SAN BERNARDINO
ASSOCIATED GOVERNMENTS

SAN BERNARDINO COUNTY REGIONAL GREENHOUSE GAS EMISSIONS INVENTORIES AND REDUCTION PLAN

Environmental Impact Report

SCH No. 2012111046

Volume XIV: Draft EIR (Section 4.13 [City of Ontario])

Prepared for

San Bernardino Associated Governments
SANBAG Planning Department
1170 W. 3rd Street, 2nd Floor
San Bernardino, California 92410-1715

Prepared by

650 E. Hospitality Lane, Suite 460
San Bernardino, California 92408

October 2013

Contents

Volume I: Draft EIR (Chapter 1 to Section 4.0)
Volume II: Draft EIR (Section 4.1 [City of Adelanto])
Volume III: Draft EIR (Section 4.2 [City of Big Bear Lake])
Volume IV: Draft EIR (Section 4.3 [City of Chino])
Volume V: Draft EIR (Section 4.4 [City of Chino Hills])
Volume VI: Draft EIR (Section 4.5 [City of Colton])
Volume VII: Draft EIR (Section 4.6 [City of Fontana])
Volume VIII: Draft EIR (Section 4.7 [City of Grand Terrace])
Volume IX: Draft EIR (Section 4.8 [City of Hesperia])
Volume X: Draft EIR (Section 4.9 [City of Highland])
Volume XI: Draft EIR (Section 4.10 [City of Loma Linda])
Volume XII: Draft EIR (Section 4.11 [City of Montclair])
Volume XIII: Draft EIR (Section 4.12 [City of Needles])

Volume XIV: Draft EIR (Section 4.13 [City of Ontario])

4.13 City of Ontario 4.13-1
4.13.0 Introduction to the Analysis 4.13-1
4.13.1 Aesthetics 4.13.1-1
4.13.2 Agriculture/Forestry Resources 4.13.2-1
4.13.3 Air Quality 4.13.3-1
4.13.4 Biological Resources 4.13.4-1
4.13.5 Cultural Resources 4.13.5-1
4.13.6 Geology/Soils 4.13.6-1
4.13.7 Greenhouse Gas Emissions 4.13.7-1
4.13.8 Hazards/Hazardous Materials 4.13.8-1
4.13.9 Hydrology/Water Quality 4.13.9-1
4.13.10 Land Use/Planning 4.13.10-1
4.13.11 Mineral Resources 4.13.11-1
4.13.12 Noise 4.13.12-1
4.13.13 Population/Housing 4.13.13-1
4.13.14 Public Services 4.13.14-1
4.13.15 Recreation 4.13.15-1
4.13.16 Transportation/Traffic 4.13.16-1
4.13.17 Utilities/Service Systems 4.13.17-1
4.13.18 Mandatory Findings of Significance 4.13.18-1

Volume XV: Draft EIR (Section 4.14 [City of Rancho Cucamonga])
Volume XVI: Draft EIR (Section 4.15 [City of Redlands])
Volume XVII: Draft EIR (Section 4.16 [City of Rialto])
Volume XVIII: Draft EIR (Section 4.17 [City of San Bernardino])
Volume XIX: Draft EIR (Section 4.18 [City of Twentynine Palms])

Volume XX: Draft EIR (Section 4.19 [City of Victorville])
Volume XXI: Draft EIR (Section 4.20 [City of Yucaipa])
Volume XXII: Draft EIR (Section 4.21 [Town of Yucca Valley])
Volume XXIII: Draft EIR (Chapter 5 to Appendix B)

Figures

Figure 4.13-1 Local Vicinity 4.13-3
Figure 4.13-2 Emissions Reduction Profile for Ontario 4.13-17
Figure 4.13-3 Emissions by Sector for Ontario 4.13-18
Figure 4.13-4 Emission Reductions by Control and by Sector for Ontario 4.13-19
Figure 4.13.1-1 Neighborhoods/Districts 4.13.1-3
Figure 4.13.2-1 Important Farmland 4.13.2-3
Figure 4.13.2-2 Williamson Act Contract Lands 4.13.2-7
Figure 4.13.4-1 Vegetation Associations and Land Cover 4.13.4-3
Figure 4.13.4-2 Areas of Potential Occurrence of Sensitive Species 4.13.4-9
Figure 4.13.5-1 Historic Districts 4.13.5-5
Figure 4.13.5-2 Surveyed Archaeological Resources 4.13.5-11
Figure 4.13.6-1 Geologic Map 4.13.6-3
Figure 4.13.6-2 Regional Faults 4.13.6-5
Figure 4.13.6-3 Areas of Liquefaction Susceptibility 4.13.6-11
Figure 4.13.8-1 Airport Land Use Compatibility 4.13.8-17
Figure 4.13.9-1 Chino Watershed 4.13.9-3
Figure 4.13.9-2 Flood Hazard Areas 4.13.9-5
Figure 4.13.9-3 Chino Groundwater Basin 4.13.9-7
Figure 4.13.9-4 Areas of Impaired Water Quality in the Chino Groundwater Basin 4.13.9-9
Figure 4.13.11-1 Mineral Resource Zones 4.13.11-3
Figure 4.13.12-1 Existing Noise Levels in Ontario from Surface Transportation 4.13.12-5
Figure 4.13.12-2 Existing 65 dBA CNEL Train Noise Contour 4.13.12-7
Figure 4.13.12-3 Airport Noise Contours 4.13.12-9
Figure 4.13.14-1 Fire and Police Station Locations 4.13.14-3
Figure 4.13.14-2 Ontario School Districts 4.13.14-5
Figure 4.13.14-3 Ontario Public Libraries 4.13.14-7
Figure 4.13.15-1 Existing and Proposed Park Facilities 4.13.15-3
Figure 4.13.15-2 Multipurpose Trails and Bikeway Corridor Plan 4.13.15-5
Figure 4.13.16-1 Functional Roadway Classification Plan 4.13.16-3
Figure 4.13.16-2 Existing Transit Routes and Transfer Centers 4.13.16-5
Figure 4.13.16-3 Proposed Transit System 4.13.16-7
Figure 4.13.16-4 Existing AM Peak Hour Intersection Level of Service 4.13.16-19
Figure 4.13.16-5 Existing PM Peak Hour Intersection Level of Service 4.13.16-21

Tables

Table 4.13-1 Socioeconomic Data for Ontario 4.13-2
Table 4.13-2 Ontario General Plan Policies 4.13-5

Table 4.13-3 Emission Reduction by Sector for Ontario....4.13-18
Table 4.13-4 GHG Reduction Measures and Estimated 2020 Reduced Emissions in Ontario....4.13-20
Table 4.13-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Ontario....4.13-23
Table 4.13.2-1 Current Developed Land and Important Farmland in Ontario....4.13.2-2
Table 4.13.3-1 Ambient Air Quality Monitoring in the City of Ontario....4.13.3-6
Table 4.13.3-2 State and Federal Ambient Air Quality Standards....4.13.3-7
Table 4.13.3-3 Attainment Status of Basin....4.13.3-10
Table 4.13.3-4 SCAQMD Thresholds of Significance....4.13.3-11
Table 4.13.3-5 City of Ontario Regional Emissions (lb/day)....4.13.3-14
Table 4.13.3-6 DPM Concentrations and Health Impacts....4.13.3-16
Table 4.13.4-1 Sensitive Plant Species Known or Potentially Occurring in the City of Ontario....4.13.4-8
Table 4.13.4-2 Sensitive Wildlife Species Known or Potentially Occurring in the City of Ontario....4.13.4-11
Table 4.13.5-1 Designated Historic Landmarks in the City of Ontario....4.13.5-7
Table 4.13.5-2 Inventory of Potential Archaeology Sites in the City of Ontario....4.13.5-13
Table 4.13.6-1 Known Maximum Earthquake Potential for Faults Affecting the City of Ontario....4.13.6-8
Table 4.13.7-1 2008 Net Total Emissions....4.13.7-2
Table 4.13.7-2 GHG Emission Inventories and Reductions in the City of Ontario....4.13.7-19
Table 4.13.12-1 Sound Levels of Typical Noise Sources and Noise Environments....4.13.12-2
Table 4.13.12-2 City of Ontario Maximum Permissible Exterior Noise Levels....4.13.12-14
Table 4.13.12-3 Noise Compatibility Guidelines....4.13.12-15
Table 4.13.13-1 Socioeconomic Data for Ontario....4.13.13-1
Table 4.13.16-1 Intersection Level of Service (LOS) Definitions....4.13.16-16

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.13 CITY OF ONTARIO

4.13.0 Introduction to the Analysis

This section of the EIR analyzes the potential environmental effects in the City of Ontario from implementation of the Regional Reduction Plan. The City of Ontario is in the southwestern corner of San Bernardino County and is surrounded by the Cities of Chino and Montclair, and unincorporated areas of San Bernardino County to the west; the Cities of Upland and Rancho Cucamonga to the north; the City of Fontana and unincorporated land in San Bernardino County to the east; and unincorporated Riverside County land to the south. The City is in the central part of the Upper Santa Ana River Valley. This portion of the valley is bounded by the San Gabriel Mountains to the north; the Chino Hills, Puente Hills, and San Jose Hills to the west; the Santa Ana River to the south; and Lytle Creek Wash on the east.

The City comprises approximately 50 square miles (31,958 acres), which includes the 8.200-acre New Model Colony (NMC) in the southern portion of the City (formerly the City's Sphere of Influence). The northern urbanized portion of the City is known as the Original Model Colony (OMC). The City is generally bounded by Benson Avenue and Euclid Avenue on the west; Interstate 10 (I-10), 8th Street, and 4th Street on the north; Etiwanda Avenue and Hamner Avenue on the east; and Merrill Avenue and the San Bernardino County/Riverside County boundary on the south; see Figure 4.13-1 (Local Vicinity). Regional circulation to and through the City is provided by I-10 and State Route 60 (SR-60) east/west, and by I-15 and SR-83 (Euclid Avenue) north/south. The City is also home to the Los Angeles/Ontario International Airport (LAONT), one of the larger cargo airports in the United States.

The economy in Ontario is anchored by trucking, freight, shipping, and warehousing (i.e., the logistics industry) and much of what arrives in the ports of Los Angeles and Long Beach eventually passes through Ontario. A significant portion of the northern and eastern portion of the city is designated for business park and industrial uses.

Historically the region was known for dairy farming and this continues today within city limits, although much of this area will be devoted to other uses by 2020. These land uses are reflected in the city's GHG inventory, with primary emissions sources in the light and medium duty vehicles, commercial and industrial (commercial electricity, and natural gas and stationary sources) and agriculture sectors.

Ontario's population in 2010 was 163,924 (162,871 in 2008) making Ontario the third largest city in the county and the twenty-ninth largest city in California. The population is expected to grow to 215,765 by 2020, an increase of 32 percent compared to 2008, and employment by a similar amount. Among the Partnership cities, only the city of Adelanto is projected to have a larger increase in population before 2020.

Table 4.13-1 presents socioeconomic data for Ontario, including population, housing (single-family and multifamily), and employment (agricultural, industrial, retail, and nonretail).

Table 4.13-1 Socioeconomic Data for Ontario

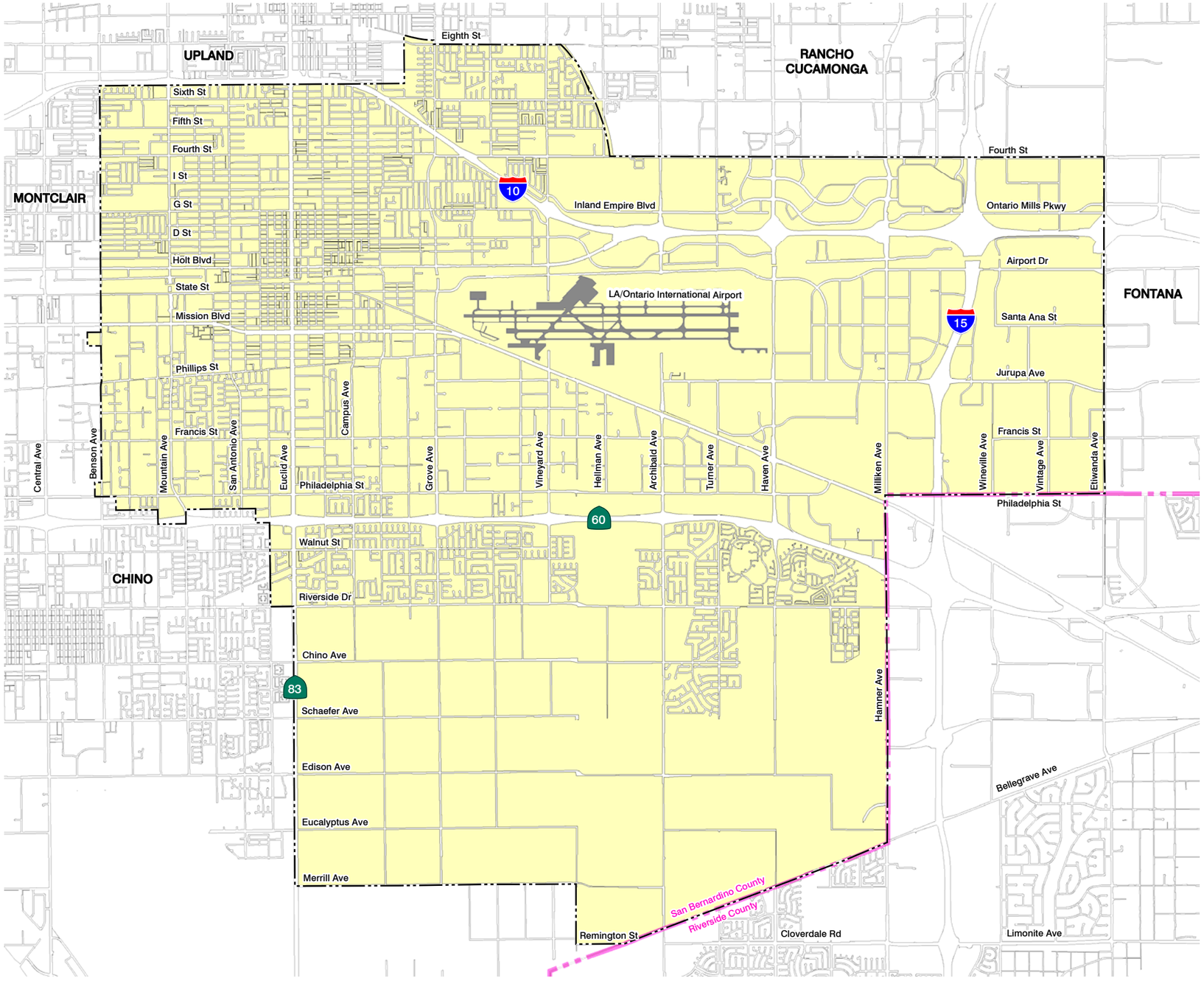
Category	*2008*	*2020*
Population	162,871	215,765
Housing (DUs)	44,639	61,128
Single-Family (DUs)	26,395	36,02
Multifamily (DUs)	18,244	25,102
Employment (jobs)	114,339	151,279
Agricultural (jobs)	796	866
Industrial (jobs)	39,335	50,611
Retail Commercial (jobs)	34,529	42,602
Non-Retail Commercial (jobs)	39,679	57,200

Two documents are used in reviewing the potential environmental impacts and mitigation within the City of Ontario from implementation of the Regional Reduction Plan. The first document is the Ontario General Plan which is the planning document for the City and includes the required General Plan Elements and General Plan Goals and Policies. Within the General Plan are policies that are used in the environmental analysis to form thresholds of significance including the level of service (LOS) standard for traffic impacts as one example, and the basis for programmatic mitigation measures. The second document is the Regional Reduction Plan City of Ontario chapter that describes the reduction measures and reduction targets chosen by the City of Ontario. This second document is the Proposed Project as it pertains to the City of Ontario.

Ontario General Plan

The Ontario General Plan is the planning document for the City which consists of a Vision, Governance Manual, Policy Plan, City Council Priorities, Implementation Plans, and Tracking and Feedback. The Ontario General Plan integrates components of city governance documents into a single guidance system that shapes the community 20 years or more into the future.

- The Ontario Vision describes the future community of Ontario. Its basic purpose is to improve the quality of life for the people of Ontario. It is the rationale for everything the City does.
- The Governance Manual describes the foundation for conducting the public's business on behalf of the present and future people of Ontario. It explains how the General Plan is a tool for decision making and communication.
- City Council Priorities define the short-term direction in City actions and initiatives. They are the primary means for exercising leadership in carrying out The Plan and realizing the Vision.
- The Policy Plan connects intent with action through the broad range of Goals and Policies that would guide the long term growth and development required for the City to achieve its Vision. It also satisfies the California Government Code requirement for a general plan. The Policy Plan includes the elements required by the State of California, as well as optional elements.



0 1

NORTH
SCALE IN MILES

***Source*:** The Ontatio Plan FEIR, 2009.

Figure 4.13-1
Local Vicinity

ATKINS

- The elements in the Policy Plan include:
  - > Land Use Element: Guides and regulates land use patterns, distributions, densities, and intensities in Ontario, including residential, employment, retail, recreation and public uses.
  - > Community Design Element: Establishes the goals and policies that will create a built environment that fosters the enjoyment, financial benefit, and well-being of the entire community.
  - > Community Economics Element: Establishes goals and policies for promoting private investment in Ontario, increasing the quantity and quality of jobs, expanding and diversifying the City's revenue sources and guiding the City's financial decisions.
  - > Environmental Resources Element: Guides management of Ontario's natural resources infrastructure and provides policies that support systems integration, resource conservation and regeneration, and energy independence.
  - > Safety Element: Provides policies to minimize impacts on life, property, and commerce from, and exposure to, manmade and natural disasters.
  - > Social Resources Element: Provides goals and policies for the health and well-being of the Ontario community, addressing such issues as health care, education, and community services for the full spectrum of our population.
  - > Mobility Element: Guides the design and improvement of our multifaceted transportation system to meet the current and future needs of our residents and businesses.
  - > Parks and Recreation Element: Provides goals and policy direction for the provision of parks and recreation facilities to meet the current and future needs of the Ontario community.
  - > Housing Element: Plans for the production, preservation, and improvement of housing in the Ontario community.
- Implementation consists of actions taken to carry out the General Plan policies. This includes initiatives by the City and decisions on public and private development projects.
- Tracking and Feedback of the General Plan allows the City to evaluate and redirect efforts.

Policies in the General Plan that govern the decisions of the City of Ontario included in the Policy Plan are shown in Table 4.13-2 (Ontario General Plan Policies).

