Compared to Project, By Topic**

Topic of Analysis	Project	No Project Alternative	Reduced Intensity Alternative
			<ul style="list-style-type: none"> <li>• <i>Complete the urbanization of the area north of I-10 and east of Vineyard Avenue with necessary infrastructure while incorporating high quality, consistent design standards.</i></li>   <li>• <i>Establish new development that would further the City's near-term and long-range fiscal goals.</i></li> </ul>

## 5.2.7 Environmentally Superior Alternative

### No Project Alternative Eliminated from Consideration

As indicated at Table 5.2-7, the No Project Alternative would provide no reduction in significant environmental impacts when compared to the Project, and may increase the severity of, or create additional significant impacts not otherwise occurring under the Project. The No Project Alternative is therefore eliminated from consideration as the “Environmentally Superior Alternative.”

### Reduced Intensity Alternative Considerations

As also indicated at Table 5.2-7, the Reduced Intensity Alternative would likely result in the greatest potential reduction in general environmental effects when compared to the Project. Notwithstanding, as discussed below, the Reduced Intensity Alternative would provide relief from certain significant impacts otherwise occurring under the Project, but in so doing would substantively restrict attainment of the Project Objectives.

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

The Reduced Intensity Alternative would reduce, but not eliminate the Project’s significant impacts in regard to traffic, air quality, construction-source noise/vibration, and vehicular source noise. More specifically:

- Project traffic volumes received at extra-jurisdictional locations may be reduced, however, significant traffic impacts at these locations would persist.
- Operational-source PM<sub>2.5</sub> emissions impacts would be avoided and the magnitude of other operational-source air quality impacts (VOC, NO<sub>x</sub>, CO, and PM<sub>10</sub> emissions impacts) would be diminished but would remain significant. Construction-source air quality impacts would remain significant.
- The duration of significant construction-source noise/vibration impacts may be reduced, however, construction-source noise/vibration impacts would remain significant. Project contributions to vehicular source noise impacts may be reduced to levels that are less-than-significant along Vineyard Avenue south of Inland Empire Boulevard, however, the ambient noise condition along this roadway segment would remain unacceptable.

***Reduced Intensity Alternative would Marginalize Attainment of Project Objectives***

Based on the reduction in overall development scope and the diminished potential for implementation of complementary and mutually supporting uses, the Reduced Intensity Alternative would broadly restrict attainment of all Project Objectives. Where quantifiable (e.g., additional sales tax revenues, job creation, incremental property tax revenues), this reduction in attainment of Objectives would be approximately 37.2 percent less than would be otherwise realized under the Project. Qualitatively, development of the subject site under the Reduced Intensity Alternative fails to optimize use of a significant vacant property, would not be considered the highest and best use of the subject site, and as a consequence diminishes the potential for the Meredith SPA Project as a destination and defining mixed land-use development within the City.

**Summary and Conclusions**

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

In conclusion, the Reduced Intensity Alternative would result in potential incremental reduction in certain significant environmental impacts otherwise occurring under the Project, but would not eliminate these impacts. In this regard the Reduced Intensity Alternative is identified as the environmentally superior alternative.

***Other Considerations***

Countering its potential environmental benefits, the Reduced Intensity Alternative would broadly and substantively diminish attainment of the Project Objectives, with related diminishment of socio-economic benefits to the City and region. CEQA indicates that socioeconomic effects (while not lone determinants) are important considerations for decision-makers in evaluating and considering EIR Alternatives. With respect to socioeconomics, the Project and the Reduced Intensity Alternative would each have beneficial effects for the area. Either of these scenarios would contribute to area employment and the City's overall tax base. However, as noted previously, because the scope and variety of land uses would be reduced by approximately 37.2 percent under the Reduced Intensity Alternative, the resulting effective realization of the Project Objectives, to include economic benefits to the City and region, would likely be similarly diminished.

Additionally, at an approximate 37.2 percent reduction in the Project's development scope, the Reduced Intensity Alternative would not recognize the site's value as one of few remaining undeveloped properties within the City; or take advantage of the site's available

acreage, access, or supporting infrastructure; and consequently would not result in development of the subject site in a manner considered to be its highest and best use.

### 5.3 GROWTH-INDUCING IMPACTS OF THE PROPOSED ACTION

#### 5.3.1 Overview

The California Environmental Quality Act requires a discussion of the ways in which a project could be growth-inducing. (Pub. Resources Code, §21100, subd. (b)(5); *CEQA Guidelines*, § 15126, subd. (d), 15126.2, subd (d).) The *CEQA Guidelines* identify a project as growth-inducing if it would foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of significance to the environment. New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

A project could indirectly induce growth by reducing or removing barriers to growth, or by creating a condition that attracts additional population or new economic activity. However, a project's potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors. Development pressures are a result of economic investment in a particular locality. These pressures help to structure the local politics of growth and the local jurisdiction's posture on growth management and land use policy. The land use policies of local municipalities and counties regulate growth at the local level.

Impacts related to growth inducement would also be realized if a project provides infrastructure or service capacity which accommodates growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

### **5.3.2 Direct Growth-Inducing Effects**

The Project would implement additional residential land uses allowing for up to 800 dwelling units. This is consistent with residential development intensities currently approved for the subject site under the 1981 Meredith International Centre Specific Plan. It is further noted that the Project development scenario would represent buildout of the subject site that would be less intense in terms of resident population and overall development intensity when compared to that envisioned under The Ontario Plan EIR (*Project Development Scenario: 4,150,000 s.f.; 600 Hotel Rooms; 800 Residential Units vs. The Ontario Plan EIR Development Scenario: 7,500,000 s.f.; 1,200 Hotel Rooms; 2,958 Residential Units*). In this regard, the comparatively diminished development intensities proposed by the Project would result in population growth and housing demands no greater than would result from land uses and development envisioned by The Ontario Plan EIR. Moreover, the Project would support Ontario Policy Plan goals and policies addressing jobs/housing balance; and would not conflict with or obstruct implementation of the Policy Plan Housing Element.

The Ontario Plan EIR at Section 5.13, "Population and Housing," concludes that future development of the City would have less-than-significant effects on population and housing. The less-than-significant population and housing impacts identified by The Ontario Plan EIR would be further diminished under the Project.

The Project would also implement industrial, commercial/retail, and office land uses at aggregate development intensities no greater than approved under the 1981 Meredith International Centre Specific Plan and/or envisioned under The Ontario Plan EIR. In this regard, the Project would not generate additional employment beyond that anticipated under the 1981 Meredith International Centre Specific Plan and/or envisioned under The Ontario Plan EIR. On this basis, employment opportunities created by the Project would not result in or cause significant unanticipated permanent growth-inducing effects.

Based on the preceding discussion, the Project would not directly result in any significant unanticipated permanent growth-inducing effects. Nor would the Project result in any direct growth-inducing effects not already evaluated addressed under The Ontario Plan and The Ontario Plan EIR.