Table 4.13-2 Ontario General Plan Policies

Policy No.	*Policies*
	ENVIRONMENTAL RESOURCES ELEMENT
Water and Wastewater	
ER1-1	**Local Water Supply.** The City increases local water supplies to reduce the dependence on imported water.
ER1-2	**Matching Supply to Use.** The City supports matching water supply and quality to the appropriate use.
ER1-3	**Conservation.** The City requires conservation strategies that reduce water usage.
ER1-4	**Supply-Demand Balance.** The City requires that available water supply and demands be balanced.
ER1-5	**Groundwater Management.** The City protects groundwater quality by promoting strategies that prevent pollution, require remediation where necessary, capture and treat urban runoff, and recharge the aquifer.

Table 4.13-2 Ontario General Plan Policies

Policy No.	*Policies*
ER1-6	**Urban Runoff Quantity.** The City encourages the use of low impact development strategies to intercept runoff, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.
ER1-7	**Urban Runoff Quality.** The City requires the control and management of urban runoff, consistent with Regional Water Quality Control Board regulations.
ER1-8	**Wastewater Management.** The City requires the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.
Solid Waste and Recycling	
ER2-1	**Waste Diversion.** The City promotes increasing our waste diversion rate to meet or exceed AB 939 requirements.
ER2-2	**Hazardous and Electronic Wastes.** The City prohibits the disposal of hazardous and electronic waste into the municipal waste stream pursuant to state law.
ER2-3	**Purchase Products Made from Recycled Materials.** The City purchases recycled-content products where it is cost-effective
Energy	
ER3-1	**Conservation Strategy.** The City promotes conservation as the first strategy to be employed to meet applicable energy-saving standards.
ER3-2	**Green Development—Communities.** The City encourages the use of the LEED Neighborhood Development rating system to guide the planning and development of all new communities.
ER3-3	**Transportation Energy.** The City promotes development that reduces the energy associated with getting people to and from buildings. Community facilities should be sited in areas accessible to public transportation.
ER3-4	**Green Development—Public Buildings.** The City requires all new and renovated City buildings in excess of 10,000 square feet to achieve a LEED Silver Certification standard, as determined by the US Green Building Council.
ER3-5	**Fuel-Efficient and Alternative-Energy Vehicles and Equipment.** The City should purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.
ER3-6	**Generation—Renewable Sources.** The City promotes the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.
Air Quality	
ER4-1	**Land Use.** The City supports the reduction of GHG and other local pollutant emissions through compact, mixed-use, and transit-oriented development and development that improves the regional jobs/housing balance.
ER4-2	**Sensitive Land Uses.** The City prohibits the future siting of sensitive land uses within the distances defined by the California Air Resources Board for specific source categories without sufficient mitigation.
ER4-3	**Greenhouse Gases (GHG) Emissions Reductions.** The City actively pursues the reduction of GHG emissions.
ER4-4	**Indoor Air Quality.** The City requires all building materials, including interior finishes, in new development and major renovations to meet the air quality standards and regulations set forth by the Air Quality Management District.
ER4-5	**Mobile Sources in Interior Spaces.** The City encourages the use of low or zero emission interior mobile equipment within commercial and industrial buildings.
ER4-6	**Transportation.** The City promotes mass transit and non-motorized mobility options (walking, biking) to reduce air pollutant emissions.
ER4-7	**Particulate Matter.** The City supports efforts to reduce particulate matter to meet state and federal clean air standards.
ER4-8	**Other Agency Collaboration.** The City collaborates with other agencies within the South Coast Air Basin to improve regional air quality at the emission source.
ER4-9	**Tree Planting.** The City protects healthy trees within the City and the planting of new trees to increase carbon sequestration and help the regional/local air quality.

Table 4.13-2 Ontario General Plan Policies

Policy No.	*Policies*
Biology, Agriculture, and Mineral Resources	
ER5-1	**Habitat Conservation Areas.** The City protects biological resources through the establishment, restoration, and conservation of high quality habitat areas.
ER5-2	**Right to Farm.** The City supports the right of existing farms to continue their operations within the New Model Colony.
ER5-3	**Transition of Farms.** The City protects both existing farms and sensitive uses around them as agricultural areas transition to urban uses.
ER5-4	**Mining Operations.** The City prohibits future mining operations where resource extraction is incompatible with existing or proposed adjacent land uses.
ER5-5	**Entitlement and Permitting Process.** The City complies with state and federal regulations regarding protected species.
COMMUNITY DESIGN ELEMENT	
Image and Identity	
CD1-4	**Transportation Corridors.** We will enhance our major transportation corridors within the City through landscape, hardscape, signage, and lighting.
CD1-5	**View Corridors.** The City requires major north/south streets designed to feature views of the San Gabriel Mountains. Such views should be free of visual clutter, including billboards, and may be enhanced by framing with trees.
Design Quality	
CD2-1	**Quality Architecture.** The City encourages all development projects to convey visual interest and character through: ■ Building volume, massing, and height for appropriate scale and proportion ■ A true architectural style which is carried out in plan, section, and elevation through aspects of the building and site design and appropriate for its setting ■ Exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style
CD2-2	**Neighborhood Design.** The City creates 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: ■ A pattern of smaller, walkable blocks that promote access, activity, and safety ■ Variable setbacks and parcel sizes for a diversity of housing types ■ Traffic calming measures to slow traffic and promote walkability while maintaining acceptable fire protection and traffic flows ■ Landscaped parkways, with sidewalks separated from the curb
CD2-3	**Commercial Centers.** The City desires commercial centers to be pedestrian friendly, functional, and vibrant with a range of businesses, places to gather, and connectivity to the neighborhoods they serve.
CD2-4	**Mixed Use, Urban Office, and Transit Serving Areas.** The City requires mixed use, urban office, and transit serving areas designed and developed as pedestrian-oriented "villages" that promote a comfortable and functional environment.
CD2-5	**Streetscapes.** The City designs new and retrofitted existing streets to improve walkability, bicycling, and transit integration; strengthen connectivity, and enhance community identity through improvements to the public right of way such as sidewalks, trees, parkways, curbs, lighting, and street furniture.
CD2-6	**Connectivity.** The City promotes development of local street patterns and pedestrian networks that create and unify neighborhoods, and create cohesive and continuous corridors through the following means: ■ Local street patterns that provide access between subdivisions and within neighborhoods and discourage through traffic. ■ A local street grid system that avoids circuitous and confusing travel paths between internal neighborhood areas and adjacent arterials. ■ 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.

Table 4.13-2 Ontario General Plan Policies

Policy No.	*Policies*
CD2-7	**Sustainability.** The City collaborates 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.
CD2-8	**Safe Design.** The City incorporates 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, accessibility, and use of lighting.
CD2-9	**Landscape Design.** 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.
CD2-10	**Surface Parking Areas.** The City requires 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 runoff capture and infiltration, and pedestrian paths.
Pedestrian Environments	
CD3-1	**Pedestrian Circulation.** The City requires that pedestrian, vehicular, and bicycle circulation on both public and private property to be coordinated and designed to maximize safety, comfort, and aesthetics.
CD3-2	**Connectivity between Streets, Sidewalks, Walkways, and Plazas.** The City requires that landscaping and paving be used to optimize visual connectivity between streets, sidewalks, walkways, and plazas for pedestrians.
CD3-3	**Building Entrances.** The City requires building entrances to be accessible and visible from adjacent streets, sidewalks, or public open spaces.
CD3-4	**Ground Floor Usage of Commercial Buildings.** We create lively pedestrian streetscapes by requiring the location of uses, such as shopping, galleries, restaurants, etc., on ground floors adjacent to sidewalks.
CD3-7	**Transit Stops.** The City requires transit stops to be well lit, safe, appealing to, and accessible by pedestrians.
Historic Preservation	
CD4-1	**Cultural Resource Management.** The City updates and maintains an inventory of historic sites and buildings, professional collections, artifacts, manuscripts, photographs, documents, maps, and other archives.
CD4-2	**Collaboration with Property Owners and Developers.** The City educates and collaborates with property owners and developers to implement strategies and best practices that preserve the character of our historic buildings, streetscapes, and neighborhoods.
CD4-3	**Collaboration with Outside Agencies.** The City pursues opportunities to team with other agencies, local organizations, and nonprofits in order to preserve and promote Ontario's heritage.
CD4-4	**Incentives.** The City uses federal, state, regional, and local programs to assist property owners with the preservation of select properties and structures.
CD4-5	**Adaptive Reuse.** The City actively promotes and supports the adaptive reuse of historic sites and buildings to preserve and maintain their viability.
COMMUNITY ECONOMIC ELEMENT	
Complete Community	
CE1-1	**Jobs/Housing Balance.** The City pursues 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.
CE1-6	**Diversity in Housing.** The City collaborates with the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to encourage the development of housing supportive of our efforts to attract business in growing sectors of the economy.
CE1-7	**Retail Goods and Services.** The City requires a mix of retail businesses that provides the full continuum of goods and services.

Table 4.13-2 Ontario General Plan Policies

Policy No.	*Policies*
CE1-12	**Circulation.** The City continuously plans and improves public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles.
	LAND USE ELEMENT
Balance	
LU1-1	**Strategic Growth.** The City concentrates growth in strategic locations that help create place and identity, maximize available and planned infrastructure, and foster the development of transit.
LU1-2	**Sustainable Community Strategy.** The City integrates state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process
LU1-3	**Adequate Capacity.** The City requires adequate infrastructure and services for all development.
LU1-4	**Mobility.** The City promotes development and urban design that reduces reliance on the automobile and capitalizes on multimodal transportation opportunities.
LU1-5	**Jobs/Housing Balance.** The City coordinates land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and sub-regional goals for jobs/housing balance.
LU1-6	**Complete Community.** The City encourages a variety of land uses and building types 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.
Compatibility	
LU2-1	**Land Use Decisions.** The City sites land uses to minimize adverse impacts between uses.
LU2-2	**Buffers.** The City requires new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur.
LU2-3	**Hazardous Uses.** The City regulates the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, and hazardous materials.
LU2-4	**Regulation of Nuisances.** We regulate the location, concentration, and operations of potential nuisances.
LU2-5	**Regulation of Uses.** The City regulates the location, concentration, and operations of uses that have impacts on surrounding land uses.
LU2-6	**Infrastructure Compatibility.** The City requires infrastructure to be aesthetically pleasing and in context with the community.
LU2-7	**Inter-jurisdictional Coordination.** The City maintains an ongoing liaison with LAWA, Caltrans, Public Utilities Commission, the railroads, and other agencies to help minimize impacts and improve the operations.
LU2-8	**Transitional Areas.** The City requires development in transitional areas to protect the quality of life of current residents.
LU2-9	**Methane Gas Sites.** The City requires sensitive land uses and new uses on former dairy farms or other methane producing sites to be designed to minimize risks.
Flexibility	
LU3-1	**Development Standards.** The City maintains clear development standards which allow flexibility to achieve our Vision.
LU3-2	**Design Incentives.** The City offers design incentives to help achieve the Vision.
LU3-3	**Land Use Flexibility.** The City considers uses not typically permitted within a land use category if doing so improves livability, reduces vehicular trips, creates community gathering places and activity nodes, and helps create identity.
Phased Growth	
LU4-3	**Infrastructure Timing.** The City requires that the necessary infrastructure and services be in place prior to or concurrent with development.

Table 4.13-2 Ontario General Plan Policies

Policy No.	*Policies*
Airport Environs	
LU5-1	**Coordination with Airport Authorities.** The City collaborates with FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other stakeholders in the preparation, update, and maintenance of airport-related plans, including this Policy Plan.
LU5-1	**Future Planning Efforts.** The City coordinates with airport authorities to ensure the General Plan is consistent with airport law and/or adopted master plans and land use compatibility plans for the LAONT and Chino Airports.
LU5-1	**Airport Impacts.** The City works with agencies to mitigate the impacts and hazards related to airport operations.
LU5-1	**Los Angeles/Ontario Airport Land Use Commission.** The City will fully comply with state statutes regarding the establishment of a City-administered Airport Land Use Commission for LAONT.
LU5-1	**Future LAONT.** The City supports and promotes an LAONT that accommodates 30 million annual passengers and 1.6 million tons of cargo per year, as long as the impacts associated with that level of operations are planned for and mitigated.
MOBILITY ELEMENT	
Roadway System	
M1-1	**Roadway Design and Maintenance.** The City requires roadways to: ■ Comply with federal, state, and local design and safety standards ■ Meet the needs of multiple transportation modes and users ■ Maintain a peak hour level of service E or better at all intersections ■ Be compatible with the streetscape and surrounding land uses ■ Maintained in accordance with best practices and the City's Right-of-way Management Plan
M1-2	**Mitigation of Impacts.** The City requires development to mitigate traffic impacts.
M1-3	**Roadway Improvements.** The City works with Caltrans, SANBAG, and others to identify, fund, and implement needed improvements to roadways identified in the Functional Roadway Classification Plan.
M1-4	**Adjacent Jurisdictions.** The City works with neighboring jurisdictions to meet our level of service standards at the City limits.
Bicycles and Pedestrians	
M2-1	**Bikeway Plan.** The City maintains our Multipurpose Trails and Bikeway Corridor Plan to create a comprehensive system of on- and off-street bikeways that connect residential areas, businesses, schools, parks, and other key destination points.
M2-2	**Bicycle System.** The City provides off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances.
M2-3	**Pedestrian Walkways.** The City requires walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.
M2-4	**Network Opportunities.** The City explores opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options.
Public Transit	
M3-1	**Transit Partners.** The City maintains a proactive working partnership with transit providers to ensure that adequate public transit service is available.
M3-2	**Transit Facilities at New Development.** The City requires new development to provide transit facilities, such as bus shelters and turnouts, as necessary.
M3-3	**Transit-Oriented Development.** We consider the provision of development-related incentives for projects that promote transit use.

Table 4.13-2 Ontario General Plan Policies

Policy No.	*Policies*
M3-4	**Bus Rapid Transit (BRT) Corridors.** The City works with regional transit agencies to implement BRT service to target destinations and along corridors, as shown in the Transit Plan.
M3-5	**Light Rail.** The City supports extension of the Metro Rail Gold Line to Ontario, and will work to secure station locations adjacent to the Meredith site and at the proposed multimodal transit center.
M3-6	**Metrolink Expansion.** The City advocates expansion of Metrolink service to include the Downtown and the multimodal transit center.
M3-7	**High Speed Rail.** The City encourages the development of high-speed rail systems that would enhance regional mobility in southern California and serve the City of Ontario.
M3-8	**Feeder Systems.** The City works with regional transit agencies to secure convenient feeder service from the Metrolink station and the proposed multimodal transit center to employment centers in Ontario.
M3-9	**Ontario Airport Metro Center Circulator.** The City will explore development of a convenient mobility system, including but not limited to shuttle service, people mover, and shared car system, for the Ontario Airport Metro Center.
M3-10	**Multimodal Transit Center.** The City will explore development of a multimodal transit center near LAONT to serve as a transit hub for local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center circulator, and other future transit modes.
Goods Movement	
M4-1	**Truck Routes.** The City designates and maintains a network of City truck routes for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown in the Truck Routes Plan.
M4-2	**Regional Participation.** The City works with regional and sub-regional transportation agencies on planning and implementation of regional goods movement strategies.
M4-3	**Railroad Grade Separations.** The City eliminates at-grade rail crossings identified on the Functional Roadway Classifications Plan.
M4-4	**Environmental Considerations.** The City supports efforts to reduce/eliminate the negative environmental impacts of goods movement.
M4-5	**Truck Parking.** The City limits truck parking to appropriate locations.
M4-6	**Air Cargo.** The City supports and promotes a LAONT that accommodates 1.6 million tons of cargo per year, as long as the impacts are mitigated.
Regional Transportation	
M5-1	**Regional Leadership.** The City maintains a leadership role to help identify and implement potential solutions to long-term regional transportation problems.
M5-2	**Regional Transportation Facilities.** The City works with LAWA, railroads, Caltrans, SANBAG, and other transportation agencies to minimize impacts.
PARKS AND RECREATION ELEMENT	
Planning and Design	
PR1-1	**Access to Parks.** The City strives to provide a park and/or recreational facility within walking distance (¼ mile) of every residence.
PR1-2	**Adjacency to Schools.** We examine locating parks adjacent to school sites to promote joint-use opportunities.
PR1-4	**Joint-Use Opportunities.** In areas where there is a need but no City recreational facility, we explore joint-use opportunities (e.g., school sites).
PR1-5	**Acreage Standard.** The City strives to provide 5 acres of parkland per 1,000 residents.
PR1-6	**Private Parks.** We require development to provide a minimum of 2 acres of developed park space per 1,000 residents.

Table 4.13-2 Ontario General Plan Policies

Policy No.	*Policies*
PR1-7	**Special Needs/Universal Design.** The City attempts to provide recreational opportunities at parks for people of all ages and abilities.
PR1-8	**Renovation.** The City examines renovating existing facilities prior to building replacement facilities.
PR1-9	**Phased Development.** We require parks be built in new communities before a significant proportion of residents move in.
PR1-10	**Master Plans for Individual Park Facilities.** The City requires an individual park master plan for parks in excess of 10 acres.
PR1-11	**Environmental Function of Parks.** The City requires new parks to meet environmental management objectives.
PR1-12	**Trails.** The City promotes connections between parks and local trails, including those managed by other public agencies.
PR1-13	**Equestrian Trails.** The City requires the design and construction of equestrian trails in Rural Residential–designated areas.
PR1-14	**Multifamily Residential Developments.** The City requires that new multifamily residential developments of five or more units provide on-site recreational facilities or open space, in addition to paying adopted impact fees.
Recreational Programming	
PR2-1	**Participation.** The City programs park facilities to maximize utilization and participation while considering park size, location, and population served.
PR2-2	**Needs Assessment.** The City tracks the needs and priorities for recreational programming and look for ways to meet demand.
PR2-3	**Community Involvement.** The City involves the local community in planning programs for neighborhood and community park facilities.
PR2-4	**Access to Programs.** The City provides a range of program opportunities for residents of all income levels.
PR2-5	**Partnerships.** The City partners with local and regional agencies, nonprofit organizations, and the private sector to provide a comprehensive range of recreational programs.
PR2-6	**Crime Deterrents.** We promote and participate in recreational programming as part of our crime prevention effort.
SAFETY ELEMENT	
Seismic/Geologic Hazards	
S1-1	**Implementation of Regulations and Standards.** The City requires that all new habitable structures be designed in accordance with the most recent City Building Code, including provisions regarding lateral forces and grading.
S1-2	**Entitlement and Permitting Process.** The City follows state guidelines and the Building Code to determine when development proposals must conduct geotechnical and geological investigations.
S1-3	**Continual Update of Technical Information.** The City maintains up-to-date California Geological Survey seismic hazard maps.
S1-4	**Seismically Vulnerable Structures.** The City conforms to state law regarding unreinforced masonry structures.
Flood Hazards	
S2-1	**Entitlement and Permitting Process.** The City follows state guidelines and building codes to determine when development proposals require hydrological studies prepared by a state-certified engineer to assess the impact that the new development will have on the flooding potential of existing development down-gradient.
S2-2	**Flood Insurance.** The City limits development in flood plains and participates in the National Flood Insurance Program.
S2-3	**Facilities That Use Hazardous Materials.** The City complies with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of on-site hazardous materials to be located in the 100-year flood zone unless all standards of elevation, flood proofing, and storage have been implemented to the satisfaction of the Building Department.

Table 4.13-2 Ontario General Plan Policies

Policy No.	*Policies*
S2-4	**Prohibited Land Uses.** The City prohibits the development of new essential and critical facilities in the 100-year floodplain.
S2-5	**Storm Drain System.** The City maintains and improves the storm drain system to minimize flooding.
S2-6	**Use of Flood Control Facilities.** The City encourages joint use of flood control facilities as open space or other types of recreational facilities.
Fire and Rescue and Related Services	
S3-1	**Prevention Services.** The City proactively mitigates or reduces the negative effects of fire, hazardous materials release, and structural collapse by implementing the adopted Fire Code.
S3-3	**Fire and Emergency Medical Services.** The City maintains sufficient fire stations, equipment, and staffing to respond effectively to emergencies.
S3-6	**Interagency Cooperation.** In order to back up and supplement our capabilities to respond to emergencies, the City participates in the California Fire Rescue and Mutual Aid Plan.
S3-7	**Water Supply and System Redundancy.** The City monitors our water system to manage firefighting water supplies.
S3-8	**Fire Prevention through Environmental Design.** The City requires new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings.
Noise	
S4-1	**Noise Mitigation.** The City utilizes the Noise Ordinance, building codes, and subdivision and development code regulations to mitigate noise impacts.
S4-2	**Coordination with Transportation Authorities.** The City collaborates with airport owners, FAA, Caltrans, SANBAG, SCAG, neighboring jurisdictions, and other transportation providers in the preparation, maintenance, and updates of transportation-related plans to minimize noise impacts and provide appropriate mitigation measures.
S4-3	**Airport Noise Mitigation.** The City aggressively pursues funding and utilizes programs to reduce effects of aircraft noise in impacted areas of our community.
S4-4	**Truck Traffic.** The City manages truck traffic to minimize noise impacts on sensitive land uses.
S4-5	**Roadway Design.** The City designs streets and highways to minimize noise impacts.
Wind Related Hazards (e.g., Dust, Blowing Sand)	
S5-1	**Backup Power in Critical Facilities.** The City requires backup power to be maintained in critical facilities.
S5-2	**Dust Control Measures.** The City requires the implementation of best management practices for dust control at all excavation and grading projects.
S5-3	**Grading in High Winds.** The City prohibits excavation and grading during strong wind conditions, as defined by the Building Code.
Hazardous Materials/Waste	
S6-1	**Disclosure and Notification.** We enforce disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport.
S6-2	**Response to Hazardous Materials Releases.** We respond to hazardous materials incidents and coordinate these services with other jurisdictions.
S6-3	**Safer Alternatives.** The City minimizes our use of hazardous materials by choosing nontoxic alternatives that do not pose a threat to the environment.
S6-4	**Safe Storage and Maintenance Practices.** The City requires that the users of hazardous materials be adequately prepared to prevent and mitigate hazardous materials releases.

Table 4.13-2 Ontario General Plan Policies

Policy No.	*Policies*
S6-5	**Location of Hazardous Material Facilities.** The City regulates facilities that will be involved in the production, use, storage, transport, or disposal of hazardous materials, pursuant to federal, state, and local regulations so that impacts to the environment and sensitive land uses are mitigated.
S6-6	**Location of Sensitive Uses.** The City prohibits new sensitive land uses from locating near existing sites that use, store, or generate large quantities of hazardous materials.
S6-7	**Household Hazardous Waste.** The City supports the proper disposal of household hazardous substances.
S6-8	**Remediation of Contaminated Groundwater.** The City participates in local and regional efforts directed at cleaning up contaminated groundwater.
S6-9	**Remediation of Methane.** The City requires development to assess and mitigate the presence of methane, per regulatory standards and guidelines.
Law Enforcement	
S7-1	**Police Unit Response.** Police respond to calls in a timely manner.
S7-4	**Crime Prevention in Environmental Design (CPTED).** The City requires new development to incorporate CPTED in the design of streets, sites, and buildings.
Emergency Management	
S8-1	**State and Federal.** The City maintains emergency management programs that meet the requirements of the State Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS).
S8-2	**Emergency Management Plans.** The City maintains updates and adopts the Emergency Operations Plan (EOP) and the Hazard Mitigation Plan (HMP).
SOCIAL RESOURCES ELEMENT	
Health	
SR1-4	**Physical Activity.** The City encourages activities and community design that improve the physical fitness of our community members.
Education	
SR2-3	**Joint Use of Facilities.** The City partners with public and private educational institutions to jointly use facilities for both City and educational purposes.
SR2-4	**Access to Schools.** The City works with local and regional partners to improve the safety in and around schools and improve access for citizens of all ages and abilities to schools and community services.
SR2-5	**School Facilities.** The City plans and coordinates with school districts for designing and locating school facilities to meet the City's goals, such as for health, walkability, and safety, and to minimize impacts to existing neighborhoods.
Library	
SR4-1	**Community Needs.** The City identifies and monitors community needs for library services and facilities, and tailors them to effectively meet those needs.
SR4-6	**Robert E. Ellingwood Model Colony History Room.** The City works with the Museum of History and Art, Ontario in order to collect, preserve, and display artifacts and images from Ontario's heritage and connect the City's past to the present through the History Room.
Entertainment and Culture	
SR5-2	**Public Art.** The City encourages public art in buildings, parks, open spaces, and other public and private spaces.

Table 4.13-2 Ontario General Plan Policies

Policy No.	*Policies*
	HOUSING ELEMENT
Neighborhoods and Housing	
H1-1	**Housing Rehabilitation.** The City supports the rehabilitation, maintenance, and improvement of single-family, multiple-family, and mobile homes through code compliance, removal of blight where necessary, and provision of rehabilitation assistance where feasible.
H1-2	**Neighborhood Conditions.** The City directs 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.
H1-3	**Community Amenities.** The City shall provide adequate public services, infrastructure, open space, parking and traffic management, pedestrian and bicycle routes, and public safety for neighborhoods consistent with City master plans and neighborhood plans.
H1-4	**Historical Preservation.** The City supports the preservation and enhancement of residential structures, properties, street designs, lot configurations, and other reminders of Ontario's past that are considered to be local historical or cultural resources
H1-5	**Neighborhood Identity.** The City strengthens neighborhood identity through parks and recreational outlets, sponsoring neighborhood events, and encouraging resident participation in the planning and improvement of their neighborhood.
Housing Supply and Diversity	
H2-1	**Corridor Housing.** The City revitalize transportation corridors by encouraging the production of higher density residential and mixed uses that are architecturally, functionally, and aesthetically suited to corridors.
H2-2	**Historic Downtown.** The City foster a vibrant historic downtown through facilitating a wide range of housing types and affordability levels for households of all ages, housing preferences, and income levels.
H2-3	**Ontario Airport Metro Center.** The City fosters 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.
H2-4	**New Model Colony.** The City supports a premier lifestyle community in the New Model Colony, distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.
H2-5	**Housing Design.** The City requires architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices, and other best practices.
H2-6	**Infill Development.** The City supports the revitalization of neighborhoods through the construction of higher density residential developments on underutilized residential and commercial sites.
Government Constraints	
H3-1	**Incentives.** The City 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.
Special Needs	
H5-1	**Senior Housing.** The City supports the development of accessible and affordable senior housing and provides financial assistance for seniors to maintain and improve their homes.
H5-2	**Family Housing.** The City 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.
H5-3	**Disabled People.** The City increase the supply of permanent, affordable, and accessible housing for people with disabilities, and provide assistance to allow them to maintain and improve their homes.
H5-4	**Homeless People.** The City partner with nonprofit partners to provide emergency shelters, transitional housing, permanent supportive housing, and supportive services for people who are homeless.
H5-6	**Partnerships.** The City collaborates with nonprofit organizations, private developers, employers, government agencies, and other interested parties to develop affordable housing and provide support services.

The policies summarized and listed in Table 4.13-2 can mitigate environmental impacts associated with the Regional Reduction Plan in the City of Ontario. In addition, some of the General Plan policies contain quantitative and/or qualitative criteria concerning environmental topics the City requires that are used as thresholds of significance.

The General Plan includes a commitment by the City to draft and adopt a Municipal Climate Action Plan and a Community Climate Action Plan. To that end, the City adopted the Municipal Climate Action Plan in July 2012. The Municipal Climate Action Plan focuses on local government operations within the City of Ontario including all municipal buildings, City owned and/or operated equipment and facilities, and emissions associated with City owned and/or operated parks.

The Community Climate Action Plan is currently in draft form and includes the inventories, forecasts, reduction target, and reduction measures within the City Chapter of the San Bernardino County Regional GHG Reduction Plan. In addition, the Community Climate Action Plan for the City of Ontario includes chapters on implementation of the reduction measures, monitoring and updating of the inventories and reduction measures and the timing of implementation, monitoring and updates of the Community Climate Action Plan. As such, once completed and adopted the Community Climate Action Plan will meet all the requirements of tiering found in CEQA Guidelines Section 15183.5.

The second document used in reviewing potential environmental impacts and mitigation within the City of Ontario is the Regional Reduction Plan City of Ontario chapter that describes the Proposed Project including the reduction measures and reduction targets chosen by the City of Ontario.

The Ontario Chapter of the San Bernardino County Regional GHG Reduction Plan

The City of Ontario selected a goal in the General Plan to reduce its community GHG emissions to a level that is 30 percent below its projected emissions level in 2020. Unlike other Partnership cities, the City is required to meet this goal, as it was adopted as mitigation to the General Plan. The City of Ontario is unique from other Partnership cities in that they are completing a comprehensive Climate Action Plan (CAP), in parallel to this analysis. Using the reduction tools for this Regional Reduction Plan, the City identified similar measures to those that will likely form Ontario's actual CAP. The reductions identified below are considered to be representative of the likely reductions Ontario will be able to achieve with their CAP.

The City will meet and exceed their goal through a combination of state (~65 percent) and local (~35 percent) efforts. The Pavley vehicle standards, the state's low carbon fuel standard, the RPS, and other state measures will reduce GHG emissions in Ontario's on-road and building energy sectors in 2020. An additional reduction of 328,439 $MTCO_2e$ will be achieved primarily through the following local measures, in order of importance: Methane Capture at Large Dairies (Agriculture-1); Solar Energy for Warehouse Space (Energy-6); and Implement SBX 7-7 (Water-4). Ontario's Plan has the greatest impacts on GHG emissions in the solid waste management, building energy, and on-road transportation sectors.

The bars in Figure 4.13-2 (Emissions Reduction Profile for Ontario) show Ontario's 2008 GHG emissions total, 2020 BAU emissions forecast total, and the total emissions remaining after meeting the

city's emissions reduction target (i.e., 30 percent below its projected emissions level in 2020). The contribution of state/county and local reductions are overlaid on the 2020 BAU emissions forecast total ("2020 Plan"), representing the total emissions reductions achieved in 2020. As stated above, state/county reductions account for the majority (~65 percent) of the total reductions needed to achieve the 2020 target.

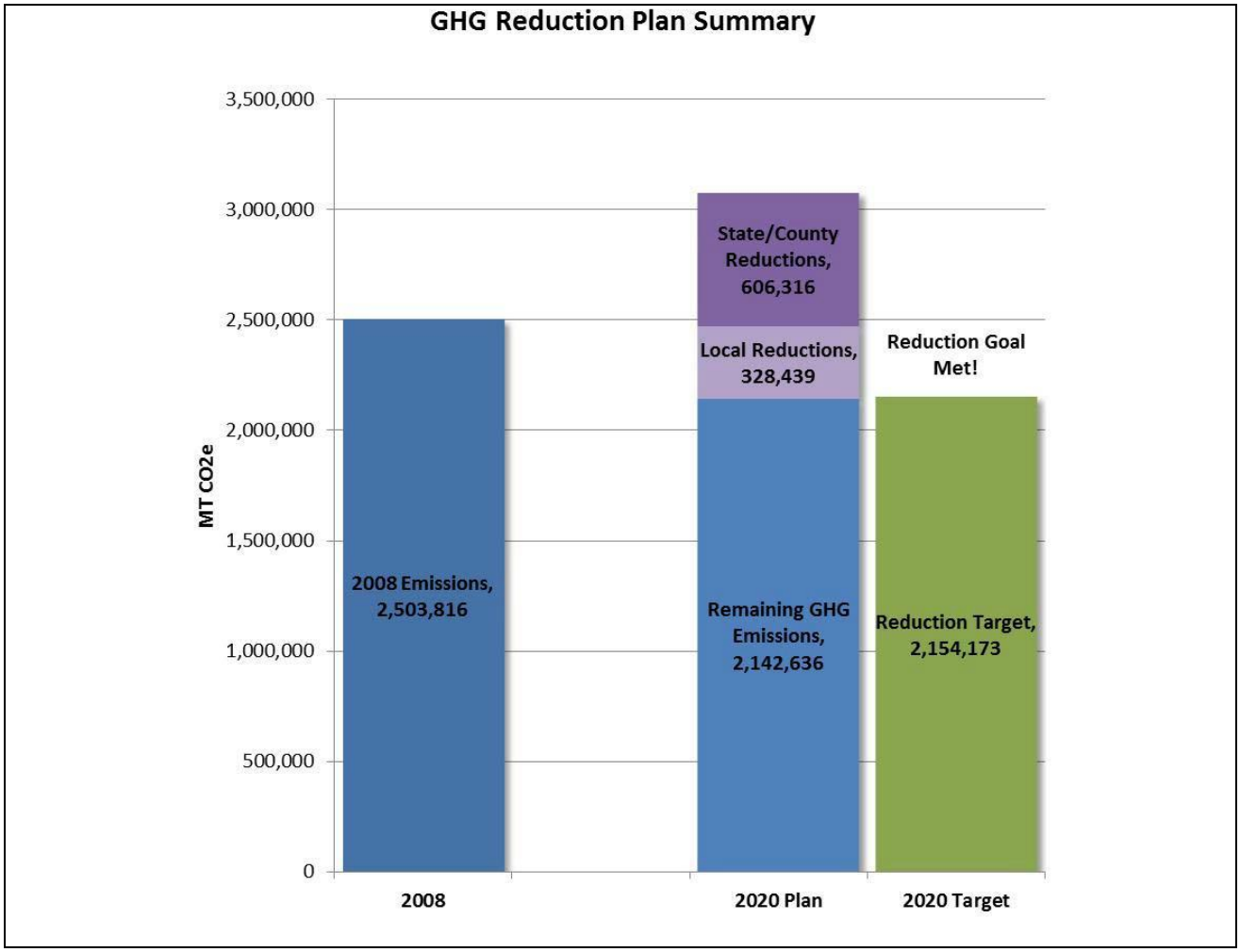


Figure 4.13-2 Emissions Reduction Profile for Ontario

Figure 4.13-3 (Emissions by Sector for Ontario) presents emissions by sector, for both the 2020 BAU and the 2020 reduction or Regional Reduction Plan scenarios. The largest emissions contributions are in the on-road transportation, building energy, and agriculture emissions sectors.

Table 4.13-3 (Emission Reduction by Sector for Ontario) summarizes the 2008 inventory, 2020 BAU forecast, and GHG reduction ("Plan") results by sector. It shows the percent reduction in each sector's emissions in 2020 and demonstrates that Ontario exceeds its emissions reduction goal. Emissions sectors with the greatest percent reduction include the solid waste management, building energy, and on-road transportation sectors.

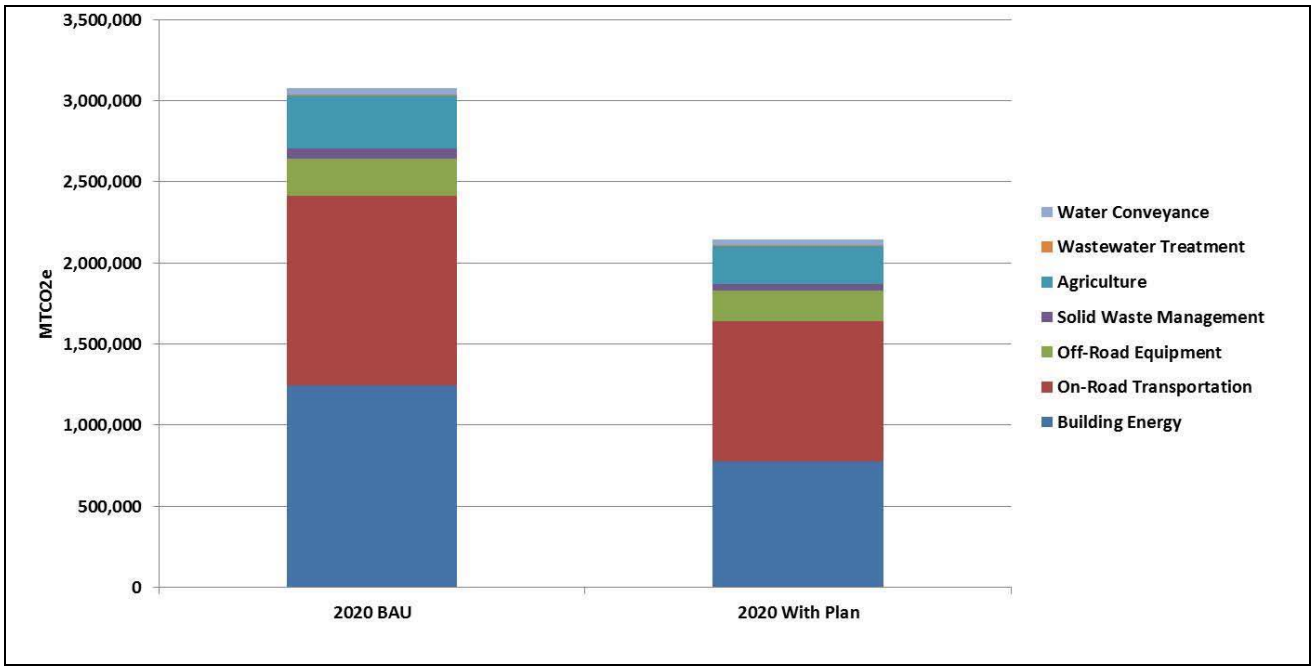


Figure 4.13-3 Emissions by Sector for Ontario

Table 4.13-3 Emission Reduction by Sector for Ontario

Sector	*2008*	*2020 BAU*	*Reductions*	*2020 Emissions with Plan*	*% Reduction*
Building Energy	933,718	1,244,079	446,307	797,772	35.9%
On-Road Transportation	942,020	1,169,171	308,445	860,726	26.4%
Off-Road Equipment	176,314	229,069	36,130	192939	15.8%
Solid Waste Management	60,000	64,326	26,265	38,061	40.8%
Agriculture 356	356,131	323,390	79,939	243,450	24.7%
Wastewater Treatment 6	6,587	8,781	534	8,247	6.1%
Water Conveyance 29	29,044	38,575	7,252	31,323	18.8%
GHG Performance Standard*	—	—	28,882	—	—
Total Emissions	***2,503,816***	***3,077,390***	***934,754***	***2,142,636***	***30.4%***
Reduction Goal	—	—	**923,217**	**2,154,173**	**30.0%**
Met Goal?	—	—	Yes	Yes	Yes
Reductions Beyond Goal	—	—	***11,537***	—	—
Per-Capita Emissions	15.4	14.3	—	9.9	—
Per-Job Emissions	21.9	20.3	—	14.2	—
Excluded Stationary Source Emissions	405,195	511,548	—	—	—

SOURCE: San Bernardino Associated Governments, *San Bernardino County Regional Greenhouse Gas Reduction Plan*, Draft, Prepared by ICF International (December 2012).