### **5.3.3 Indirect Growth-Inducing Effects**

Investment in the Project would have local and regional economic impacts which may result in indirect growth-inducing effects. The Project's potential economic benefits could indirectly result in employment growth in the region. This growth, in combination with

other anticipated employment growth in the region, could indirectly result in population growth and an increased demand for housing. Such growth has a variety of potential effects on the physical environment, including but not limited to, effects on air quality, ambient noise levels, traffic impacts, and water quality. The Project, in combination with other planned or anticipated projects in the area, would contribute to employment and population growth of the region.

Development of the Project as envisioned would entail upgrades to infrastructure in the immediate Project vicinity, including abutting roadways. Infrastructure improvements necessitated by the implementation of the Project could serve to facilitate and encourage development of nearby properties. However, development of these properties is subject to Land Use Plans and Policies established under The Ontario Plan, and are subject to City Zoning Ordinance and City Development Code requirements and regulations. Development of these properties within the context of The Ontario Plan, City Zoning Ordinance and City Development Code should not result in unforeseen indirect growth-inducing effects or unmitigable impacts.

#### **5.4 SIGNIFICANT ENVIRONMENTAL EFFECTS**

An EIR must identify any significant environmental effects that would result from the Project. (Pub. Resources Code, §21100, subd. (b)(2)(B).) The significant environmental impacts of the Project are summarized below.

##### **5.4.1 Significant Traffic/Circulation Impacts**

The Project's potential traffic/circulation impacts are evaluated in the detail in the Project TIA (EIR Appendix C), and are summarized at EIR Section 4.2, "Traffic and Circulation." As discussed within that Section, pending the completion of required improvements, Project traffic impacts at the following Study Area intersections are considered cumulatively significant and unavoidable under at least one of the traffic impact analytic scenarios (Existing Conditions, Year 2017 Conditions, Year 2020 Conditions, and/or Year 2035 Conditions).

- Archibald Avenue at Arrow Route (Study Area Intersection 2);
- Baker Avenue at 8<sup>th</sup> Street (Study Area Intersection 3);
- Hellman Avenue at 6<sup>th</sup> Street (Study Area Intersection 9);
- Haven Avenue at 6<sup>th</sup> Street (Study Area Intersection 12);

- I-10 EB Ramp at 4<sup>th</sup> Street (Study Area Intersection 14);<sup>20</sup>
- Vineyard Avenue at 4<sup>th</sup> Street (Study Area Intersection 20);
- Archibald Avenue at 4<sup>th</sup> Street (Study Area Intersection 23);
- Haven Avenue at 4<sup>th</sup> Street (Study Area Intersection 25);
- Archibald Avenue at Inland Empire Boulevard (Study Area Intersection 28); and
- Vineyard Avenue at I-10 EB Ramps (Study Area Intersection 32).

The intersections identified above are either not under the City's plenary control, and/or are subject to right-of-way constraints. In these instances, timely implementation of improvements required as mitigation for potentially significant cumulative traffic impacts cannot be assured, and impacts are therefore considered cumulatively significant and unavoidable pending completion of the required improvements.

Project traffic would also contribute to cumulatively significant impacts affecting at analyzed freeway facilities within the Study Area. There are no feasible means for the Project Applicant or the City of Ontario to mitigate cumulatively freeway facilities impacts, and these impacts are accordingly recognized as cumulatively significant and unavoidable.<sup>21</sup>

#### **5.4.2 Significant Air Quality Impacts**

EIR Section 4.3 details the Project's potential air quality impacts. As discussed within that Section, even after compliance with applicable regulations and requirements, and application of mitigation measures, the Project would result in the following significant and unavoidable air quality impacts:

- Project maximum daily construction-source emissions of VOC, NO<sub>x</sub>, and CO would exceed applicable SCAQMD regional thresholds. These are significant individual and cumulative air quality impacts.
- Under Interim Development Conditions in 2017, Project maximum daily operational-source emissions of VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> would exceed

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<sup>20</sup> Significant impacts under the "Existing Plus Project" analytic scenario are considered Project-specific.

<sup>21</sup> Under Existing Plus Project Conditions (Project Buildout) Project-specific traffic contributions to eastbound I-10 between Milliken Avenue and I-15 (Study Area freeway segment No. 21) would be considered significant.

applicable SCAQMD regional thresholds.<sup>22</sup> These are significant individual and cumulative air quality impacts.

- Under Project Buildout Conditions in 2020, Project maximum daily operational-source emissions of VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> would exceed applicable SCAQMD regional thresholds. These are significant individual and cumulative air quality impacts.
- Project construction-source VOC and NO<sub>x</sub> emissions regional threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone and PM<sub>10</sub>/PM<sub>2.5</sub>) for which the Project region is non-attainment.<sup>23</sup> These are cumulatively significant air quality impacts.
- Project operational-source VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions regional threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone and PM<sub>10</sub>/PM<sub>2.5</sub>) for which the Project region is non-attainment. These are cumulatively significant air quality impacts.

### 5.4.3 Significant Noise Impacts

EIR Section 4.4 details the Project's potential noise impacts. As discussed within that Section, even after compliance with applicable regulations and requirements, and application of mitigation measures, the Project would result in the following significant and unavoidable noise impacts:

- Project's construction-source noise and vibration levels, as received at certain adjacent off-site properties, would exceed applicable City standards.

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<sup>22</sup> Under 2017 Interim Development Conditions, the Project Air Quality Impact Analysis indicates the operational-source PM<sub>2.5</sub> emissions would not exceed SCAQMD regional thresholds. If employing the SCAQMD *Draft Warehouse Truck Trip Study* protocols and assumptions, there would be a PM<sub>2.5</sub> emissions regional threshold exceedance under 2017 Interim Development Conditions. Conservatively, and as a matter of public disclosure, operational-source PM<sub>2.5</sub> emissions are recognized as significant and unavoidable under 2017 Interim Development Conditions.

<sup>23</sup> VOC and NO<sub>x</sub> are both ozone precursors; NO<sub>x</sub> is a precursor to PM<sub>10</sub>/PM<sub>2.5</sub>.

- Project-vehicular-source noise contributions to ambient noise conditions along certain Study Area roadway segments would be individually significant and cumulatively considerable.

## 5.5 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

The *CEQA Guidelines* §§ 15126, subd. (c), 15126.2, subd. (c), 15127, require that for certain types or categories of projects, an EIR must address significant irreversible environmental changes that would occur should the Project be implemented. As presented at *CEQA Guidelines* §15127, the topic of Significant Irreversible Environmental Changes need be addressed in EIRs prepared in connection with any of the following activities:

- (a) The adoption, amendment, or enactment of a plan, policy, or ordinance of a public agency;
- (b) The adoption by a local agency formation commission of a resolution making determinations; or
- (c) A project which will be subject to the requirements for preparing of an environmental impact statement pursuant to the requirements of the National Environmental Policy Act of 1969, 42 U.S.C. 4321-4347.

The Project qualifies under *Guidelines* §15127 (a) in that General Plan amendment(s) and amendment to the 1981 Meredith International Centre Specific Plan are required in order to implement the Project. As such, this EIR analysis addresses any significant irreversible environmental changes which would be involved in the proposed action should it be implemented [*Guidelines*, Sections 15126(e) and 15127]. An impact would fall into this category if:

- A project would involve a large commitment of nonrenewable resources;
- The primary and secondary impacts of a project would generally commit future generations to similar uses;
- A project involves uses in which irreversible damage could result from any potential environmental incidents associated with the project; or
- The proposed consumption of resources is not justified (e.g., the project results in wasteful use of energy).