Values may not sum due to rounding.

* The GHG Performance Standard for New Development is not a sector of the inventory, but it provides broad reductions and contributes toward the City's reduction goal by promoting reductions in multiple sectors.

Figure 4.13-4 (Emission Reductions by Control and by Sector for Ontario) presents emission reductions by sector and by control (i.e., state/county control versus local or city control). As stated previously, the majority of emissions reductions are due to state/county measures. Of the state/county measures, the majority of reductions are in the building energy and on-road transportation sectors. Of the local measures, the majority of reductions are in the building energy sector due to Solar Energy for Warehouse Space (Energy-6), although the Methane Capture at Large Dairies (Agriculture-1) measure has the largest reduction of any local measure.

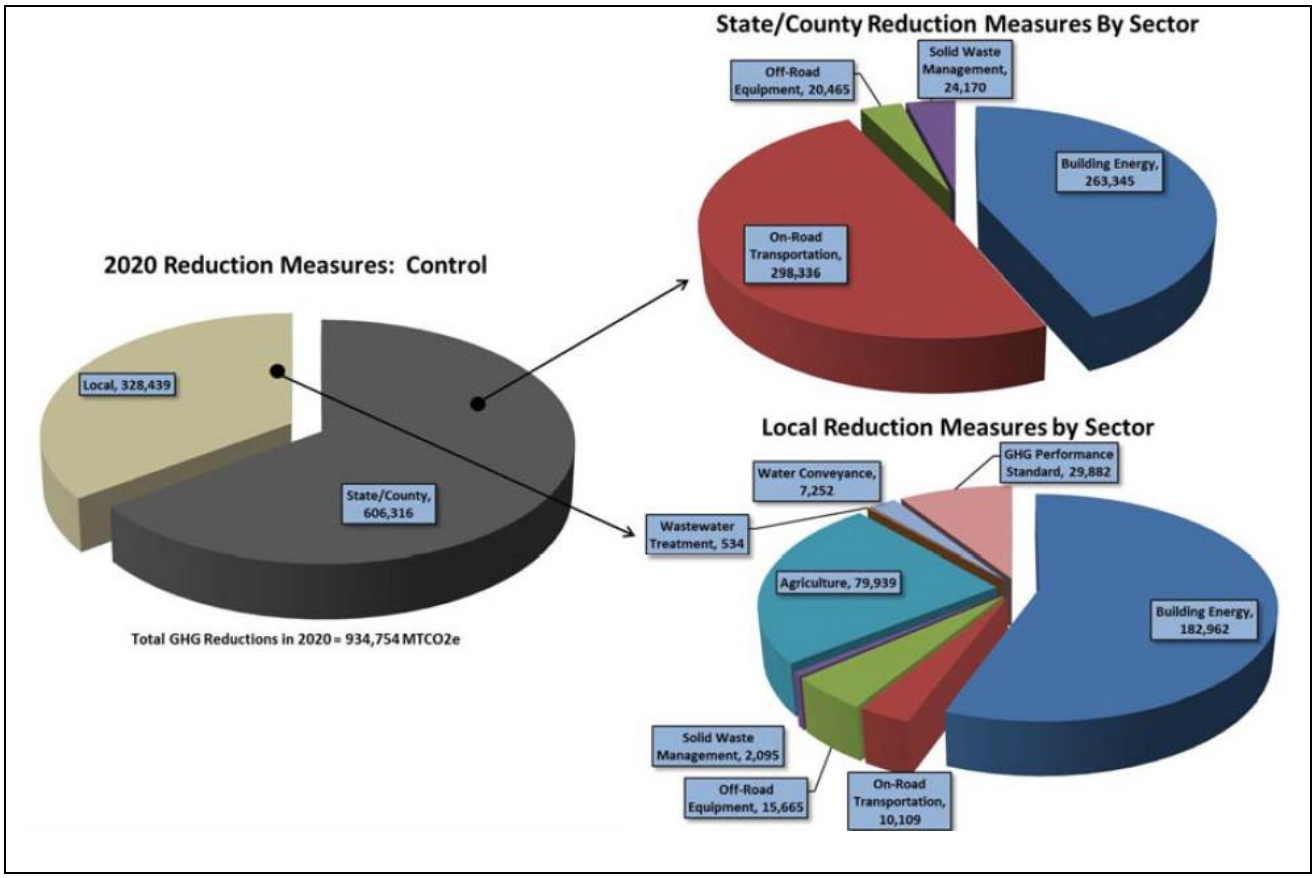


Figure 4.13-4 Emission Reductions by Control and by Sector for Ontario

Table 4.13-4 (GHG Reduction Measures and Estimated 2020 Reduced Emissions in Ontario) presents each reduction measure evaluated for Ontario. For each measure, the short title and estimated GHG reductions in 2020 are listed. Measures are organized by state/county control and local control and listed by sector.

Table 4.13-4 GHG Reduction Measures and Estimated 2020 Reduced Emissions in Ontario

Reduction Measure Number	*Description*	*Emissions Reductions*
	STATE AND COUNTY MEASURES	
State-1	Renewable Portfolio Standard	138,133
State-1	Title 24	80,692
State-1	AB 1190	32,385
State-1	Solar Water Heating	507
State-1	Industrial Boiler Efficiency	11,629
State-1	Pavley and Low Carbon Fuel Standard	272,465
State-1	AB 32 Transportation Reduction Strategies	25,871
State-1	Low Carbon Fuel Standard-Off-road	20,465
State-1	AB 32 Methane Capture	0
County-1	County GHG Reduction Plan Landfill Controls	24,170
	LOCAL MEASURES	
Building Energy		
Energy-1	Energy Efficiency of Existing Buildings	24,928
Energy-2	Outdoor Lighting	2,195
Energy-4	Solar Installation for New Housing	3,244
Energy-5	Solar Installation for New Commercial	18,018
Energy-6	Solar Installation for Warehouse Space	60,635
Energy-7	Solar Installation for Existing Housing	9,760
Energy-8	Solar Installation for Existing Commercial/Industrial	10,287
Land Use-1 (BE)	*Tree Planting*	*14*
Wastwater-2 (BE)	*Equipment Upgrades*	*2,832*
Water-2 (BE)	*Renovate Existing Buildings to Achieve Higher Levels of Water Efficiency*	*5,427*
Water-4 (BE)	*Implement SBX 7-7*	*45,621*
On-Road Transportation		
Transportation-1	Sustainable Community Strategy	9,673
Transportation-2	Smart Bus Technologies	436
Off-Road Equipment		
OffRoad-1	Construction Equipment	8,160
OffRoad-2	Idling Ordinance	2,884
OffRoad-3	Landscaping Equipment	4,621
Solid Waste Management		
Waste-2	Waste Diversion	2,095

Table 4.13-4 GHG Reduction Measures and Estimated 2020 Reduced Emissions in Ontario

Reduction Measure Number	*Description*	*Emissions Reductions*
Agriculture		
Agriculture-1	Methane Capture at Large Dairies	77,556
Agriculture-2	Utilize Methane Captured at Dairies	2,383
Wastewater Treatment		
Water-2 (WT)	*Renovate Existing Buildings to Achieve Higher Levels of Water Efficiency*	*73*
Water-4 (WT)	*Implement SBX 7-7*	*461*
Water Conveyance		
Water-2	Renovate Existing Buildings to Achieve Higher Levels of Water Efficiency	1,144
Water-3	Water Efficient Landscaping Practices	2,217
Water-4	Implement SBX 7-7	3,891
GHG Performance Standard for New Development		
PS-1	GHG Performance Standard for New Development (30% below Projected BAU emissions for projects)	29,882
	Total Reductions	***934,754***

SOURCE: San Bernardino Associated Governments, *San Bernardino County Regional Greenhouse Gas Reduction Plan*, Draft, Prepared by ICF International (December 2012).

BE = building energy; WT = wastewater treatment; WC = water conveyance

Values may not sum due to rounding.

The Low Carbon Fuel Standard (LCFS) reduces emissions in both the on-road transportation and off-road equipment sectors, because the standard reduces the carbon content of fuels used in both sectors.

Measures in *italics* result in GHG reductions in multiple sectors. For example, Water-1 reduces the amount of water consumed in the city, which reduces emissions for conveying that water (water conveyance sector), the energy needed to heat that water (building energy sector), and the energy required to treat the associated wastewater (wastewater treatment sector).

* These are measures where the avoided annual GHG emissions are small relative to the cost and effort to implement the measure on the City's part. Although the City has selected this measure, ICF recommends that the City not pursue this GHG reduction measure.

Summary of Environmental Impacts and Mitigation Measures

The Regional Reduction Plan City of Ontario Chapter describes The Proposed Project including the reduction measures and reduction targets chosen by the City of Ontario. The physical impacts of implementing these reduction measures and achieving the reduction targets is reviewed in this chapter of the EIR to determine the significance of the Regional Reduction Plan as it relates to the City of Ontario. One comment letter specific to the City of Ontario was received in response to the notice of preparation (NOP) circulated for the proposed project.

Table 4.13-5 (Summary of Environmental Impacts of Implementing Local Reduction Measures in Ontario) summarizes the environmental impacts of implementing the Regional Reduction Plan local reduction measures by issue area.

Mitigation measures were identified to reduce the following potentially significant impacts to less-than-significant levels:

Aesthetics (Scenic Vistas)

MM4.13.1-1a *Renewable energy generating facilities shall require additional review when located within a scenic corridor as identified in the Ontario General Plan.*

MM4.13.1-1b *Renewable energy generating facilities shall comply with applicable standards as identified through the comprehensive update of the city's development code subsequent to City CAP approval.*

Aesthetics (Visual Character or Quality)

MM4.13.1-2a *The minimum setback from any non-residential property line shall be equal to the renewable energy system height.*

MM4.13.1-2b *The minimum buffer or setback of a commercial-scale renewable energy system from any residential property line shall be at least 1,500 feet. Subsequent to the City CAP approval, a comprehensive update of the city's development code shall occur.*

MM4.13.1-2c *Renewable energy generating facilities not incorporated into the building, or part of the parking structure, or considered an accessory structure to an existing residence shall be prohibited in urbanized residential neighborhoods.*

MM4.13.1-2d *Residential properties shall be limited to one wind energy system per 5 acres and shall not exceed the height of the zone in which it is located.*

Aesthetics (Light and Glare)

MM4.13.1-3a *All proposed energy-generating structures shall be constructed utilizing non-reflective materials to the maximum extent feasible. If a reflective material is used, appropriate shielding shall be placed or the structure relocated to reduce the amount of visible glare. The City shall review all discretionary projects prior to issuance of building permits to ensure that appropriate shielding and placement of such structures are included in design plans.*

MM4.13.1-3b *All proposed energy-generating structures in open spaces areas shall not be lighted unless required by the City.*

Air Quality (Diesel Particulate Matter Emissions Near Metrolink Stations)

MM4.13.3-1 *Transit-oriented development near the Metrolink Stations shall set back all sensitive land uses (residential, daycare facilities, schools, preschools, and eldercare facilities) at least 500 feet from the nearest rail yard to reduce concentrations of air pollution, to acceptable levels. As an alternative to the setback, an air toxics health risk assessment of sensitive land uses should be completed demonstrating that sensitive land uses closer than 500 feet from the nearest rail yard will not result in a cancer risk of 10 in a million, and a non-cancer health risk of 1 on the health hazard index. The methodology of the health risk analysis must follow the protocols found on the Office of Environmental Hazards Assessment (OEHHA) website: http://www.oehha.ca.gov/.*

Table 4.13-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Ontario

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*																				
	Energy-1	*Energy-2*	*Energy-4*	*Energy-5*	*Energy-6*	*Energy-7*	*Energy-8*	*Land Use-1*	*Wastewater-2*	*Transportation-1*	*Transportation-2*	*Off-Road-1*	*Off-Road-2*	*Off-Road-3*	*Water-2*	*Water-3*	*Water-4*	*Waste-2*	*Agriculture-1*	*Agriculture-2*	*PS-1*
Aesthetics																					
Scenic vistas	LS	NI	LS/PR	**LS/MM**	LS/PR	**LS/MM**	**LS/MM**	NI	NI	**LS/MM**	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Scenic highways	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Visual character or quality	LS	NI	LS/PR	**LS/MM**	LS/PR	**LS/MM**	**LS/MM**	NI	NI	**LS/MM**	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Light and glare	LS	LS	LS/PR	**LS/MM**	LS/PR	**LS/MM**	**LS/MM**	NI	NI	**LS/MM**	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	LS	LS	LS/PR	LS/MM	LS/PR	LS/MM	LS/MM	NI	NI	LS/MM	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Agriculture/Forestry Resources																					
Convert farmland to nonagricultural use	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with existing agricultural zoning or Williamson Act	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with existing forest land or timberland zoning	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Loss or conversion of forest land to nonforest land	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Other changes causing conversion of farmland to nonfarmland use or forest land to nonforest land use	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Air Quality																					
Conflict or obstruct air quality management plan	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	NI	LS	LS	LS	NI
Violation of air quality standard	LS	NI	NI	LS	LS	LS	NI	LS	LS	LS	NI	LS	LS	LS	NI	NI	NI	NI	LS	LS	NI
Exposure of sensitive receptors	NI	NI	NI	NI	NI	NI	NI	NI	NI	**LS/MM**	NI	NI	NI	NI	NI	NI	NI	NI	LS	LS	NI
Creation of objectionable odors	NI	NI	NI	NI	NI	NI	NI	LS	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	LS	LS	NI

Table 4.13-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Ontario

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*																				
	Energy-1	*Energy-2*	*Energy-4*	*Energy-5*	*Energy-6*	*Energy-7*	*Energy-8*	*Land Use-1*	*Wastewater-2*	*Transportation-1*	*Transportation-2*	*Off-Road-1*	*Off-Road-2*	*Off-Road-3*	*Water-2*	*Water-3*	*Water-4*	*Waste-2*	*Agriculture-1*	*Agriculture-2*	*PS-1*
Cumulatively considerable net increase of any nonattainment criteria pollutant	LS	NI	LS	LS	LS	LS	LS	LS	NI	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	NI
Biological Resources																					
Special-status species	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Riparian habitat or other sensitive natural community	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Protected wetlands	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Wildlife movement	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with any local policies or ordinances protecting biological resources	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with habitat conservation plan	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cultural Resources																					
Substantial adverse change in significance of a historical resource	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Substantial adverse change in significance of a archaeological resource	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Destruction of a unique paleontological resource or site or unique geologic feature	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Disturb any human remains	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

Table 4.13-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Ontario

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*																				
	Energy-1	*Energy-2*	*Energy-4*	*Energy-5*	*Energy-6*	*Energy-7*	*Energy-8*	*Land Use-1*	*Wastewater-2*	*Transportation-1*	*Transportation-2*	*Off-Road-1*	*Off-Road-2*	*Off-Road-3*	*Water-2*	*Water-3*	*Water-4*	*Waste-2*	*Agriculture-1*	*Agriculture-2*	*PS-1*
Geology/Soils																					
Fault rupture, strong seismic groundshaking, seismic-related ground failure, including liquefaction, landslides	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	LS/PR	NI	LS	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Substantial soil erosion or loss of topsoil	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Located on a geologic unit or soil that is unstable, resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Located on expansive soil	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	LS/PR	LS/PR	LS/PR	NI	NI	LS	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Greenhouse Gas Emissions/Global Climate Change																					
Generate greenhouse gas emissions	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
Conflict with an applicable plan, policy, or regulation to reduce greenhouse gas emissions	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
Hazards/Hazardous Materials																					
Create significant hazard through the routine transport, use, or disposal of hazardous materials	LS/PR	NI	NI	LS/PR	LS/PR	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	LS/PR	LS/PR	NI
Create significant hazard through release of hazardous materials	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Emit hazardous emissions or handle acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

Table 4.13-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Ontario

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*																				
	Energy-1	*Energy-2*	*Energy-4*	*Energy-5*	*Energy-6*	*Energy-7*	*Energy-8*	*Land Use-1*	*Wastewater-2*	*Transportation-1*	*Transportation-2*	*Off-Road-1*	*Off-Road-2*	*Off-Road-3*	*Water-2*	*Water-3*	*Water-4*	*Waste-2*	*Agriculture-1*	*Agriculture-2*	*PS-1*
Located on a site that is included on a list of hazardous materials sites, creating significant hazard	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Located within 2 miles of a public airport or public use airport	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Located within the vicinity of a private airstrip	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Impair or interfere with an adopted emergency response plan or emergency evacuation plan	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Risk of loss, injury, or death involving wildland fires	NI	NI	NI	LS/PR	LS	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	LS/PR	NI	NI	LS/PR	LS/PR	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Hydrology/Water Quality																					
Violate any water quality standards or waste discharge requirements	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	LS/PR	LS/PR	NI
Deplete groundwater supplies or interfere with groundwater recharge	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Alter the existing drainage pattern of the site or area, resulting in substantial erosion or siltation	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Alter the existing drainage pattern of the site or area, resulting in on- or off-site flooding	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Otherwise degrade water quality	NI	NI	NI	LS	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Place housing within a 100-year flood hazard area	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

Table 4.13-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Ontario

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*																				
	Energy-1	*Energy-2*	*Energy-4*	*Energy-5*	*Energy-6*	*Energy-7*	*Energy-8*	*Land Use-1*	*Wastewater-2*	*Transportation-1*	*Transportation-2*	*Off-Road-1*	*Off-Road-2*	*Off-Road-3*	*Water-2*	*Water-3*	*Water-4*	*Waste-2*	*Agriculture-1*	*Agriculture-2*	*PS-1*
Place within a 100-year flood hazard area structures that would impede or redirect flood flows	NI	NI	NI	LS/PR	LS/PR	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam	NI	NI	NI	LS/PR	LS/PR	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Inundation by seiche, tsunami, or mudflow	NI	NI	NI	LS	LS/PR	LS	LS	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	LS/PR	LS/PR	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Land Use/Planning																					
Physically divide an established community	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with any applicable land use plan, policy, or regulation	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
Conflict with any applicable habitat conservation plan or natural community conservation plan	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	LS	NI	LS	LS/PR	LS	LS/PR	LS	LS	LS	LS/PR	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
Mineral Resources																					
Loss of availability of a known mineral resource	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Loss of availability of a locally important mineral resource recovery site	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Noise																					
Noise levels in excess of standards established in the local general plan or noise ordinance	NI	NI	NI	LS/PR	LS/PR	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

Table 4.13-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Ontario

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*																				
	Energy-1	*Energy-2*	*Energy-4*	*Energy-5*	*Energy-6*	*Energy-7*	*Energy-8*	*Land Use-1*	*Wastewater-2*	*Transportation-1*	*Transportation-2*	*Off-Road-1*	*Off-Road-2*	*Off-Road-3*	*Water-2*	*Water-3*	*Water-4*	*Waste-2*	*Agriculture-1*	*Agriculture-2*	*PS-1*
Excessive groundborne vibration or groundborne noise levels	NI	NI	NI	LS/PR	LS/PR	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Permanent increase in ambient noise levels	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Temporary or periodic increase in ambient noise levels	NI	NI	NI	LS/PR	LS/PR	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Excessive noise levels within 2 miles of a public airport or public use airport	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Excessive noise levels within the vicinity of a private airstrip	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	LS/PR	LS/PR	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Population/Housing																					
Induce substantial population growth	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Displace substantial numbers of existing housing	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Displace substantial numbers of people	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Public Services																					
Provision or need of new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for public services	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Recreation																					
Physical deterioration of recreational facilities	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

Table 4.13-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Ontario

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*																				
	Energy-1	*Energy-2*	*Energy-4*	*Energy-5*	*Energy-6*	*Energy-7*	*Energy-8*	*Land Use-1*	*Wastewater-2*	*Transportation-1*	*Transportation-2*	*Off-Road-1*	*Off-Road-2*	*Off-Road-3*	*Water-2*	*Water-3*	*Water-4*	*Waste-2*	*Agriculture-1*	*Agriculture-2*	*PS-1*
Construction or expansion of recreational facilities	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Transportation/Traffic																					
Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with an applicable congestion management program	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Change in air traffic patterns that results in substantial safety risks	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Increase hazards due to a design feature or incompatible uses	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Inadequate emergency access	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Utilities/Service Systems																					
Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Construction or expansion of new or existing water or wastewater treatment facilities	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	LS	LS	NI	NI	NI	LS	NI
Construction or expansion of new or existing stormwater drainage facilities	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

Table 4.13-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Ontario

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*																				
	Energy-1	*Energy-2*	*Energy-4*	*Energy-5*	*Energy-6*	*Energy-7*	*Energy-8*	*Land Use-1*	*Wastewater-2*	*Transportation-1*	*Transportation-2*	*Off-Road-1*	*Off-Road-2*	*Off-Road-3*	*Water-2*	*Water-3*	*Water-4*	*Waste-2*	*Agriculture-1*	*Agriculture-2*	*PS-1*
Insufficient water supplies from existing entitlements and resources, or need new or expanded entitlements	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	LS	NI	NI	NI	NI	NI
Inadequate wastewater treatment capacity	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI
Insufficient permitted solid waste disposal capacity	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI
Noncompliance with federal, state, or local statutes and regulations related to solid waste	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	LS	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	LS	LS	LS	LS	NI	NI	NI

4.13.1 Aesthetics

This section of the EIR analyzes the potential environmental effects on aesthetics in the City of Ontario from implementation of the Regional Reduction Plan. Data for this section were taken from the Ontario General Plan (2010) and associated environmental documents (2009). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing aesthetics were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

As set forth in CEQA Guidelines Section 15125(a) this section describes the physical environmental conditions in the City at the time the environmental analysis commenced. It constitutes the baseline physical conditions by which the City of Ontario will determine whether an Aesthetic impact is significant.

Urban Visual Character

The dominant visual characteristic in the City of Ontario is the San Gabriel Mountain range to the north, visible from the Upper Santa Ana River. Other visual characteristics are the Jurupa Mountains and the San Bernardino Mountains to the east, the Santa Ana Mountains to the south, and Chino Hills to the southwest. From a regional perspective, Ontario is located in a highly developed, urban/suburban area. Developed land uses (residential, commercial, industrial, agricultural, recreational, public, institutional, airport, and utility and transportation easements) are located throughout the City. The northern half of the City, known as the Original Model Colony (OMC), north of Riverside Drive, is a developed urbanized area. Undeveloped areas in the OMC are small, scattered, vacant parcels. The southern half of the City, known as the New Model Colony (NMC), south of Riverside Drive, is relatively flat and open, and is agricultural and rural in character, containing dairies, poultry farms, and row crops. However, the NMC is also rapidly suburbanizing. The City of Ontario can be divided into four general areas: Area 1, generally west of Grove Avenue; Area 2, the airport and areas generally east of Grove Avenue and north of State Route 60 (SR-60); Area 3, south of SR-60 and north of Riverside Drive; and Area 4, generally south of Riverside Drive. In addition, the City of Ontario can be broken into 15 distinct neighborhoods and districts based on shared aesthetic characteristics, landscaping, and architecture or signage. These areas are categorized by visually prominent buildings, special geographic features, and important cultural centers. Figure 4.13.1-1 (Neighborhoods/Districts) illustrates these 15 neighborhoods.

Area 1: Generally West of Grove Avenue

Aesthetically, Area 1 is the most diverse area of the City due to the various periods of residential development. Area 1 is generally bounded by Benson Avenue to the west, 6th Street to the north, Grove Avenue to the east, and SR-60 to the south (see Figure 4.13.1-1). Neighborhoods 1, 3, and 4 are primarily characterized by historic, established, and maturing residential neighborhoods. This area affords a variety of housing types and architectural styles that contribute to its aesthetic diversity.

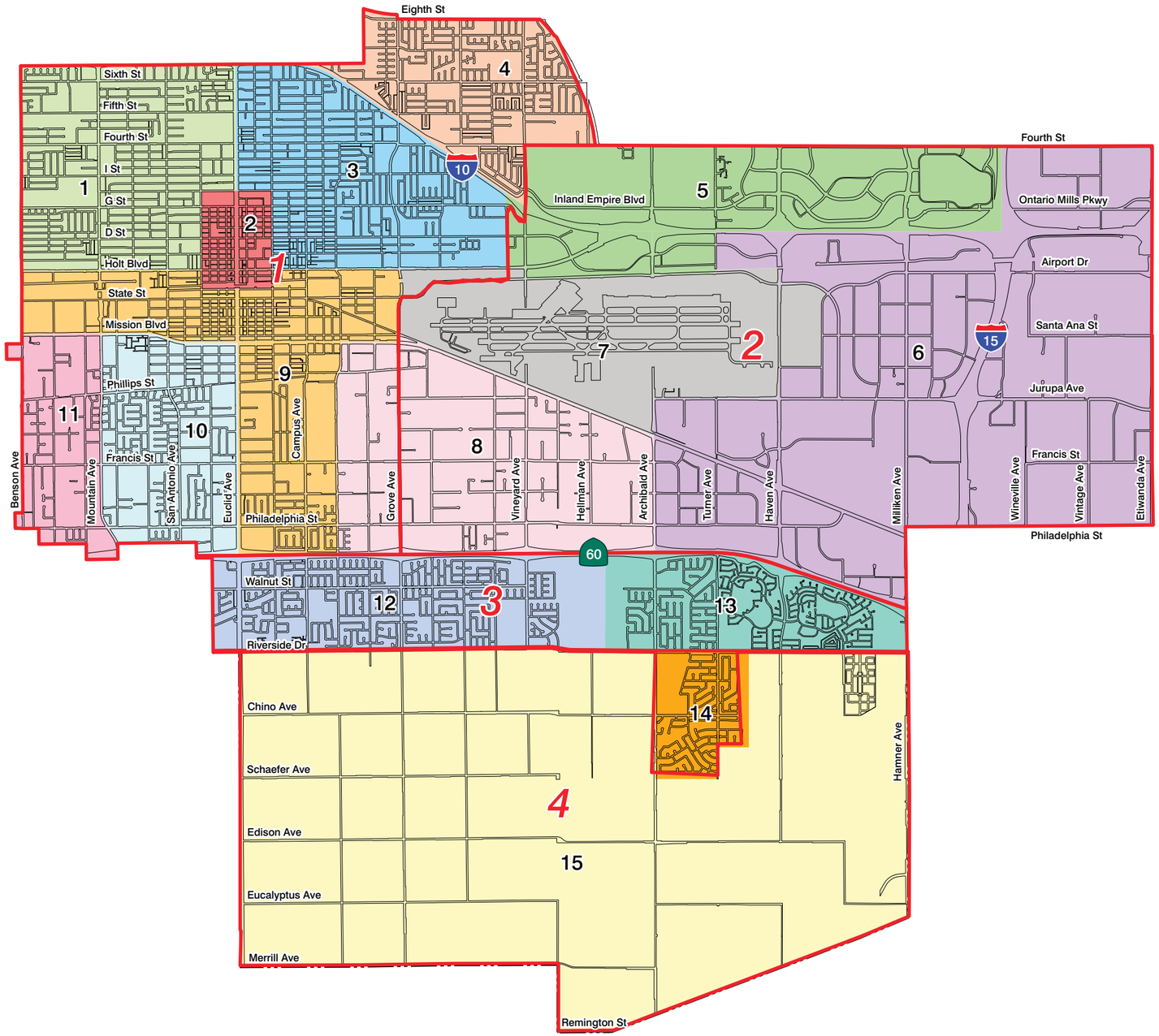
Signage and landscaping in Area 1 are inconsistent, and utilities are aboveground. With the exception of historic homes, homes are comprised of large tract homes, consistent or compatible in architectural style. Residential development in this area is also characterized by front- and side-entry garages, except for homes in the historic areas, which are typically serviced by alleys. Multifamily developments are interspersed among established single-family neighborhoods, particularly north of Interstate 10 (I-10). The architectural and materials quality of these multifamily structures is poor to moderate and a lack of maintenance is apparent. Residential neighborhoods are supported with commercial uses along major corridors. Commercial corridors are characterized by buildings of marginal architectural quality and mostly uncoordinated signage of varying heights and styles.

Neighborhood 2 consists of a historic downtown center of varying architectural quality. Some historic buildings have been altered; others have retained their original architecture with varying degrees of maintenance. Euclid Avenue is the defining corridor in the City and reflects the visual character of the City as a whole. The street provides uninterrupted north/south access through the whole City from the historic homes in the downtown district. Euclid Avenue is lined with multistory historic buildings mixed with residential and commercial uses. The Ontario Main Library illustrates infill development and the preservation of maturing developments through the creation of a civic complex within the historic downtown.

Neighborhoods 9, 10, and 11 represent different periods in residential development. The areas are characterized by traditional large-lot, single-family residential development in various styles. Utilities, landscaping, and signage are inconsistent, with utilities normally aboveground. Neighborhood 9 and portions of Neighborhoods 8 and 10 are within the Ontario Quiet Home Program. The program consists of increasing community-airport compatibility through voluntary residential sound insulation and land acquisition. Since its inception, the Ontario Quiet Home Program has removed many of the residences in the eastern portions of Neighborhood 9. Neighborhood 11 differs from Neighborhoods 9 and 10 in that it is more rural than the other two and has large lots that allow animals, such as horses and chickens.

Area 2: The Airport Areas Generally East of Grove Avenue and North of SR60

Area 2 is generally bounded by Grove Avenue to the west, 4th Street to the north, Etiwanda Avenue to the east, and SR-60 to the south. The area is predominantly industrial supported by commercial land uses. Industrial uses are oriented around the airport (Neighborhood 7) (see Figure 4.13.1-1). The Los Angeles/Ontario International Airport (LAONT) is visually characterized by ascending and descending aircraft. Buildings around the airport are restricted in height and are large and low. Two railroad corridors run along the northern edge of Holt Boulevard and divide at the airport, with one rail running adjacent to Airport Drive and Guasti Road, and the other running adjacent to Mission Boulevard.



1-4 Area Boundary

Neighborhoods/Districts

- 11 Rural Residential
- 10, 12 Traditional Residential
- 1, 3 Mature Residential Areas
- 13, 14 Planned Residential
- 4 Higher Density Residential
- 2 Town Center/Downtown
- 7 Ontario International Airport
- 8, 9 Mature Residential, Light Industrial and Commercial
- 6 Planned Industrial and Commercial
- 5 City Center/Hospitality
- 15 New Model Colony

0 1

NORTH
SCALE IN MILES

Figure 4.13.1-1
Neighborhoods/Districts

ATKINS

100029894 | San Bernardino County Regional GHG Reduction Plan EIR

Neighborhood 6 and Neighborhood 8 are east and south, respectively, of LAONT (see Figure 4.13.1-1). With the exception of the Milliken Landfill, south of Mission Boulevard, Area 2 predominantly contains airport-serving industrial uses, including warehouse uses and manufacturing services. Utilities are underground, but power transmission towers and concrete-lined drainage channels are visually prominent throughout the area. The Milliken Landfill is the highest point in the City and is visible from many viewpoints in the City. Billboards and large signs are cluttered along the I-10, I-15, and SR-60. Remnants of Ontario's agriculture industry are interspersed south of LAONT. The area is a remnant of the City's agricultural past; an assortment of fallow grapevines, old barns, and farmhouses are intermingled with the industrial land uses in Area 2.

Neighborhood 5 is located north-northeast of LAONT (see Figure 4.13.1-1). The area is the new town center for Ontario, consisting of hospitality, civic, office, and industrial uses. The Ontario Founders' Garden is in the northeast portion of Neighborhood 5 and is visible from I-10 and surrounding roadways. Architecturally, buildings have varied rooflines and heights, multiple stories, and mixed densities. Landscaping consists of recent plantings and themed gardens, with the incorporation of public art. This area contains the historic Guasti Winery, just north on the LAONT. The Guasti Winery includes several historic structures and represents the agriculture heritage in the City. The Ontario Mills Mall is northeast of the LAONT and is one of the primary tourist attractions in the City of Ontario (see Figure 4.13.1-1).

Area 3: South of SR-60 and North of Riverside Drive

Area 3 is generally bounded by Euclid Avenue to the west, SR-60 to the north, Milliken Avenue to the east, and Riverside Drive to the south (see Figure 4.13.1-1). The area is characterized by a mixture of traditional single-family residential uses (Neighborhood 12) with commercial land uses along major corridors, and newer planned developments with subdivisions (Neighborhood 13) (see Figure 4.13.1-1). In the traditional single-family areas, architecture, landscaping, signage, and utilities are inconsistent, they are consistent and in good quality in the planned residential areas.

Area 4: Generally South of Riverside Drive

Area 4 (Neighborhoods 14 and 15) is generally bounded by Euclid Avenue to the west, Riverside Drive to the north, Milliken/Hammer Avenue to the east, and Merrill and Bellegrave Avenues to the south (see Figure 4.13.1-1). The area is characterized by agriculture resources: agricultural fields, dairy operations, pasture, and croplands, as well as scattered poultry operations, residences, and commercial uses associated with agricultural uses. Agriculture-oriented housing is interspersed throughout the area, with suburban-rural housing located along Riverside Drive, where residential development encroaches on agricultural lands (Neighborhood 15).

Regulatory Framework

Federal

There are no federal regulations pertaining to visual quality.

State

State Scenic Highways Program

The State Scenic Highways program administered by the California Department of Transportation identifies scenic highways. As the City of Ontario does not contain any highway segments designated a State Scenic highway and the Regional Reduction Plan would not have a significant impact on scenic highways, these regulations are not applicable.

The California legislature passed a bill in 2001 requiring the California Energy Commission (CEC) to adopt energy efficiency standards for outdoor lighting for both the public and private sectors. In response to the legislature in November 2003, the CEC adopted changes to the Title 24, Parts 1 and 6, Building Energy Efficiency Standards. These standards became effective on October 1, 2005, and included changes to the requirements for outdoor lighting for residential and nonresidential development. The new standards will likely improve the quality of outdoor lighting and help to reduce the impacts of light pollution, light trespass, and glare. The standards regulate lighting characteristics such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. Different lighting standards are set by classifying areas by lighting zone. The classification is based on population figures of the 2000 Census. These areas are designated as LZ1 (dark), LZ2 (rural), or LZ3 (urban).

Regional

County Ordinance

Chapter 83.07 regulates glare, outdoor lighting, and night sky protection. For instance, outdoor lighting of commercial or industrial land uses in the Valley Region must be fully shielded to preclude light pollution or light trespass. Lighting fixtures used to illuminate a new off-site sign and exterior illuminated on-site signs in the Mountain and Desert regions are required to be mounted on the top of the sign structure and must comply with the shielding requirements specified in detail in the County Code. The purpose of Chapter 83.07 is to encourage outdoor lighting practices and systems that will minimize light pollution, glare, and light trespass; conserve energy and resources while maintaining nighttime safety, visibility, utility, and productivity; and curtail the degradation of the nighttime visual environment.

Local

Ontario General Plan

The Ontario General Plan, updated in 2010, provides the framework for the City's physical, economic, social, and environmental development and addressing all geographic areas in the City, as well as those areas that surround the City that may be served by the City in the future. The Ontario General Plan contains numerous policies aimed at preserving the visual character and quality of the City. The Genral Plan policies that are applicable to the proposed project[1] are as follows:

[1] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Policy CD1-5 *View Corridors.* The City requires major north/south streets designed to feature views of the San Gabriel Mountains. Such views should be free of visual clutter, including billboards, and may be enhanced by framing with trees.

Policy CD2-1 *Quality Architecture.* The City encourages all development projects to convey visual interest and character through:

- Building volume, massing, and height for appropriate scale and proportion
- A true architectural style which is carried out in plan, section, and elevation through aspects of the building and site design and appropriate for its setting
- Exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style

Policy CD2-9 *Landscape Design.* 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.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on aesthetics if it would do any of the following:

- 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
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area

Analytic Method

The following analysis takes into account the attribute of aesthetics or visual character, which pertains to aspects of the visual character of existing development and of the City, such as architecture, color, design, décor, mass, and height. The inherent subjectivity of issues and values of visual character creates a challenge in arriving at a conclusive determination of what constitutes a "significant impact" for the purposes of CEQA. Impacts regarding visual character typically include changes to the style or ambiance of a community, the insertion of a prominent feature that changes the original visual character of an area, or the elimination of a significant natural feature (or open space).