With regard to the above considerations, various natural resources, in the form of construction materials and energy resources, would be used in the construction of the Project, but their use is not expected to result in shortfalls in the availability of these resources. Development of the site with the Project uses will commit the property to such uses for the foreseeable future, and thereby limit the site's prospective alternative uses. Notwithstanding, given the current 1981 Meredith Specific Plan entitlements for the site; the even greater development intensities envisioned for the subject site under The Ontario Plan, and the urbanization of surrounding properties, commitment of the site to uses proposed by the Project is considered appropriate.

The Project presents no significant possibility of irreversible environmental damage "from any potential environmental incidents associated with the project." The Project does not propose facilities or uses that would result in potentially significant environmental incidents. Moreover, all feasible mitigation is incorporated in the Project to reduce its potential environmental effects. As discussed herein, the Project would not result in or cause unwarranted or wasteful use of resources, including energy.

## **5.6 ENERGY CONSERVATION**

### **5.6.1 Overview**

Consistent with *CEQA Guidelines* Appendix F, this Section of the EIR addresses the potential for the Project to result in the inefficient, wasteful, or unnecessary consumption of energy. For new development such as that proposed by the Meredith Specific Plan Amendment Project, compliance with California Title 24 energy efficiency requirements is considered demonstrable evidence of efficient use of energy. As discussed below, the Project would provide for, and promote, energy efficiencies beyond those required under applicable state or federal standards and regulations, and in so doing would meet or exceed all Title 24 standards. Moreover, energy consumed by the Project would be comparable to, or less than, energy consumed by other development proposals of similar scale and intensity. On this basis, the Project would not result in the inefficient, wasteful or unnecessary consumption of energy, and potential Project impacts in these regards are less-than-significant. Further, the Project would not cause or result in the need for additional energy producing facilities or energy delivery systems. The Project, therefore, would not create or result in a potentially significant impact on energy resources.

## 5.6.2 Background and Introduction

In 1975, largely in response to the oil crisis of the 1970s, the State Legislature adopted AB 1575, which created the California Energy Commission (CEC). The statutory mission of the CEC is to forecast future energy needs; license thermal power plants of 50 megawatts or larger; develop energy technologies and renewable energy resources; plan for and direct responses to energy emergencies; and, perhaps most importantly, to promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards.

Germane to the Project and this EIR, AB 1575 also amended Public Resources Code Section 21100(b)(3) to require EIRs to consider the potential for wasteful, inefficient, and/or unnecessary consumption of energy caused by or resulting from a project. Appendix F to the *CEQA Guidelines* assists EIR preparers in this regard. More specifically, Appendix F is an advisory document establishing parameters and context for determining whether a project would result in the inefficient, wasteful, and unnecessary consumption of energy.

## 5.6.3 Existing Conditions

### 5.6.3.1 Overview

California's estimated annual energy use as of 2013 included:

- Approximately 280,561 gigawatt hours of electricity;<sup>24</sup>
- Approximately 12,767 million therms natural gas (approximately 3.5 billion cubic feet of natural gas per day);<sup>25</sup> and
- Approximately 18 billion gallons of gasoline.<sup>26</sup>

As of 2012, energy use in California by demand sector was:

- Approximately 38.5 percent transportation;

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<sup>24</sup> California Energy Demand 2014–2024 Final Forecast (California Energy Commission, Commission Final Report) January 2014, page 2. Web. September 11, 2014.

<<http://www.energy.ca.gov/publications/displayOneReport.php?pubNum=CEC-200-2013-004-V1-CMF>>

<sup>25</sup> Ibid. page 5.

<sup>26</sup> 2013 Integrated Energy Policy Report, IEPR (California Energy Commission, Commission Final Report) (n.d.), page 255. Web. September 11, 2014. <[http://www.energy.ca.gov/2013\\_energypolicy/](http://www.energy.ca.gov/2013_energypolicy/)>

- Approximately 22.8 percent industrial;
- Approximately 19.3 percent residential; and
- Approximately 19.4 percent commercial.<sup>27</sup>

A summary of, and context for, energy consumption and energy demands within the State is presented in “U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts” excerpted below:

- Excluding federal offshore areas, California ranked third in the nation in crude oil production in 2013, despite an overall decline in production rates since the mid-1980s.
- California also ranked third in the nation in refining capacity as of January 2014, with a combined capacity of almost 2 million barrels per calendar day from its 18 operable refineries.
- In 2012, California’s per capita energy consumption ranked 49th in the nation; the state’s low use of energy was due in part to its mild climate and its energy efficiency programs.
- In 2013, California ranked fourth in the nation in conventional hydroelectric generation, second in net electricity generation from other renewable energy resources, and first as a producer of electricity from geothermal energy.
- In 2013, California ranked 15th in net electricity generation from nuclear power after one of its two nuclear plants was taken out of service in January 2012; as of June 2013, operations permanently ceased at that plant, the San Onofre Nuclear Generating Station.
- Average site electricity consumption in California homes is among the lowest in the nation (6.9 megawatt hours per year), according to EIA’s Residential Energy Consumption Survey.

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<sup>27</sup>U.S. Energy Information Administration. California State Profile and Energy Estimates. California Energy Consumption by End-Use Sector. Web. September 11, 2014. <<http://www.eia.gov/state/?sid=CA#tabs1>>

As indicated above, California is one of the nation's leading energy-producing states, and California per capita energy use is among the nation's most efficient.

### 5.6.3.2 Electricity and Natural Gas Resources

#### Electricity

Electricity would be provided to the Project by Southern California Edison (SCE). SCE provides electric power to more than 14 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers.<sup>28</sup>

California's electricity industry is an organization of traditional utilities, private generating companies, and state agencies, each with a variety of roles and responsibilities to ensure that electrical power is provided to consumers. The California Independent Service Operator ("ISO") is a nonprofit public benefit corporation, and is the impartial operator of the State's wholesale power grid and is charged with maintaining grid reliability, and to direct uninterrupted electrical energy supplies to California residential and commercial users. While utilities [such as SCE] still own transmission assets, the ISO routes electrical power along these assets, maximizing the use of the transmission system and its power generation resources. The ISO matches buyers and sellers of electricity to ensure that sufficient power is available to meet demand. To these ends, every five minutes the ISO forecasts electrical demands, accounts for operating reserves, and assigns the lowest cost power plant unit to meet demands while ensuring adequate system transmission capacities and capabilities.<sup>29</sup>

Part of the ISO's charge is to plan and coordinate grid enhancements to ensure that electrical power is provided to California consumers. To this end, transmission owners (investor-owned utilities such as SCE) file annual transmission expansion/modification

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<sup>28</sup> California Energy Almanac. Utility Energy Supply Plans from 2013. California Energy Commission. Web. June 24, 2014. <[http://energyalmanac.ca.gov/electricity/s-2\\_supply\\_forms\\_2013/](http://energyalmanac.ca.gov/electricity/s-2_supply_forms_2013/)>

plans to accommodate the State's growing electrical needs. The ISO reviews and either approves or denies the proposed additions. In addition, and perhaps most importantly, the ISO works with other areas in the western United States electrical grid to ensure that adequate power supplies are available to the State. In this manner, continuing reliable and affordable electrical power is assured to existing and new consumers throughout the State.