Effects Not Found to Be Significant

Threshold	Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The City has designated all major north/south streets within the City as "Visual Corridors." These streets include Etiwanda Avenue, Milliken Avenue, Haven Avenue, Turner Avenue, Archibald Avenue, Vineyard Avenue, Grove Avenue, Campus Avenue, Euclid Avenue, San Antonia Avenue, Mountain Avenue, and Benson Avenue that traverse the City. Within this designation, the City's corridors are protected for scenic purposes. The City's historic downtown (Neighborhood 2 in Area 1) (refer to Figure 4.13.1-1), which includes neighborhoods surrounding Euclid Avenue north of State Street and south of H Street is designated as a scenic corridor and could be subject to further redevelopment intensification. Implementation of the Regional Reduction Plan could also result in alteration of historic buildings due to energy retrofits (see Cultural Resources). The General Policies CD1-5, CD2-1through CD2-9, and CD4-1 through CD4-5 protect scenic resources including historic architecture. Further, the City requires that all projects be reviewed for consistency with the General Plan policies prior to approval. Therefore, any facilities constructed under the Regional Reduction Plan would be evaluated for conformance to these policies to ensure that scenic resources are not adversely affected. The impact would be ***less than significant***, and no further evaluation is required.

Project Impacts and Mitigation Measures

Threshold	Would the project have a substantial adverse effect on a scenic vista?

Impact 4.13.1-1 **Implementation of the proposed project could adversely affect a scenic vista. Implementation of mitigation measures MM4.13.1-1a and MM4.13.1-1b would reduce this impact to *less than significant*.**

Significant scenic vistas within the City include: views of the San Gabriel Mountains visible from a variety of locations along the major north/south streets running through the City. The General Plan Policy CD1-5 protects these scenic views. Further, the City requires that all projects be reviewed for consistency with the General Plan policies prior to approval.

However, one potential impact would be renewable energy generation facilities that could obstruct scenic views even if they conform to the scale and massing requirements in the development review standards and approval process as part of the General Plan policies shown in Policies CD1-5 and CD2-1 through CD2-9. Renewable generation facilities could adversely affect the scenic view of the area by introducing numerous man-made structures into a visual vista setting, a potentially significant impact. To reduce this potential impact, the following mitigation measures shall be implemented:

MM4.13.1-1a *Renewable energy generating facilities shall require additional review when located within a scenic corridor as identified in the Ontario General Plan.*

MM4.13.1-1b *Renewable energy generating facilities shall comply with applicable standards as identified through the comprehensive update of the city's development code subsequent to City CAP approval.*

Implementation of mitigation measures 4.13.1-1a and MM4.13.1-1b would reduce potential adverse impacts from energy systems in open space areas on scenic views by limiting structure heights and restricting locations such that views would not be obstructed. In addition, any future facilities under the San Bernardino County Regional GHG Reduction Plan would be evaluated for conformance to these policies to ensure that scenic views are not adversely affected. The impact would be ***less than significant***.

Threshold	Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Impact 4.13.1-2 Implementation of the proposed project could degrade the visual character or quality of the City. Implementation of mitigation measures MM4.13.1-2a through MM4.13.1-2d would reduce this impact to *less than significant*.

The Regional Reduction Plan does not propose specific development. Rather, it encourages densification in the Downtown and along transit corridors, furthering the goals of the Ontario General Plan. The Regional Reduction Plan establishes policies that encourage energy-saving retrofits to existing buildings and incorporation of energy-generating components in new construction, such as solar arrays. These structures would likely be visible to visitors, employees, and residents, and screening would inhibit energy production. In addition, renewable energy generating facilities could be developed in open space areas that would introduce man-made structures into a natural setting. Depending on the size and mass of these energy-generating components, future redevelopment or development could result in degradation of the visual character and quality of an individual site and its surroundings.

Future development that would incorporate renewable energy systems on the building, such as photovoltaic panels, would be required to comply with proposed policies that regulate the design of new buildings as well as protect the existing visual quality of the City. For example, Policies CD2-2 through CD2-4 promotes a mix of commercial and residential uses within existing urbanized areas, while considering the uses, scale, and character of adjoining uses. Policy 1.5.5 requires all development to adhere to the design and development guidelines as subsequently stipulated by General Plan policies for each land use district, as well as implementing ordinances and Specific Plans. Policy CD4-5 is designed to ensure that adaptive reuse of historic structures in the downtown preserves the historic character, is attractive, and creates an image conducive to economic revitalization in accordance with the adopted Specific Plan. In addition, all development or redevelopment projects would undergo further environmental and design review on a project-by-project basis to ensure that the visual quality of the surrounding environment is not substantially compromised.

The City has also adopted design guidelines for industrial and residential development to guide developers, architects and other design professionals in understanding the City's objective of providing for well-designed, attractive, quality industrial and residential development. The guidelines complement the City's development regulations and identify key architecture and site design elements that are important to the City. They also provide examples of desirable design methods and features. The City requires that industrial project sites are designed so that areas used for loading, outdoor storage (where allowed), and other potentially unsightly areas are screened from public view. By applying design guidelines proposed for new architecture to the rehabilitation of existing architecture, the entire

neighborhood, over time, will eventually be unified into a cohesive whole that accommodates diversity of forms, follows guidelines for the use of color and materials, and therefore, reinforces district identity while minimizing visual clutter. The combination of architectural diversity and environmental sensitivity is intended to provide the City with a comfortable environment for City residents.

It is also possible that photovoltaic or wind energy systems could be installed in existing residential neighborhoods as an accessory structure to an existing residence which could also result in an adverse change in the visual character and quality of the site. Land use designations under the Ontario General Plan include open space and several residential categories ranging from Rural Residential 1 (lowest density) to Urban Density Residential (highest density). As previously discussed regarding Impact 4.13.1-1, projects in scenic areas could have an impact on a scenic vista. However, the implementation of mitigation measures MM4.13.1-1a through MM4.13.1-1b would reduce those impacts to less than significant. That same mitigation would also be applied here to protect the visual character and quality of the area. To ensure that any proposed renewable energy generating facility in open space areas would not adversely affect visual character or quality, the following mitigation measures also shall be implemented:

MM4.13.1-2a *The minimum setback from any non-residential property line shall be equal to the renewable energy system height.*

MM4.13.1-2b *The minimum buffer or setback of a commercial-scale renewable energy system from any residential property line shall be at least 1,500 feet. Subsequent to the City CAP approval, a comprehensive update of the city's development code shall occur.*

To ensure that any proposed renewable energy generating facility in residential areas would not adversely affect visual character or quality, the following mitigation measures shall be implemented:

MM4.13.1-2c *Renewable energy generating facilities not incorporated into the building, or part of the parking structure, or considered an accessory structure to an existing residence shall be prohibited in urbanized residential neighborhoods.*

MM4.13.1-2d *Residential properties shall be limited to one wind energy system per 5 acres and shall not exceed the height of the zone in which it is located.*

With implementation of the identified mitigation, potential adverse impacts to visual character or quality of energy systems developed in open space areas and accessory wind energy systems in urbanized residential areas would be reduced to less than significant. Energy retrofits on existing structures and installation of solar arrays on rooftops of buildings would not substantially degrade the visual quality or character of the City, as future projects are required to comply with all City ordinances and relevant specific plans, including consistency with the Ontario General Plan policies and city adopted design guidelines. On a program level, this impact would be ***less than significant***.

Threshold	Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Impact 4.1-3 **Implementation of the proposed project could result in new sources of substantial light or glare that could adversely affect day or nighttime views in the area. Implementation of mitigation measures MM4.13.1-3a and MM4.13.1-3b would reduce this impact to *less than significant*.**

The City is primarily built out and a significant amount of ambient light and glare from urban uses already exists. The energy-generating structures that could be constructed under the Regional Reduction Plan would not generally include lighting and, therefore, there would be no increased sources of light as a result of implementation of the proposed project. However, it is possible that increased glare could result from energy-generating structures. Glare results from sharply reflected light caused by sunlight or artificial light reflecting from highly finished surfaces such as window glass or brightly colored surfaces. The types of land uses that are typically sensitive to excess glare include homes, hospitals, senior housing, and other types of uses where excessive glare may disrupt sleep. In addition, glare may interfere with the vision of drivers. Implementation of the Regional Reduction Plan could result in energy-efficient or energy-generating rooftop structures such as photovoltaic arrays that could introduce substantial new sources of glare. Rooftop solar panels, to be effective, must be oriented to maximize solar radiation absorption. If these structures were to be constructed adjacent to residential uses or sensitive receptors, the impact from increased glare would be potentially significant.

Solar panels are designed to maximize sunlight absorption and are generally constructed of dark, light-absorbing materials and are composed of a minimum of reflective surfaces. Therefore, it is not anticipated that solar arrays would result in an increased amount of glare even if they were oriented in such a way as to face sensitive receptors or drivers. Other energy-generating structures such as wind turbines could consist of reflective materials that could increase localized glare.

The Ontario General Plan policies related to quality of design and maintenance of existing neighborhood character are contained in the Land Use Element. Although none of these policies specifically addresses light and glare effects, and it is unknown at this time where or how many such structures would be constructed under the Regional Reduction Plan, each discretionary project pursuant to the Regional Reduction Plan would be required to undergo individual design and environmental review to develop appropriate mitigation measures particular to each project site. In addition, the following mitigation measure shall be implemented for all discretionary projects under the Regional Reduction Plan to reduce glare impacts:

MM4.13.1-3a *All proposed energy-generating structures shall be constructed utilizing non-reflective materials to the maximum extent feasible. If a reflective material is used, appropriate shielding shall be placed or the structure relocated to reduce the amount of visible glare. The City shall review all discretionary projects prior to issuance of building permits to ensure that appropriate shielding and placement of such structures are included in design plans.*

MM4.13.1-3b *All proposed energy-generating structures in open spaces areas shall not be lighted unless required by the City.*

With implementation of mitigation measures MM4.13.1-3a and MM4.13.1-3b, impacts of glare from implementation of the proposed project would be reduced to ***less than significant*** by ensuring that energy-generating structures do not pose a safety risk to drivers or adversely affect sensitive receptors.

Cumulative Impacts

Threshold	Would the project have a substantial adverse effect on a scenic vista?

The geographic context for an analysis of cumulative impacts on a scenic vista is the City and the view seen from beyond the City, as existing scenic views are confined to this geographic area. Past and present development has somewhat affected scenic views to the extent that development has been allowed in hillside areas. However, the Ontario General Plan contains Policies CD1-4 and CD2-1 through CD2-10, which protect scenic views. Further, The City requires that all projects be reviewed for consistency with General Plan policies prior to approval. Therefore, future development in the City would not likely result in a significant adverse impact on scenic views. Implementation of project-level mitigation measures MM4.13.1-1a and MM4.13.1-1b would reduce this impact to less than significant by establishing maximum tower height, prohibiting development on major ridgelines viewable from any designated scenic corridor as defined in General Plan, and prohibiting location of facilities that would substantially obstruct scenic views of adjacent property owners. Therefore, the proposed project would not make a cumulatively considerable contribution to any significant cumulative impact on scenic views. The project's cumulative impact would be ***less than significant***.

Threshold	Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Due to the City's location where certain areas are bounded by mountains and hills, the geographic context for this cumulative analysis is the City and the view seen from beyond the City as the affected area would not be visible from surrounding areas nor would the Regional Reduction Plan have an influence on surrounding areas. Since the Regional Reduction Plan covers the entire City, cumulative impacts would be same as the impacts identified above for the proposed project, and would be potentially significant if substantial development occurs in open space areas. All future development would be required to comply with proposed policies that regulate the design of new buildings as well as protect the existing visual quality of the City. In addition, implementation of project-level mitigation measures MM4.13.1-2a through MM4.13.1-2d would ensure that the proposed project would not make a cumulatively considerable contribution to adverse impacts relating to visual character and quality. Therefore, on a cumulative level, implementation of the proposed project would not substantially degrade the visual quality or character of the City, and the cumulative impact would be ***less than significant***.

Threshold	Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Impacts from light and glare are generally localized and site-specific; therefore, the context for an analysis of cumulative impacts from light and glare would be geographically limited to the City. Cumulative development in this geographic area has resulted in moderate to high levels of ambient light and glare

typical of urban areas in the more developed areas, and lower levels of light and glare near City boundaries. Future development in this geographic context would further increase sources of light and glare, which could be potentially significant if future projects introduce light and glare into areas of the City that have lower levels of ambient lighting. The proposed project would not result in new sources of substantial light, since future energy-generating structures would generally not be lighted. Therefore, the proposed project would not make a cumulatively considerable contribution to any cumulative light impact. The proposed project could result in localized increases sources of glare. However, implementation of project-level mitigation measures MM4.13.1-3a and MM4.13.1-3b would reduce any localized glare impact to less than significant and the project would not make a cumulatively considerable contribution to any cumulative glare impact. The cumulative impact would be ***less than significant***.

References

Ontario, City of. 2006. *Historic Districts Map*, August.

———. 2009a. *The Ontario General Plan Final Environmental Impact Report*, July.

———. 2009b. *The Ontario General Plan Re-circulated Portions of the Environmental Impact Report*, November.

———. 2010. *The Ontario General Plan*, January 27.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.13.2 Agriculture/Forestry Resources

This section of the EIR analyzes the potential environmental effects on agriculture/forestry resources in the City of Ontario from implementation of the Regional Reduction Plan. Data for this section were taken from the Ontario General Plan (2010) and associated environmental documents (2009a and 2009b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing agriculture/forestry resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

As set forth in CEQA Guidelines Section 15125(a) this section describes the physical environmental conditions in the City at the time the environmental analysis commenced. It constitutes the baseline physical conditions by which the City of Ontario will determine whether an impact to agricultural resources is significant.

Designated Agricultural Lands

The State of California designates land into eight categories of land use designation based on soil quality and existing agriculture uses to produce maps and statistical data. These maps and data are used to help preserve productive farmland and to analyze impacts on farmland. Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance are all Important Farmland and are collectively referred to as Important Farmland in this EIR. The highest rated Important Farmland is Prime Farmland. These maps are created and maintained by the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP). Additional information on the FMMP is provided in this section under "Regulatory Framework," "State." The following summarizes the various lands mapped by the State.

- **Prime Farmland**—This has the best combination of physical and chemical features and is able to sustain long-term agricultural production. The land has the soil quality, growing season, and moisture supply needed to produce sustained high yields and it must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.
- **Farmland of Statewide Importance**—This is similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. The land must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.
- **Unique Farmland**—This has lesser-quality soils and is used for the production of the state's leading agricultural crops. The land is usually irrigated, but may include non-irrigated orchards or vineyards, as found in some climatic zones in California. The land must also have been cropped at some time during the 4 years prior to the mapping date.
- **Farmland of Local Importance**—This is of importance to the local agricultural economy, as determined by each county's board of supervisors and a local advisory committee.

- **Grazing Land**—This has existing vegetation that is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.
- **Urban and Built-up Land**—This land is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad, and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
- **Other Land**—This land is not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines or borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.
- **Water**—These are areas with perennial water bodies with an extent of at least 40 acres.

Table 4.13.2-1 (Current Developed Land and Important Farmland in Ontario) shows the amount of Important Farmland in the City of Ontario compared to developed and other lands. The total amount of Important Farmland in the City of Ontario is 3,269.3 acres, 10.2 percent of the total land in Ontario (31,957.9 total acres). Ontario has 3,005.8 acres of Prime Farmland, 164.2 acres of Farmland of Statewide Importance, and 99.3 acres of Unique Farmland, and 5,947.4 acres of other lands.

Table 4.13.2-1 Current Developed Land and Important Farmland in Ontario

Type of land uses and Important Farmland	*Acreage*
Developed land	22,807.4
Prime Farmland	3,005.8
Farmland of Statewide Importance	164.2
Unique Farmland	99.3
Other Lands	5,881.2
Total	***31,957.9***

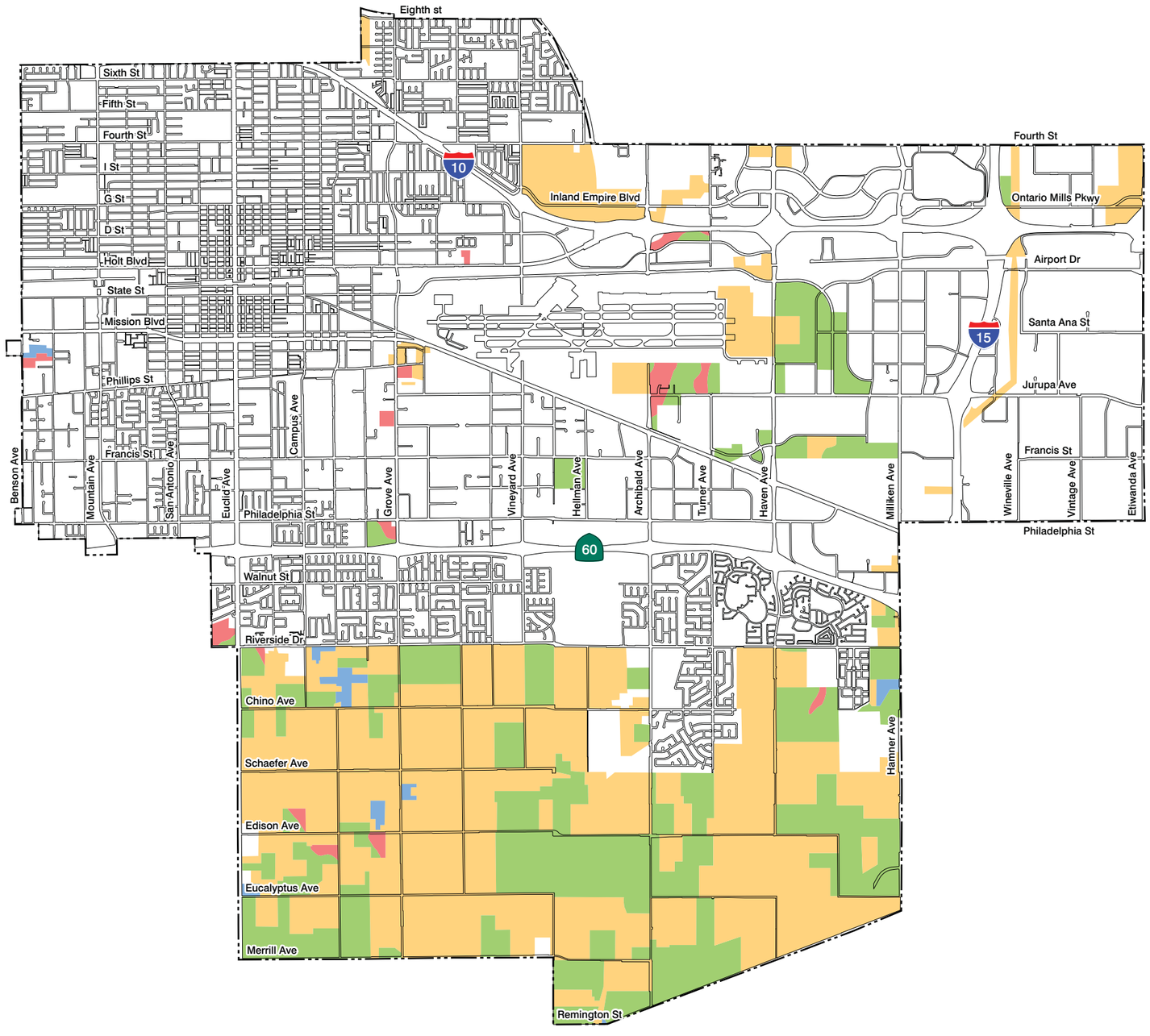
SOURCE: California Department of Conservation, Farming Mapping and Monitoring Program (2006).

Past and Present Agricultural Uses in and Around Ontario

Existing farmland in Ontario can be seen in Figure 4.13.2-1 (Important Farmland). It should be noted that since this map was created, many of the lands designated as Farmland have been developed.

Original Model Colony

Historically, agricultural lands made up much of the City of Ontario, including land for citrus, olive, dairy farms, and vineyards. Agriculture has remained an important heritage for the City, but many of the developed portions of the Original Model Colony (OMC) have replaced agricultural land uses with industrial, commercial, and residential land uses.



Developed Land

Prime Farmland

Farmland of Statewide Importance

Unique Farmland

Other Land*

** Other Land is land not included in any other mapping category. Common examples include low density rural developments, brush, timber, wetland, and riparian areas not suitable for livestock grazing, confined livestock, poultry, or aquaculture facilities, strip mines, borrow pits, and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.*

0 1

NORTH
SCALE IN MILES

Source: California Department of Conservation, Division of Monitoring Program. San Bernardino County Important Farmland 2004. September 2005.

Figure 4.13.2-1
Important Farmland

ATKINS

Limited agriculture land uses are currently permitted in areas zoned for Agricultural Residential (AR), Residential Estate (RE), Public Facility (PF), Open Space (OS), Commercial (C-1 to C-4), and Industrial (M1 to M3) land uses. However, only a few remnant parcels of agricultural uses remain in the OMC intermixed with other land uses, mostly to the east of Vineyard Avenue.

Areas Surrounding Ontario

Some of the only agricultural land surrounding Ontario is in Chino, to the south of the City. Much of this farmland to the south and southwest of Ontario is designated Prime Farmland by the Department of Conservation, based on 2006 data. Agriculture in the area has declined primarily for two reasons: dairy businesses find that they are more profitable in the Central Valley and, more importantly, urban development has pushed agricultural land uses out of the area. After the dairy boom of the 1960s and 1970s, smaller dairy and other agricultural land uses have been in decline in Ontario and farmers have moved to the Central Valley where they can compete with larger operations. Between 2004 and 2005, the number of dairy farms in Riverside and San Bernardino Counties fell from 209 to 191. During the peak of the Inland Empire dairy industry, more than 400 dairy farms were in operation (Florkowski 2006).

Regulatory Framework

Federal

There are no federal regulations pertaining to agricultural resources.

State

Williamson Act

The California Land Conservation Act of 1965, or the Williamson Act, allows city or county governments to preserve agricultural land or open space through contracts with landowners. The NMC has areas that are currently agriculture preserves under contract with San Bernardino County through the Williamson Act of 1965. Contracts last 10 years and are automatically renewed unless a notice of nonrenewal is issued. The preservation of agricultural land through Williamson Act contracts today in Ontario is meant to discourage premature and unnecessary conversion to urban uses. Landowners benefit from the contract by receiving property tax assessments that are much lower than the normal rates, based on farming and open space land values rather than urban full market values. To prevent local governments from losing tax revenue on these lands, the Open Space Subvention Act of 1971 gives local governments an annual subvention. Once the NMC annexed to the City, Ontario became the administrating entity for the Williamson Act contracts. Under the Act, either the land owner or the planning jurisdiction (the City) has the ability to submit the property for nonrenewal. Property owners in this area with Williamson Act contracts have filed for nonrenewal because of the declining profits from agriculture in the area and the potential development of these lands with nonagricultural uses. Current non-renewed contracts would expire between 2009 and 2017, as shown in Figure 4.13.2-2 (Williamson Act Contract Lands).

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to track changes in agricultural land use and to help preserve areas of Important

Farmland. It divides the state's land into eight categories of land use designation based on soil quality and existing agriculture uses to produce maps and statistical data. The maps and data are used to help preserve productive farmland and to analyze impacts on farmland.

Regional

Southern California Agricultural Land Foundation Preserves

The San Bernardino County Agricultural Land Preserves within the City were managed by the Southern California Agricultural Land Foundation (SoCALF) until 2006, when the County of San Bernardino took over management of these parcels. Hence these areas are still referred to as SoCALF Preserves in the City. The SoCALF Preserves were established and maintained with funds from the 1988 Park Bond Act regulations. The San Bernardino County Agriculture Land Preserve once covered about 15,000 acres, mainly in southern Ontario and Chino. However, much of this area is now being developed by both cities. An amount of $20 million was paid to the County of San Bernardino from the State of California to establish and fund these lands as long as they remained in agricultural use within the San Bernardino County Agriculture Land Preserve (California Public Resources Code Sections 5905–5907). When the SoCALF Preserves are no longer being used for agricultural purposes, these funds must be returned to the state or used to purchase property of equal size and similar use within the San Bernardino County Agriculture Land Preserve. Approximately 200 acres are designated as SoCALF Preserves in the NMC.

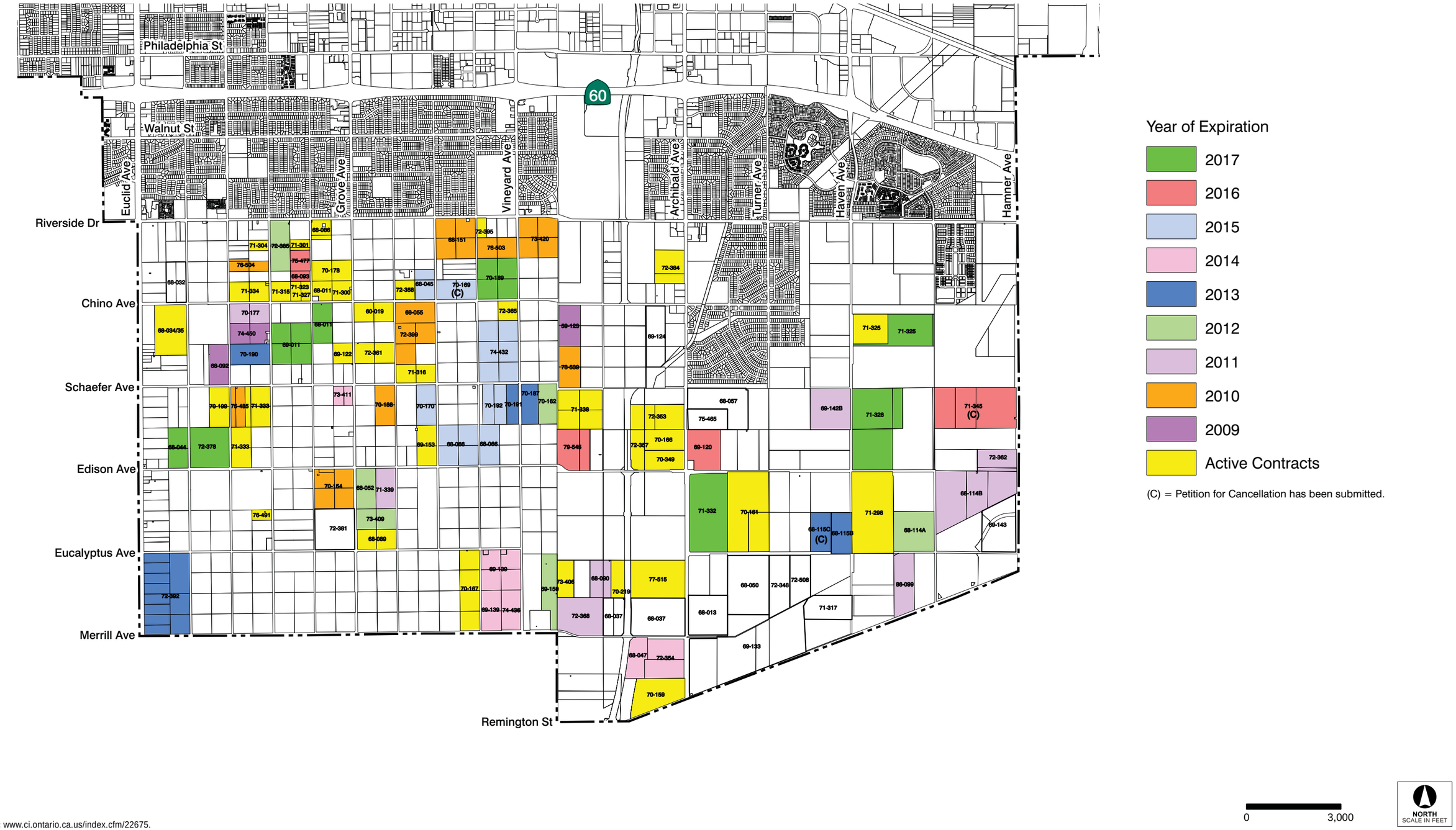
Local

Agricultural Overlay Zone (Ontario Right to Farm Ordinance) in NMC

When the City of Ontario annexed the NMC in 1999, the City zoned the area as Specific Plan, which requires the area to be developed with specific plans. Once a specific plan is implemented in an area, the provisions of that plan will determine the land use, which will be consistent with the general plan. However, the development of this area will be a gradual process and agricultural uses will exist on an interim basis before the land is developed. In January 2001, the City adopted the Agricultural Overlay Zone, or the Right to Farm ordinance, to act as a "buffering" device between existing agricultural uses and urban development. Homeowners near existing farm uses would be given notice in the form of a deed disclosure that agricultural nuisances (odors, noises, etc.) are present and that they have a right to exist as long as the land is not developed otherwise. The intent of the Right to Farm ordinance is "to allow for the continuation of agricultural uses and agricultural support uses as defined herein on an interim basis in those areas which the New Model Colony General Plan may designate for more intensive urban uses in the future. The Agricultural Overlay District is further intended to protect vital agricultural uses by limiting land use activity to those uses which are compatible and supportive of agricultural and related uses and/or "agricultural by-products" (City of Ontario Municipal Code, Section 9-1.2700).

The following agricultural land uses are prohibited in the Agricultural Overlay Zone:

- Animal slaughter operations
- Commercial poultry ranches
- Commercial hog ranches (City of Ontario, 2002)



Source: www.ci.ontario.ca.us/index.cfm/22675.

Figure 4.13.2-2
Williamson Act Contract Lands

ATKINS

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on agriculture/forestry resources if it would do any of the following:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use
- Conflict with existing zoning for agricultural use or with a Williamson Act contract
- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))
- Result in the loss of forest land or conversion of forest land to nonforest use
- Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use

Analytic Method

The following analysis reviews potential impacts to agricultural resources within the City of Ontario.

Effects Not Found to Be Significant

Threshold	Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

Implementation of the Regional Reduction Plan includes densification and development of transit oriented development near transit stations in developing the Regional Sustainable Communities Strategy (SCS) and commercial/residential mixed-use development within the urbanized portions of Ontario, but these areas near transit or urbanized mixed-use development do not include changing any existing agricultural lands. In addition, the Regional Reduction Plan includes energy efficiency retrofits of existing buildings, but does not convert any agricultural use to a nonagricultural use. The Regional Reduction

Plan includes agricultural-related reduction measures to capture and use methane emissions at large dairies, but implementation of these measures would not convert agricultural lands to nonagricultural uses. In addition, the Regional Reduction Plan includes renewable energy generation facilities. The renewable energy generation facilities on existing agricultural land would be complementary to the agricultural use and not be the primary use on agricultural land, such as a solar or wind farm. As an example, a large dairy might include photovoltaic (PV) solar panels on the rooftops and a methane capture system that collects methane as a renewable fuel. However PV solar and the methane capture system described in this example would not change or covert agricultural land to non-agricultural use or in any way degrade the dairy farm as an agricultural use. Therefore, implementation of the proposed Regional Reduction Plan would not convert any of the existing 3,269.3 acres of agricultural use to nonagricultural use, which includes all California Resource Agency designated Prime Farmland, Unique Farmland, and Farmland of Statewide Importance. There would be ***no impact***. Further analysis is not required.

Threshold	Would the project conflict with existing zoning for agricultural use or with a Williamson Act contract?

Implementation of the Regional Reduction Plan includes densification and development near transit stations and within urbanized portions of Ontario, but does not include conversion of agricultural land that would conflict with existing Williamson Act Contracts. The Regional Reduction Plan includes agricultural-related reduction measures to capture and use methane emissions at large dairies, but implementation of these measures would not conflict with existing Williamson Act Contracts. There would be ***no impact***. Further analysis is not required.

Threshold	Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

The City of Ontario is urbanized and does not contain areas classified as timberland, zoned as timberland, or considered forested with timber. There would be ***no impact***. Further analysis is not required.

Threshold	Would the project result in the loss of forest land or conversion of forest land to nonforest use?

The City of Ontario is urbanized and does not contain forest land. There would be ***no impact***. Further analysis is not required.

Threshold	Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use?

Implementation of the Regional Reduction Plan includes densification and development near transit stations and within urbanized portions of Ontario, increased sources of renewable energy sources, and energy efficiency retrofits of existing buildings within the City. The reduction measures within the

Regional Reduction Plan related to renewable energy sources focus on including renewable energy sources within existing and future development. This allows for the implementation of renewable energy sources within agricultural uses, but within the context of the agricultural use. As an example, a large dairy may include methane capture and burn the methane to generate electricity. However, this increase in renewable energy fits within the context of the agricultural use and does not result in the conversion of any Important Farmland. In addition, City's Agricultural Overlay District is intended to protect vital agricultural uses by limiting land use activity to those uses which are compatible and supportive of agricultural and related uses and/or agricultural by-products" (City of Ontario Municipal Code, Section 9-1.2700). While renewable energy generation on Important Farmland that does not adversely impact the agricultural use would be allowed, other types of renewable energy sources such as commercial-scale renewable energy generation facilities that convert Important Farmland to non-agricultural uses would not be allowed within the City's Agricultural Overlay District. There would be ***no impact***. Further analysis is not required.

Cumulative Impacts

As discussed above, implementation of the Regional Reduction Plan would include reduction measures that encourage densification of transit oriented land uses near transit stations. In addition, renewable energy sources including renewable energy generation that complements the agricultural use may occur on agricultural lands. However, implementation the Regional Reduction Plan will not convert agricultural land uses, timberlands, or forest lands to non-agricultural or non-forest land uses within the City of Ontario. Because there are no agricultural or forest lands in neighboring communities and cities near the transit stations or urbanized areas in the City of Ontario, and implementation of the Regional Reduction Plan will not convert agricultural uses, timberlands, or forest lands within the City to non-agricultural, timberlands or forest land uses that may be adjacent to agricultural uses timberlands, or forest lands in neighboring communities and cities, implementation of the Regional Reduction Plan will not impact adjacent agricultural land uses. Timberlands, or forest lands in neighboring communities and cities. The project's ***cumulative impact would be less than significant***. Mitigation is not required.

References

California Department of Conservation, Division of Monitoring Program. 2005. *San Bernardino County Important Farmland*, September.

Florkowski. 2006. "Dairying Important Farming Factor." *Daily Bulletin*, 21, January.

Ontario, City of. 2001. *Agricultural Overlay Zone (City of Ontario Municipal Code, Section 9-1.2700)*, January.

_____. 2009a. *Williamson Act Contract Lands Map in Ontario*, July.

———. 2009b. *The Ontario General Plan Final Environmental Impact Report*, July.

———. 2009c. *The Ontario General Plan Re-circulated Portions of the Environmental Impact Report*, November.

———. 2010. *The Ontario General Plan*, January 27.

San Bernardino, County of. 2009. *San Bernardino County Land Preserves (formerly managed by the Southern California Agricultural Land Foundation, SoCALF)*, July.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

4.13.3 Air Quality

This section of the EIR analyzes the potential environmental effects on air quality in the City of Ontario from implementation of the Regional Reduction Plan. Data for this section were taken from the Ontario General Plan (2010), associated environmental documents (2009a and 2009b), the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (2012 AQMP), SCAQMD's CEQA Air Quality Handbook and online updates (accessed 2012), and SCAQMD air monitoring data. Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing air quality were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

The portion of the proposed project under jurisdiction of the City of Ontario is located within the South Coast Air Basin (Basin). The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. Climate change within the Basin is influenced by a wide range of emission sources, such as utility usage, heavy vehicular traffic, industry, and meteorology.

The annual average temperature varies little throughout the Basin, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The weather station nearest the site is in Pomona (ID No. 041779). The average low is reported at 38.6°F in January and the average high is 90.4°F in July. All areas in the Basin have recorded temperatures above 100°F in recent years. January is typically the coldest month in this area of the Basin, with minimum temperatures in the 30s.

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast with slightly heavier shower activity in the east and over the mountains. Rainfall averages around 16.95 inches per year in the project area.

Wind patterns across the south coastal region are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between periods of wind, periods of air stagnation may occur, both in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the Basin, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished. The mountain ranges surrounding the Basin affect the transport and diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the Basin generally ranges from fair to poor and is similar to air quality in most of coastal southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, there are two similarly distinct types of temperature inversions that control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the "mixing height." The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer and the generally good air quality in the winter in the project area.

Air Pollutants of Concern

Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. These are known as criteria air pollutants and are categorized into primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_X), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb) are primary air pollutants. VOC and NO_X are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and nitrogen dioxide (NO_2) are the principal secondary pollutants.

Presented below is a description of each of the primary and secondary criteria air pollutants and their known health effects. Other pollutants, such as carbon dioxide, a natural by-product of animal respiration that is also produced in the combustion process, have been linked to such phenomena as global warming (see Section 4.13.7 [Greenhouse Gas Emissions]).

Carbon monoxide (CO) is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (SCAQMD 2005).

Volatile organic compounds (VOC) are compounds comprised primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. VOCs are synonymous with reactive organic gases. Other sources of VOC include evaporative emissions associated with the use of paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by VOC, but rather by reactions of VOC to form secondary pollutants such as ozone (SCAQMD 2005).

Nitrogen oxides (NO_X) serve as integral participants in the process of photochemical smog production. The two major forms of NO_X are nitric oxide (NO) and nitrogen dioxide (NO_2). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO_2 is a reddish-brown irritating gas formed by the combination of NO and oxygen. NO_X acts as an acute respiratory irritant and increases susceptibility to respiratory pathogens (SCAQMD 2005).

NO_2 is a by-product of fuel combustion. The principal form of NO_2 produced by combustion is NO, but NO reacts with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X.

NO_2 acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO_2 is only potentially irritating. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 part per million (ppm). NO_2 absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of PM_{10}, $PM_{2.5}$, and ozone (SCAQMD 2005).

Sulfur dioxide (SO_2) is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. Fuel combustion is the primary source of SO_2. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. At lower concentrations and when combined with particulates, SO_2 may do greater harm by injuring lung tissue. A primary source of SO_2 emissions is high-sulfur-content coal. Gasoline and natural gas have very low sulfur content and hence do not release significant quantities of SO_2 (SCAQMD 2005).