## **Natural Gas**

Natural gas would be provided to the Project by The Gas Company (Southern California Gas, SoCalGas). The following summary of natural gas resources and service providers, delivery systems, and associated regulation is excerpted from information provided by the California Public Utilities Commission (PUC).

The California Public Utilities Commission (PUC) regulates natural gas utility service for approximately 10.8 million customers that receive natural gas from Pacific Gas and Electric (PG&E), Southern California Gas (SoCalGas), San Diego Gas & Electric (SDG&E), Southwest Gas, and several smaller natural gas utilities. The CPUC also regulates independent storage operators Lodi Gas Storage, Wild Goose Storage, Central Valley Storage and Gill Ranch Storage.

The vast majority of California's natural gas customers are residential and small commercial customers, referred to as "core" customers, who accounted for approximately 32% of the natural gas delivered by California utilities in 2012. Large consumers, like electric generators and industrial customers, referred to as "noncore" customers, accounted for approximately 68% of the natural gas delivered by California utilities in 2012.

The PUC regulates the California utilities' natural gas rates and natural gas services, including in-state transportation over the utilities' transmission and distribution pipeline systems, storage, procurement, metering and billing.

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<sup>29</sup> Understanding the ISO. California ISO. Web. June 25, 2014. <<http://www.caiso.com/about/Pages/OurBusiness/UnderstandingtheISO/default.aspx>>

Most of the natural gas used in California comes from out-of-state natural gas basins. In 2012, California customers received 35% of their natural gas supply from basins located in the Southwest, 16% from Canada, 40% from the Rocky Mountains, and 9% from basins located within California. California gas utilities may soon also begin receiving biogas into their pipeline systems. Natural gas from out-of-state production basins is delivered into California via the interstate natural gas pipeline system. The major interstate pipelines that deliver out-of-state natural gas to California consumers are the Gas Transmission Northwest Pipeline, Kern River Pipeline, Transwestern Pipeline, El Paso Pipeline, the Ruby Pipeline, Questar Southern Trails and Mojave Pipeline. Another pipeline, the North Baja – Baja Norte Pipeline, takes gas off the El Paso Pipeline at the California/Arizona border, and delivers that gas through California into Mexico. While the Federal Energy Regulatory Commission (FERC) regulates the transportation of natural gas on the interstate pipelines, the PUC often participates in FERC regulatory proceedings to represent the interests of California natural gas consumers. Most of the natural gas transported via the interstate pipelines, as well as some of the California-produced natural gas, is delivered into the PG&E and SoCalGas intrastate natural gas transmission pipeline systems (commonly referred to as California’s “backbone” natural gas pipeline system). Natural gas on the utilities’ backbone pipeline systems is then delivered into the local transmission and distribution pipeline systems, or to natural gas storage fields. Some large noncore customers take natural gas directly off the high-pressure backbone pipeline systems, while core customers and other noncore customers take natural gas off the utilities’ distribution pipeline systems. The PUC has regulatory jurisdiction over 150,000 miles of utility-owned natural gas pipelines, which transported 82% of the total amount of natural gas delivered to California’s gas consumers in 2012.

SDG&E and Southwest Gas’ southern division are wholesale customers of SoCalGas, and currently receive all of their natural gas from the SoCalGas system (Southwest Gas also provides natural gas distribution service in the Lake Tahoe area). Some other municipal wholesale customers are the cities of Palo Alto, Long Beach, and Vernon, which are not regulated by the CPUC.

Some of the natural gas delivered to California customers may be delivered directly to them without being transported over the regulated utility systems. For example, the Kern River/Mojave pipeline system can deliver natural gas

directly to some large customers, “bypassing” the utilities’ systems. Much of California-produced natural gas is also delivered directly to large consumers.

PG&E and SoCalGas own and operate several natural gas storage fields that are located in northern and southern California. These storage fields, and four independently owned storage utilities – Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage – help meet peak seasonal natural gas demand and allow California natural gas customers to secure natural gas supplies more efficiently. (A portion of the Gill Ranch facility is owned by PG&E).

California’s regulated utilities do not own any natural gas production facilities. All of the natural gas sold by these utilities must be purchased from suppliers and/or marketers. The price of natural gas sold by suppliers and marketers was deregulated by the FERC in the mid-1980’s and is determined by “market forces.” However, the PUC decides whether California’s utilities have taken reasonable steps in order to minimize the cost of natural gas purchased on behalf of their core customers.<sup>30</sup>

As indicated in the preceding discussions, natural gas is available from a variety of in-state and out-of-state sources and is provided throughout the state in response to market supply and demand. Complementing available natural gas resources, biogas may soon be available via existing delivery systems, thereby increasing the availability and reliability of resources in total. The PUC oversees utility purchases and transmission of natural gas to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout the State.

### **5.6.3.3 Transportation Energy Resources**

The Project would generate additional vehicle trips with resulting consumption of energy resources, predominantly gasoline. There are more than 27 million registered vehicles in California, and those vehicles consume an estimated 18 billion gallons of fuel each year. Gasoline (and other vehicle fuels) are commercially-provided commodities, and would be available to the Project patrons and employees via commercial outlets.

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<sup>30</sup> Natural Gas and California. California Public Utilities Commission. Web. June 24, 2014. <<http://www.cpuc.ca.gov/puc/energy/gas/natgasandca.htm>>

Petroleum comprises approximately 92 percent of California’s transportation energy sources. Notwithstanding, technology advances, market trends, consumer behavior, and government policies could result in significant changes in fuel consumption by type and in total by 2020. In these regards, at the federal and state levels various policies, rules, and regulations have been enacted to improve vehicle fuel efficiency, promote the development and use of alternative fuels, reduce transportation-source air pollutants and GHG emissions, and reduce vehicle miles traveled (VMT). Market forces have driven the price of petroleum products steadily upward, and technological advances have made use of other energy resources or alternative transportation modes increasingly feasible.

Largely as a result of, and in response to these multiple factors, gasoline consumption within the state has declined in recent years, while availability of other alternative fuels/energy sources has increased. In total, the quantity and availability and reliability of transportation energy resources have increased in recent years, and this trend may likely continue and accelerate.<sup>31</sup> Increasingly available and diversified transportation energy resources act to promote continuing reliable and affordable means to support vehicular transportation within the State.

#### **5.6.4 Regulatory Setting**

Federal and state agencies regulate energy use and consumption through various means and programs. On the federal level, the United States Department of Transportation, the United States Department of Energy, and the United States Environmental Protection Agency are three federal agencies with substantial influence over energy policies and programs. On the state level, the PUC and the CEC are two agencies with authority over different aspects of energy. Relevant federal and state energy-related laws and plans are summarized below. Project consistency with applicable federal and state regulations is also presented in *italicized* text.

##### **5.6.4.1 Federal Energy Policy and Conservation Act**

The Federal Energy Policy and Conservation Act of 1975 (Act) intends that all vehicles sold in the U.S. would meet certain fuel economy goals. Through this Act, Congress established the first fuel economy standards for on-road motor vehicles in the U.S. Pursuant to the Act,

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<sup>31</sup> 2013 Integrated Energy Policy Report, IEPR (California Energy Commission, Commission Final Report) (n.d.), Transportation Energy Trends, pages 255-302. Web. September 11, 2014. <[http://www.energy.ca.gov/2013\\_energypolicy/](http://www.energy.ca.gov/2013_energypolicy/)>

the National Highway Traffic and Safety Administration, which is part of the United States Department of Transportation, is responsible for establishing additional vehicle standards and for revising existing standards. *Vehicles accessing the Project site are subject to the Federal Energy Policy and Conservation Act (Act). The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of the Act.*

#### **5.6.4.2 Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)**

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions. *Transportation and access to the Project site is provided primarily by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA.*

#### **5.6.4.3 The Transportation Equity Act for the 21st Century (TEA-21)**

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety. *The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities by implementing The Ontario Plan through the introduction of a mixed-use Specific Plan development at the subject site. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.*

#### **5.6.4.4 State of California Energy Plan**

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access. *The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities by implementing The Ontario Plan through the introduction of a mixed-use Specific Plan development at the subject site. The Project therefore supports urban design and planning processes identified in the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.*

#### **5.6.4.5 California Code Title 24, Part 6, Energy Efficiency Standards**

California Code Title 24, Part 6 (also referred to as the California Energy Code), was promulgated by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption. To these ends, the California Energy Code provides energy efficiency standards for residential and nonresidential buildings. According to the CEC, the Energy Commission's energy efficiency standards have saved Californians more than \$74 billion in reduced electricity bills since 1977.<sup>32</sup>

California's building efficiency standards are updated on an approximately three-year cycle. The 2013 Standards would continue to improve upon the 2008 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2013 Standards went into effect on July 1, 2014, following approval of the California Building Standards Commission.

The 2013 Energy Efficiency Standards in their entirety may be reviewed at: <http://www.energy.ca.gov/title24/2013standards/>. The 2013 Energy Efficiency Standards

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<sup>32</sup> *California's Energy Efficiency Standards Have Saved \$74 Billion*. California Energy Commission. Web. January 20, 2014. < <http://www.energy.ca.gov/efficiency/savings.html> >

may also be reviewed at the California Energy Commission, 1516 Ninth Street, MS-37, Sacramento, CA 95814-5512. The Project would be designed, constructed and operated so as to meet or exceed incumbent Title 24 Energy Efficiency Standards. On this basis, the Project is determined to be consistent with, and would not interfere with, nor otherwise obstruct implementation of Title 24 Energy Efficiency Standards.

### **5.6.5 Project Energy Demands and Energy Efficiency/Conservation Measures**

Estimated energy demands of Project construction and Project operations are summarized in the following discussions. Project design features and operational programs, as well as regulations and EIR Mitigation Measures that promote energy conservation are also identified. The Project in total would surpass by a minimum of 5 percent incumbent performance standards established under the Building Energy Efficiency Standards contained in the California Code of Regulations (CCR), Title 24, Part 6 (Title 24, Energy Efficiency Standards). Also, given rising energy prices, contractors and owners have vested financial incentives to avoid wasteful, inefficient, and unnecessary consumption of energy during construction and operations. In summary, there is growing recognition among developers and retailers that efficient and sustainable construction and operational practices yield both environmental and economic benefits.

#### **5.6.5.1 Construction Energy Demands and Energy Efficiency/Conservation Measures**

##### **Construction Energy Demands**

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction. Project construction activity timeline estimates, construction equipment schedules, equipment power ratings, load factors, and associated fuel consumption estimates are presented at Tables 5.6-1 and 5.6-2. Eight-hour daily use of all equipment is assumed. For the purposes of this analysis, it is assumed that all construction equipment would be diesel-powered. Diesel fuel would be supplied by existing commercial fuel providers serving the City and region. The aggregate fuel consumption rate for all equipment is estimated at 18.5 hp-hr-gal., obtained from CARB 2013 Emissions Factors Tables and cited fuel consumption rate factors presented in Table D-24 of the Moyer guidelines.<sup>33</sup>

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<sup>33</sup> *Methods to Find the Cost-Effectiveness of Funding Air Quality Projects For Evaluating Motor Vehicle Registration Fee Projects And Congestion Mitigation and Air Quality Improvement (CMAQ) Projects, Emission Factor Tables (California Air Resources Board) May 2013; Table D-24 Moyers Guidelines Fuel Consumption Rate Factors - All Engines < 750 hp = 18.5 hp-hr-gal.*

As presented at Tables 5.6-1 and 5.6-2, respectively, Project Planning Area 1 construction activities would consume an estimated 694,312 gallons of diesel fuel; and Project Planning Areas 2, 3, and 4 construction activities would consume an additional 622,614 gallons of diesel. In aggregate, Project construction activities would consume an estimated 1,316,926 gallons of diesel. Project construction would represent a “single-event” diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

### Construction Energy Efficiency/Conservation Measures

The equipment used for Project construction would conform to CARB regulations and CA emissions standards and would evince related fuel efficiencies. Related, EIR Mitigation Measure 4.3.3 requires that dozers and scrapers ( $\geq 50$  horsepower) used during grading activities shall be CARB Tier 3 Certified or better. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient, wasteful, or unnecessary consumption of fuel.

**Table 5.6-1  
Planning Area 1 Development  
Construction-Source Fuel Consumption Estimates**

Activity/ Duration	Equipment	HP rating	Quantity	Load Factor	HP-hrs./day	Total Fuel Consumption (gal. diesel fuel)
Grading/ 45 days	Excavators	162	4	0.38	Total= 149,840 HP-hrs./day (See note 2)	364,476
	Graders	174	8	0.41		
	Rubber Tired Dozers	255	8	0.40		
	Water Trucks	189	6	0.5		
	Scrapers	361	16	0.48		
	Tractors/Loaders/ Backhoes	97	4	0.37		
Building Construction/ 475 days	Cranes	226	6	0.29	3,146	80,744
	Forklifts	89	10	0.20	1,424	36,563
	Generator Set	84	4	0.74	1,990	51,072
	Tractors/Loaders/ Backhoes	97	10	0.37	2,872	73,720
	Welders	46	4	0.45	663	17,023

**Table 5.6-1  
Planning Area 1 Development  
Construction-Source Fuel Consumption Estimates**

Activity/ Duration	Equipment	HP rating	Quantity	Load Factor	HP-hrs./day	Total Fuel Consumption (gal. diesel fuel)
Paving/ 45 days	Pavers	125	8	0.42	3,360	8,173
	Paving Equipment	130	8	0.36	2,993	7,280
	Rollers	80	8	0.38	1,946	4,736
Architectural Coatings and Painting/ 260 days	Air Compressors	78	12	0.48	3,595	50,525
<b>TOTAL CONSTRUCTION FUEL DEMAND– Planning Area 1</b>						<b>694,312 gallons diesel fuel</b>

**Notes:** 1. Construction equipment schedules, power ratings, load factors populated from CalEEMod data presented in *Meredith International Centre Specific Plan Amendment Air Quality Impact Analysis, City of Ontario* (Urban Crossroads, Inc.) January 21, 2015. (EIR Appendix D). 2. Grading activity phase maximum equipment horsepower output capped at 149,840 hp-hrs./day per EIR Mitigation Measure 4.3.3. Fuel consumption estimates conservatively assume maximum allowable daily equipment horsepower output for the duration of grading activities.

**Table 5.6-2  
Planning Areas 2, 3, and 4 Development  
Construction-Source Fuel Consumption Estimates**

Activity/ Duration	Equipment	HP rating	Quantity	Load Factor	HP-hrs./day	Total Fuel Consumption (gal. diesel fuel)
Grading/ 45 days	Graders	174	4	0.41	Total= 149,840 HP-hrs./day (See note 2)	364,476
	Rubber Tired Dozers	255	4	0.40		
	Water Trucks	189	8	0.5		
	Scrapers	361	8	0.48		
	Tractors/Loaders/ Backhoes	97	4	0.37		
Building Construction/ 400 days	Cranes	226	4	0.29	2,099	45,384
	Forklifts	89	6	0.20	855	18,487
	Generator Set	84	4	0.74	1,989	43,006
	Tractors/Loaders/ Backhoes	97	6	0.37	1,723	37,255
	Welders	46	4	0.45	663	14,336
Paving/ 271 days	Pavers	125	4	0.42	1,680	24,610
	Paving Equipment	130	4	0.36	1,497	21,930
	Rollers	80	4	0.38	973	14,254

**Table 5.6-2**  
**Planning Areas 2, 3, and 4 Development**  
**Construction-Source Fuel Consumption Estimates**

Activity/ Duration	Equipment	HP rating	Quantity	Load Factor	HP-hrs./day	Total Fuel Consumption (gal. diesel fuel)
Architectural Coatings and Painting/ 400 days	Air Compressors	78	6	0.48	1798	38,876
<b>TOTAL CONSTRUCTION FUEL DEMAND–Planning Areas 2, 3, and 4</b>						<b>622,614 gallons diesel fuel</b>

**Notes:**

1. Construction equipment schedules, power ratings, load factors populated from CalEEMod data presented in *Meredith International Centre Specific Plan Amendment Air Quality Impact Analysis, City of Ontario* (Urban Crossroads, Inc.) January 21, 2015 (EIR Appendix D).
2. Grading activity phase maximum equipment horsepower output capped at 149,840 hp-hrs./day per EIR Mitigation Measure 4.3.3. Fuel consumption estimates conservatively assume maximum allowable daily equipment horsepower output for the duration of grading activities.

Additionally, certain incidental construction-source energy efficiencies would likely accrue through implementation of California regulations, the City of Ontario Community Climate Action Plan (CCAP) and the EIR Mitigation Measures. More specifically, California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. The CCAP further restricts construction equipment idling to no more than three minutes. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

Indirectly, construction energy efficiencies and energy conservation would be achieved through the use of recycled/recyclable materials and related procedures where applicable; and energy efficiencies realized from bulk purchase, transport and use of construction materials. In general, the use of materials and construction processes described below promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing and refinement. Use of recycled and recyclable materials and use of materials in bulk as described below also reduces energy demands associated with preparation and transport of construction materials as transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

## **Construction Waste Management Plan**

Consistent with Section 5.408 “Construction Waste Reduction, Disposal, and Recycling” of the California Green Building Standards Code (CALGreen Code), as adopted by the City of Ontario, the Project would recycle or salvage for reuse a minimum of 50 percent of the nonhazardous construction and demolition waste. A Project Construction Waste Management Plan would also be prepared consistent with Section 5.408.1.1 of the CALGreen Code.

## **Summary**

Construction equipment used by the Project would result in single event consumption of approximately 1,316,926 gallons of diesel fuel. Diesel fuel would be supplied by City and regional commercial vendors. Construction equipment use of fuel would not be atypical for the type of construction proposed, and Project construction equipment would conform to CARB emissions standards, acting to promote equipment fuel efficiencies. CCR Title 13, Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. The Ontario CCAP further restricts construction equipment idling to no more than three minutes. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints. Indirectly, construction energy efficiencies and energy conservation would be achieved through the use of recycled/recyclable materials and related procedures where applicable; and energy efficiencies realized from bulk purchase, transport and use of construction materials. As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

### **5.6.5.2 Operational Energy Demands and Energy Efficiency/Conservation Measures**

Energy consumption in support of or related to Project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

## **Transportation Energy Demands**

Energy that would be consumed by Project-generated traffic is a function of total VMT and estimated vehicle fuel economies of vehicles accessing the Project site. With respect to

estimated VMT, the Project would generate an estimated 114,424,645 annual VMT along area roadways.<sup>34</sup> With regard to vehicle fuel economies, for the purposes of this analysis, the predominance of vehicles accessing the Project are characterized as light duty vehicles (LDVs). As presented in *Annual Energy Outlook 2014, with projections to 2040* (U.S. Energy Information Administration USEIA) April 2014, average fuel economies of LDVs in aggregate have improved from approximately 19.9 miles per gallons in 1978, to approximately 32.7 mpg in 2012.<sup>35</sup> Fuel demands of private vehicles would be met through commercial fuel providers. Estimated Project transportation energy demands are summarized at Table 5.6-3.

**Table 5.6-3  
Project-Generated Traffic Annual Fuel Consumption**

Annual Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
114,424,645	19.9	5,750,000
114,424,645	32.7	3,500,000

**Notes:** Estimated VMT from: *Meredith International Centre Specific Plan Amendment Air Quality Impact Analysis, City of Ontario* (Urban Crossroads, Inc.) January 21, 2015; Average fuel economies from: *Annual Energy Outlook 2014, with projections to 2040* (U.S. Energy Information Administration, USEIA) April 2014, p. MT-14.

### Facilities Energy Demands

Project building operations and Project site maintenance activities would result in the consumption of natural gas and electricity. Natural gas would be supplied to the Project by The Gas Company; electricity would be supplied to the Project by SCE. Annual natural gas and electricity demands of the Project are summarized at Table 5.6-4.

**Table 5.6-4  
Project Annual Operational Energy Demand Summary**

	Land Use	Electricity Use (kWh/yr.)	Natural Gas Use (kBtu/yr.)
PA 1	General Light Industrial	6,432,780	18,543,500
	High-Cube Warehouse	6,928,190	4,062,630
PA 2-4	Office Park	2,851,380	678,300
	Parking Lot	985,600	0

<sup>34</sup> Estimated VMT from: *Meredith International Centre Specific Plan Amendment Air Quality Impact Analysis, City of Ontario* (Urban Crossroads, Inc.) January 21, 2015.

<sup>35</sup> *Annual Energy Outlook 2014, with projections to 2040* (U.S. Energy Information Administration, USEIA) April 2014, page MT-14. Web. September 11, 2014. <<http://www.eia.gov/forecasts/aeo/>> *Traffic Safety Administration (NHTSA), DOT, September 15, 2011.*

**Table 5.6-4  
Project Annual Operational Energy Demand Summary**

	Regional Shopping Center	7,181,610	957,480
	Apartments	3,124,070	10,204,600
	Hotel	6,292,970	17,503,700
<b>Totals</b>		33,796,600 kWh/yr.	51,950,210 kBTU/yr.

Source: Meredith International Centre Specific Plan Amendment Greenhouse Gas Analysis, City of Ontario (Urban Crossroads, Inc.) January 21, 2015.

### Energy Efficiency/Sustainability

Energy-saving and sustainable design features and operational programs would be incorporated into all facilities developed pursuant to the Meredith SPA. Planning Areas 1 through 4 would provide sustainable design features necessary to achieve a “Certified” rating under the United States Green Building Council’s Leadership in Energy & Environmental Design (LEED) programs. The Project also incorporates and expresses the following design features and attributes promoting energy efficiency and sustainability.

- The developer of the industrial phase of the Project (Planning Area 1) will install on the roofs of the warehouse buildings a photo-voltaic electrical generation system (PV system) capable of generating 1,600,000 kilowatt hours per year.<sup>36</sup> The developer may install the required PV system in phases on a pro rata square foot basis as each building is completed; or if the PV system is to be installed on a single building, all of the PV system necessary to supply the PV estimated electrical generation shall be installed within two years (24 months) of the first building that does not include a PV system receives a certificate of occupancy.
- All on-site cargo handling equipment (CHE) would be powered by non-diesel fueled engines (i.e., electric engines).
- Regional VMT and associated vehicular-source emissions are reduced by the following Project design features/attributes:
  - Pedestrian connections shall be provided to surrounding areas consistent with the City’s General Plan. Providing a pedestrian access network to link areas of

<sup>36</sup> This electricity generation estimate is based on the amount of electricity to be consumed within Planning Area 1 at buildout and full occupancy.

- the Project site encourages people to walk instead of drive. The Project would provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site. The Project would minimize barriers to pedestrian access and interconnectivity.
- The Project's mixed-use configuration and proposed collocation of Industrial, Urban Commercial and Urban Residential land uses together with supporting amenities would tend to decrease the propensity for, and length of commuter vehicle travel.
  - To reduce water demands and associated energy use, subsequent development proposals within the Project site would be required to implement a Water Conservation Strategy and demonstrate a minimum 20 percent reduction in indoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy).<sup>37</sup> Development proposals within the Specific Plan Area would also be required to implement the following:
    - Landscaping palette emphasizing drought tolerant plants consistent with provisions of the Meredith SPA and/or City requirements;
    - Use of water-efficient irrigation techniques consistent with provisions of the Meredith SPA and/or City requirements; and
    - U.S. Environmental Protection Agency (EPA) Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.

Additionally, pursuant to the EIR Mitigation Measures, the Project in total would surpass by a minimum of 5 percent, incumbent performance standards established under the

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<sup>37</sup> Reduction of 20 percent indoor water usage is consistent with the current CalGreen Code performance standards for residential and non-residential land uses. Per CalGreen, the reduction shall be based on the maximum allowable water use per plumbing fixture and fittings as required by the California Building Standards Code.

Building Energy Efficiency Standards contained in the California Code of Regulations (CCR), Title 24, Part 6 (Title 24, Title 24 Energy Efficiency Standards).

Energy efficiency/sustainability attributes of the Project would be complemented by increasingly stringent state and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards; and enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title 24, California Green Building Code).

### **Enhanced Vehicle Fuel Efficiencies**

Estimated annual fuel consumption estimates presented previously at Table 5.6-3 represent likely potential maximums that would occur under 2017 Conditions through 2020 Conditions. Under subsequent future conditions, average fuel economies of vehicles accessing the Project site can be expected to improve as older, less fuel efficient vehicles are removed from circulation, and in response to fuel economy and emissions standards imposed on newer vehicles entering the circulation system.

### **Project Location and Access**

The Project is a mixed-use development located proximate to customers, patrons, and employees; and is readily accessible from regional and local roadways. In this manner, the Project at its current location acts to reduce vehicle miles traveled (VMT) within the region and associated consumption of resources. Collocation of mixed-uses within the Project site also acts to reduce VMT by allowing access to services and facilities by single rather than multiple vehicle trips.

### **Alternative Transportation**

#### *Pedestrian Access*

Project walkways and pedestrian crosswalks would be provided consistent with City of Ontario requirements, allowing for patrons to walk rather than drive between uses within the Project site, as well as between the Project site and adjacent areas. Provision of pedestrian access acts to reduce vehicle miles traveled and associated vehicle energy consumption.

#### *Bicycle Access*

Bicycle racks and lockers would be provided on-site consistent with City requirements thereby facilitating and encouraging use of bicycles. Inland Empire Boulevard is a designated Class II Bikeway Corridor, and the Cucamonga Creek Multipurpose Trail is

located between Planning Areas 1 and 4. Linkage to this bikeway corridor and the City's planned Cucamonga Creek Multipurpose Trail would be provided within the Specific Plan area. Facilitating bicycle access acts to reduce vehicle miles traveled and associated vehicle energy consumption.

### ***Transit***

The Project would accommodate a mix of automobile, pedestrian, and transit modes of transportation. Omnitrans currently provides scheduled bus service to the Project area. The Gold Line Foothill Construction Authority is studying the extension of a light rail transit (LRT) line to Ontario International Airport, which is tentatively envisioned to traverse along the Cucamonga Creek Channel immediately west of Planning Areas 3 and 4. Although the LRT line and associated facilities are not part of the Project, the Meredith SPA acknowledges the potential off-site LRT alignment and anticipates its use by employees, visitors, and residents of the Specific Plan.

Serving transit agencies routinely review and adjust their ridership schedules to accommodate public demand. The need for transit-related facilities, including but not limited to bus shelters and bicycle parking, would be coordinated between the City and the Project Applicant, with input from transit providers as applicable, as part of the City's standard development review process.

### **Landscaping**

Landscaping throughout the Project site would be provided consistent with City of Ontario requirements, and recognizing competing demands for available water resources. Drought-tolerant plants would be used, where appropriate, reducing water consumption and power demand related to water delivery/irrigation systems. The Project would connect to the recycled water distribution system when available to the Project site, further reducing potable water demands of the Project. As noted previously, reduced water consumption provides corollary energy conservation benefits by reducing related water/wastewater conveyance and treatment energy consumption.

### **Solid Waste Diversion/Recycling**

The Project would comply with requirements and policies the City's Source Reduction and Recycling Element (SRRE) acting to reduce the amount of solid waste transported to, and disposed at area landfills, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

## Summary

### *Transportation Energy Demands*

Annual vehicular trips and related VMT generated by the Project would result in an estimated 3.5 million to 5.75 million gallons of fuel consumption per year. These fuel consumption estimates average fuel economies for U.S. LDVs in operation between the years 1978 and 2012. Fuel would be provided current and future commercial vendors. Trip generation and VMT generated by the Project are consistent with other uses of similar scale and configuration. That is, the Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, bio fuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Location of the Project proximate to its patronage base, and proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. Collocation of complementary mixed uses within the Project site also acts to reduce VMT by facilitating access to services and facilities by single rather than multiple vehicle trips.

The Project would also implement sidewalks and pedestrian paths, thereby encouraging pedestrian access. Bike racks and bikeways implemented under the Project would facilitate and encourage use of bicycles. Provision of pedestrian and bicycle facilities under the Project would reduce VMT and associated energy consumption.

The Project would accommodate a mix of automobile, pedestrian, and transit modes of transportation. Omnitrans currently provides scheduled bus service to the Project area. The Gold Line Foothill Construction Authority is studying the extension of a light rail transit (LRT) line to Ontario International Airport, which is tentatively envisioned to traverse along the Cucamonga Creek Channel immediately west of Planning Areas 3 and 4. Although the LRT line and associated facilities are not part of the Project, the Meredith SPA acknowledges the potential off-site LRT alignment and anticipates its use by employees, visitors, and residents of the Specific Plan. Project access to area transit facilities and services would reduce VMT and associated energy consumption.

### ***Facilities Energy Demands***

Project facility operational energy demands are estimated at: 51,950,210 kBTU/year natural gas; and 33,796,600 kWh/year electricity. Natural gas would be supplied to the Project by The Gas Company; electricity would be supplied by SCE. The Project proposes conventional development types, reflecting contemporary energy efficient/energy conserving designs and operational programs. Uses proposed by the Project are not inherently energy intensive, and the Project energy demands in total would be comparable to, or less than, other retail/commercial projects of similar scale and configuration.

Additionally, the developer of the industrial phase of the Project (Planning Area 1) will install on the roofs of the warehouse buildings a photo-voltaic electrical generation system (PV system) capable of generating 1,600,000 kilowatt hours per year. The developer may install the required PV system in phases on a pro rata square foot basis as each building is completed; or if the PV system is to be installed on a single building, all of the PV system necessary to supply the PV estimated electrical generation shall be installed within two years (24 months) of the first building that does not include a PV system receives a certificate of occupancy.

Energy demands of the Project are reduced through design features and operational programs that in aggregate would ensure that Project energy efficiencies would surpass incumbent Title 24 energy efficiency requirements by a minimum of 5 percent. Various energy conserving features and operational programs that would be realized under the Project are discussed previously.

Based on the preceding, Project facilities energy demands and energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

### **5.6.6 Conclusion**

As supported by the preceding analyses, Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy, and potential Project impacts in these regards are less-than-significant. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would, therefore, not cause or result in the need for additional energy producing or transmission facilities and would not create or result in a potentially significant impact affecting energy resources or energy delivery systems.

## **6.0 ACRONYMS AND ABBREVIATIONS**

## 6.0 ACRONYMS AND ABBREVIATIONS

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ACMs	Asbestos Containing Materials
ADT	Average Daily Traffic
APN	Assessor's Parcel Number
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
AVO	Average Vehicle Occupancy
BAT	best available technology
BCT	best conventional pollutant control technology
BMP	Best Management Practice
BOE	Board of Equalization
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalARP	California Accidental Release Prevention Program
CalEPA	California Environmental Protection Agency
CALINE4	California Line Source Dispersion Model
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations

CC&Rs	Covenants, Conditions and Restrictions
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
cfs	cubic feet per second
CH <sub>4</sub>	Methane
CIWMB	California Integrated Waste Management Board
CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
CO	Carbon monoxide
CO <sub>2</sub>	Carbon dioxide
CPUC	California Public Utilities Commission
CRA	Community Redevelopment Agency
CRWQCB	California Regional Water Quality Control Board
CTP	Comprehensive Transportation Plan
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DEIR	Draft Environmental Impact Report
DHS	California Department of Health Services
DIF	Development Impact Fees
DOT	U. S. Department of Transportation
DPM	Diesel Particulate Matter
DPW	Department of Public Works
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
EMS	Energy Management System

EPA	Environmental Protection Agency
FCAA	Federal Clean Air Act
Fed/OSHA	Federal Occupational Safety and Health Administration
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rating Map
fpm	feet per minute
GHG	Greenhouse Gas
GLA	Gross Leasable Area
GMP	Growth Management Plan
GPA	General Plan Amendment
gpd	gallons per day
HCM	Highway Capacity Manual
HOV	High Occupancy Vehicle
HPLV	High Pressure Low Volume
HSC	Health and Safety Code
HSWA	Hazardous and Solid Waste Amendments Act
HUD	U. S. Department of Housing and Urban Development
HVAC	Heating, Ventilation, & Air Conditioning
ICU	Intersection Capacity Utilization
IS	Initial Study
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
IWA	Integrated Waste Management Act
kV	kilovolt
kVA	kilovolt-ampere
Ldn	day/night average sound level
LEA	Local Enforcement Agency
LED	light-emitting diodes
Leq	equivalent sound level
LEED	Leadership in Energy and Environmental Design
LOS	Level of Service

LST	Localized Significance Threshold
M	Richter Magnitude
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MOE	Measure of Effectiveness
MPE	maximum probable earthquake
mph	miles per hour
MPO	Metropolitan Planning Organization
MRF	Materials Recycling Facility
MSDS	Material Safety Data Sheets
msl	mean sea level
MSW	Municipal Solid Waste
MTA	Metropolitan Transit Authority
µg/m <sup>3</sup>	micrograms per cubic meter
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NDFE	Non-Disposal Facility Element
NIH	National Institutes of Health
NO <sub>2</sub>	Nitrogen dioxide
NOI	Notice of Intent
NOP	Notice of Preparation
NO <sub>x</sub>	Oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRC	Nuclear Regulatory Commission
O <sub>3</sub>	Ozone
OAP	Ozone Attainment Plan
OEHHA	California Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OIMP	Odor Impact Minimization Plan
OSHA	Occupational Safety and Health Administration
PA	Preliminary Assessment
Pb	Lead

PCE	passenger car equivalency
PD	Planned Development
PM <sub>2.5</sub>	Particulate Matter Less Than 2.5 Microns in Diameter
PM <sub>10</sub>	Particulate Matter Less Than 10 Microns in Diameter
PPE	Personal Protection Equipment
ppm	parts per million
PV	Photovoltaic
RCRA	Resource Conservation and Recovery Act
RECs	Recognized Environmental Conditions
REMEL	Reference Energy Mean Emission Level
RFPA	Regional Fire Protection Authority
RMP	Risk Management Plan
ROG	Reactive Organic Gases
RTA	Retail Trade Area
RUWMP	Regional Urban Water Management Plan
RWQCB	Regional Water Quality Control Board
SARA	Superfund Amendments & Reauthorization Act
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCH	State Clearinghouse
SIP	State Implementation Plan
SLM	Sound Level Meter
SO <sub>x</sub>	Oxides of sulfur
SRRE	Source Reduction and Recycling Element
SSC	Species of Special Concern
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TEA-21	Transportation Equity Act for the 21st Century
TIA	Traffic Impact Analysis
TIS	Traffic Impact Study

TPD	tons per day
UBC	Uniform Building Code
UFC	Uniform Fire Code
USEPA	United States Environmental Protection Agency
USFS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
V/C	Volume to Capacity
VdB	vibration decibel
VMT	vehicle miles traveled
VOC	Volatile Organic Compound
WQMP	Water Quality Management Plan

## **7.0 REFERENCES**

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# 7.0 REFERENCES

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## PERSONS AND ORGANIZATIONS CONSULTED

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