Particulate matter (PM) consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized. Inhalable course particles, or PM_{10}, include the particulate matter with an aerodynamic diameter of 10 microns (i.e., 10 one-millionths of a meter or 0.0004 inch) or less. Inhalable fine particles, or $PM_{2.5}$, have an aerodynamic diameter of 2.5 microns (i.e., 2.5 one-millionths of a meter or 0.0001 inch) or less. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. However, wind action on arid landscapes also contributes substantially to local particulate loading. Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in those people who are naturally sensitive or susceptible to breathing problems (SCAQMD 2005). Diesel particulates are classified by the California Air Resources Board (ARB) as a carcinogen.

Fugitive dust primarily poses two public health and safety concerns. The first concern is that of respiratory problems attributable to the particulates suspended in the air. The second concern is that of motor vehicle accidents caused by reduced visibility during severe wind conditions. Fugitive dust may also cause significant property damage during strong windstorms by acting as an abrasive (much like sandblasting). Finally, fugitive dust can result in a nuisance factor due to the soiling of proximate structures and vehicles (SCAQMD 2005).

Ozone (O_3), or smog, is one of a number of substances called photochemical oxidants that are formed when VOC and NO_X (both by-products of the internal combustion engine) react with sunlight. O_3 is present in relatively high concentrations in the South Coast Air Basin (SCAB), and the damaging effects of photochemical smog are generally related to the concentrations of O_3. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Additionally, O_3 has been tied to crop damage, typically in the form of stunted growth and premature death. O_3 can also be a corrosive, resulting in property damage such as the degradation of rubber products (SCAQMD 2005).

Toxic Air Contaminants

The public's exposure to toxic air contaminants (TACs) is a significant environmental health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. The Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious

illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal Clean Air Act (42 United States Code Section 7412(b)) is a TAC. Under state law, the California Environmental Protection Agency (Cal/EPA), acting through the California ARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or to an increase in serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for California ARB to designate substances as TACs. Once a TAC is identified, California ARB adopts an "airborne toxics control measure" for sources that emit designated TACs. If there is a safe threshold for a substance (a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions. California ARB has, to date, established formal control measures for 11 TACs, all of which are identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the Air Toxics "Hot Spot" Information and Assessment Act of 1987. Under AB 2588, toxic air contaminant emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

Since the last update to the TAC list in December 1999, California ARB has designated 244 compounds as TACs (California ARB 1999). Additionally, the California ARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines.

In 1998, the California ARB identified particulate emissions from diesel-fueled engines (diesel PM) as a TAC. Previously, the individual chemical compounds in the diesel exhaust were considered as TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

In 2000, SCAQMD conducted a study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,400 in a million. The largest contributor to this risk was diesel exhaust, accounting for 71 percent of the air toxics risk. In 2008, the SCAQMD conducted its third update to their study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,200 in a million. The largest contributor to this risk was diesel exhaust, accounting for approximately 84 percent of the air toxics risk (SCAQMD 2008).

Existing Ambient Air Quality

Existing levels of ambient air quality and historical trends and projections in the vicinity of the project site and the City of Ontario are best documented by measurements made by the SCAQMD. The City is in the central portion of Source Receptor Area (SRA) 33 (San Bernardino Valley [Southwest San Bernardino Valley]). The SCAQMD air quality monitoring station in the SRA 33 that is closest to the City is the Ontario Monitoring Station. However, this station only monitors PM_{10} and $PM_{2.5}$. Consequently, data was supplemented from the Fontana-Arrow Highway Monitoring Station for SO_2, NO_2, and O_3 and the Upland Monitoring Station for CO. Data from these two stations are summarized in Table 4.13.3-1 (Ambient Air Quality Monitoring in the City of Ontario). The data show recurring violations of both the state and federal O_3 standards. The data also indicate that the area regularly exceeds the state PM_{10} and federal $PM_{2.5}$ standards. The CO, SO_2, and NO_2 standards have not been violated in the last 5 years at the stations. However, the area regularly exceeds the state PM_{10} and federal $PM_{2.5}$ standards.

Regulatory Framework

Federal

U.S. Environmental Protection Agency and the Federal Clean Air Act

The federal Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required the U.S. Environmental Protection Agency (USEPA) to establish National Ambient Air Quality Standards (NAAQS), with States retaining the option to adopt more stringent standards or to include other specific pollutants. These NAAQS standards are the levels of air quality considered safe, along with an adequate margin of safety to protect the public health and welfare. They are designed to protect those sensitive receptors most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The CAA Amendments dictate that states containing areas violating the NAAQS must revise their SIPs to include extra control measures to reduce air pollution. California's SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The SIP is periodically modified to reflect the latest emissions inventories, plans and rules and regulations of the various agencies with jurisdiction over the State's air basins. The USEPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

Table 4.13.3-1 Ambient Air Quality Monitoring in the City of Ontario

Pollutant/Standard	*Number of Days Air Quality Standards Were Exceeded per Year and Maximum Level of Concentrations in Each Year*				
	2007	*2008*	*2009*	*2010*	*2011*
Ozone (0_3)[a]					
State 1-Hour ≥ 0.09 ppm	40	55	45	28	39
State 8-Hour ≥ 0.07 ppm	60	82	65	55	53
Federal 8-Hour ≥ 0.075 ppm[b]	43	58	48	33	39
Maximum 1-Hour Average Concentration (ppm)	0.144	0.162	0.142	0.143	0.144
Maximum 8-Hour Average Concentration (ppm)	0.122	0.124	0.128	0.100	0.124
Carbon Monoxide (CO)[c]					
State/Federal 8-Hour > 9.0 ppm	0	0	0	0	0
Maximum 8-Hour Average Concentration (ppm)	1.7	1.6	1.5	1.8	1.3
Nitrogen Dioxide (NO_2)[a]					
State 1-Hour ≥ 0.18 ppm[d]	0	0	0	0	0
Maximum 1-Hour Average Concentration (ppm)	0.09	0.10	0.11	0.072	0.076
Sulfur Dioxide					
State 24-Hour ≥ 0.04 ppm	0	0	0	0	0
Federal-24 Hour ≥ 0.14 ppm	0	0	0	0	0
Maximum 24-Hour Average Concentration (ppm)		0.003	0.010	0.0066	0.012
Suspended Particulates (PM_{10})[e]					
State 24-Hour > 50 µg/m^3	14	15	13	3	3
Federal-24 Hour > 150 µg/m^3	0	0	0	0	0
Maximum 24-Hour Average Concentration (µg/m^3)	149	90	70	87	70
Fine Particulates ($PM_{2.5}$)[e]					
Federal-24 Hour ≥ 35 µg/m^3[f]	6	6	3	1	2
Maximum 24-Hour Average Concentration (µg/m^3)	72.8	54.2	46.4	46.1	52.9

SOURCE: SCAQMD, Ambient Air Quality Monitoring Data (obtained January 2012).
ppm = parts per million; µg/m^3 = micrograms per meter cubed
a. Data obtained from the Fontana-Arrow Highway Monitoring Station.
b. USEPA recently updated the 8-hour ozone standard from 0.8 ppm to 0.075 ppm.
c. Data obtained from the Upland Monitoring Station.
d. California ARB updated the state nitrogen dioxide standard in 2007 from 0.25 ppm to 0.18 ppm.
e. Data obtained from the Ontario Monitoring Station.
f. USEPA recently updated the 24-hour $PM_{2.5}$ standard from 65 µg/m^3 to 35 µg/m^3.

State

California Air Resources Board

The California ARB, a part of Cal/EPA, is responsible for the coordination and administration of both federal and State air pollution control programs within California. In this capacity, ARB conducts

research, sets State ambient air quality standards (California Ambient Air Quality Standards), compiles emission inventories, develops suggested control measures and provides oversight of local programs. ARB also establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints and barbecue lighter fluid) and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. ARB has primary responsibility for the development of California's SIP and works closely with the federal government and the local air districts.

Table 4.13.3-2 (State and Federal Ambient Air Quality Standards) shows the California Ambient Air Quality Standards and NAAQS for each of the criteria pollutants.

Table 4.13.3-2 State and Federal Ambient Air Quality Standards

Pollutant	*Averaging Time*	*California Standard*	*Federal Primary Standard*	*Major Sources*
Ozone (O_3)[a]	1 hour	0.09 ppm	—	Internal combustion engines, coatings, and solvents
	8 hours	0.070 ppm	0.075 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines
	8 hours	9 ppm	9 ppm	
Nitrogen Dioxide (NO_2)[b]	Annual Average	0.030 ppm	0.053 ppm	Internal combustion engines and industrial processes
	1 hour	0.18 ppm	—	
Sulfur Dioxide	Annual Average	—	0.03 ppm	Internal combustion engines, chemical plants, sulfur recovery, and metal processing
	1 hour	0.25 ppm	—	
	24-hours	0.04 ppm	0.14 ppm	
Suspended Particulates (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	—	Dust from agricultural and construction, combustion, natural activities
	24 hours	50 µg/m^3	150 µg/m^3	
Fine Particulates ($PM_{2.5}$)[c]	Annual Arithmetic Mean	12 µg/m^3	15 µg/m^3	Primarily from Internal combustion engines
	24 hours	—	35 µg/m^3	
Lead (Pb)	Monthly	1.5 µg/m^3	—	Lead smelters and lead battery manufacturing & recycling.
	Quarterly	—	1.5 µg/m^3	
Sulfates (SO_4)	24 hours	25 µg/m^3		Industrial processes

SOURCE: California ARB (2012).
ppm = parts per million; µg/m^3 = micrograms per meter cubed
a. USEPA recently updated the 8-hour ozone standard from 0.8 ppm to 0.075 ppm
b. California ARB updated the state nitrogen dioxide standard in 2007 from 0.25 ppm to 0.18 ppm
c. USEPA recently updated the 24-hour $PM_{2.5}$ standard from 65 µg/m^3 to 35 µg/m^3

Regional

Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) is a council of governments for Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. It is a regional planning agency and serves as a forum for regional issues relating to transportation, the economy, community development and the environment. Although SCAG is not an air quality management agency, it is

responsible for developing transportation, land use and energy conservation measures that affect air quality. SCAG's Regional Comprehensive Plan and Guide (RCPG) provide growth forecasts that are used in the development of air quality related land use and transportation control strategies by SCAQMD.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable

- Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM_{10}, $PM_{2.5}$, ultrafine), and carbon monoxide

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

South Coast Air Quality Management District

SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin, which includes the counties of Los Angeles, Riverside, San Bernardino, and Orange. In order to provide GHG emission guidance to the local jurisdictions within the Basin, the SCAQMD has organized a Working Group to develop GHG emissions analysis guidance and thresholds.

SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds in October 2008. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is the lead agency. SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project's total GHG emissions. The tiered approach defines projects that are exempt under CEQA and projects that are within the jurisdiction of and subject to the policies of a GHG Reduction Plan as less than significant.

Air Quality Management Plan

The SCAQMD and the SCAG are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the Basin. Once adopted, the AQMP becomes a portion of California's SIP describing the plan to bring the Basin into attainment with the NAAQS and California Ambient Air Quality Standards. The most recent plan is the 2012 AQMP adopted on December 7, 2012. The 2012 AQMP is designed to meet the state and federal Clean Air Act planning requirements and focuses on new federal ozone and $PM_{2.5}$standards. The 2012 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling including transportation

conformity budgets that show vehicle miles travelled (VMT) emissions offsets following the recent changes in USEPA requirements.

Table 4.13.3-3 (Attainment Status of Basin) shows the attainment status for criteria air pollutants in the Basin.

Table 4.13.3-3 Attainment Status of Basin

Pollutant	*State*	*Federal*
Ozone: 1-hour	Extreme Nonattainment	Extreme Nonattainment
Ozone: 8-hour	Extreme Nonattainment	Severe-1 Nonattainment
Carbon Dioxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO_2)	Attainment	Attainment/Maintenance
Sulfur Dioxide (SO_2)	Attainment	Attainment
Suspended Particulates (PM_{10})	Serious Nonattainment	Serious Nonattainment
Fine Particulates ($PM_{2.5}$)	Nonattainment	Nonattainment
Lead	Attainment	Attainment
Sulfates (SO_4)	Unclassified	Unclassified

SOURCE: California ARB (2012).

Local

Ontario General Plan

The Ontario General Plan policies that are applicable to air quality and air pollutant emissions[2] are as follows:

Policy ER4-1 *Land Use.* The City supports the reduction of GHG and other local pollutant emissions through compact, mixed-use, and transit-oriented development and development that improves the regional jobs/housing balance.

Policy ER4-2 *Sensitive Land Uses.* The City prohibits the future siting of sensitive land uses within the distances defined by the California Air Resources Board for specific source categories without sufficient mitigation.

Policy ER4-4 *Indoor Air Quality.* The City will comply with the State Green Building codes related to indoor air quality.

Policy ER4-5 *Transportation.* The City promotes mass transit and non-motorized mobility options (walking, biking) to reduce air pollutant emissions.

Policy ER4-6 *Particulate Matter.* The City supports efforts to reduce particulate matter to meet state and federal clean air standards.

Policy ER4-7 *Other Agency Collaboration.* The City collaborates with other agencies within the South Coast Air Basin to improve regional air quality at the emission source.

[2] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Policy ER4-8 *Tree Planting.* The City protects healthy trees within the City and the planting of new trees to increase carbon sequestration and help the regional/local air quality.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on air quality if it would do any of the following:

- Conflict with or obstruct implementation of the applicable air quality plan
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)
- Expose sensitive receptors to substantial pollutant concentrations
- Create objectionable odors affecting a substantial number of people

The SCAQMD has developed CEQA air pollutant thresholds for projects within the Basin. The SCAQMD thresholds of significance for air quality are shown in Table 4.13.3-4 (SCAQMD Thresholds of Significance).

Table 4.13.3-4 SCAQMD Thresholds of Significance

Pollutant	*Construction Phase*	*Operational Phase*
Volatile Organic Compounds (VOC; an ozone precursor)	75 lb/day	55 lb/day
Nitrogen Oxides (both NO_2 and NOx as an ozone precursor)	100 lb/day	55 lb/day
Sulfur Oxides (SO_X, both SO_2 and SO_4)	150 lb/day	150 lb/day
Carbon Monoxide (CO)	550 lb/day	550 lb/day
Suspended Particulates (PM_{10})	150 lb/day	150 lb/day
Fine Particulates ($PM_{2.5}$)	55 lb/day	55 lb/day

SOURCE: SCAQMD (2012).

In addition, SCAQMD's health related thresholds associated with toxic air contaminants are as follows:

- Emission of (or exposure to) carcinogenic toxic air contaminants that increase maximum cancer risk by 10 in one million
- Emission of (or exposure to) toxic air contaminants that increase the maximum hazard quotient by 1

Analytic Method

The impact analysis for the Regional Reduction Plan is based on the air quality emissions analysis in the Ontario General Plan EIR, and predicted air pollutant reductions that would be expected from implementation of the Regional Reduction Plan.

Effects Not Found to Be Significant

Threshold	Would the project conflict with or obstruct implementation of the applicable air quality plan?

The 2012 AQMP is the applicable air quality management plan for the region and is designed to meet the state and federal Clean Air Act planning requirements with a focus on new federal ozone and $PM_{2.5}$ standards. The 2012 AQMP incorporates significant new control strategies, including transportation conformity budgets that show vehicle miles travelled (VMT) emissions offsets following the recent changes in USEPA requirements.

The proposed project (Regional Reduction Plan) would implement measures within Ontario designed to increase energy efficiency and reduce vehicle miles traveled (VMT). While these reduction strategies were formulated to reduce greenhouse gases, they also act to improve overall air quality by reducing emissions of criteria pollutants.

The City will implement transportation measures to improve air quality. These include VMT reduction strategies such as Regional Reduction Plan reduction On-Road-6-from Version 3 tool (Adopt Land Use Patterns to Favor Transit-Oriented Development) and On-Road-3 ("Smart Bus Technologies"). Other reduction measures that relate to reduced vehicle emissions include a Transportation Demand Management (TDM) program that requires large employers and offers incentives to smaller employers to offer programs to employees that reduce employee commuter trips through ride-share and transit programs, telecommuting programs, and nonmotorized commutes to work.

The Regional Reduction Plan includes pedestrian and bicycle infrastructure planning for bikeways and pedestrian paths to be build that connect various land uses. A key benefit to the implementation of pedestrian and bicycle infrastructure within the City will be a reduction in traffic and improved air quality. Implementation of these measures through the Regional Reduction Plan would improve air quality by reducing vehicle-related air pollutant emissions through the reduction of VMT. In addition, energy efficiency measures to reduce electricity use and renewable energy generation will reduce both GHG emissions and air pollutants at power plants generating electricity in the region. Energy efficiency measures in the Regional Reduction Plan will also reduce natural gas combustion at residential, commercial, and industrial land uses within the City, which will reduce criteria air pollution locally. The implementation of the Regional Reduction Plan will further the goals of the Air Quality Management Plan for the Basin. Therefore, this impact is ***less than significant***. No mitigation is required.

Threshold	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Construction activities, such as building energy retrofits and grading or excavation activities, if required, for installation of energy-generating structures or bicycle/pedestrian paths and transit infrastructure, would result in temporary, short-term emissions of air pollutants. The primary source of NO_X, CO, and SO_X emissions is the operation of construction equipment. The primary sources of particulate matter (PM_{10} and $PM_{2.5}$) emissions include activities that disturb the soil, such as grading and excavation, road construction, and building demolition and construction.

SCAQMD Rule 403 requires Best Management Practices (BMPs) for fugitive dust control during construction and demolition activities. For areas of soil disturbance of 40 acres or more, a detailed Dust Control Plan outlining the BMPs is required as well as a daily log of construction activities, BMPs in use, and reports of any violations. Dust control BMPs include track-out control devices, wheel washing stations for equipment, onsite watering of all disturbed soils a minimum of twice a day, soil applications or ground cover for soil stockpiles, and halting grading and other soil disturbance and watering disturbed areas continously when ambient wind speeds exceed 25 miles per hour.

The primary source of VOC emissions is the application of architectural coating and off-gas emissions associated with asphalt paving. SCAQMD Rule 1113 limiting the VOC content of paints and solvents. Similar rules govern the VOC content of asphalt.

Because information regarding specific facilities and building details required to implement the Regional Reduction Plan reduction measures is not available, short-term construction emissions from these activities cannot be quantified. However, these temporary, short-term emissions would not be substantial, and would be offset by the operation of energy-efficiency retrofits, renewable energy project, pedestrian and bicycle paths and transit infrastructure that are part of the reduction measures in the Regional Reduction Plan that would result in an overall reduction in both GHG and criteria air pollutant emissions.

While we may not be able to quantify short-term construction emissions, impacts from these emissions will be reduced to less than significant through compliance with SCAQMD rules and regulations (including SCAQMD Rule 403) and applicable General Plan policies. Long-term emissions of criteria pollutants from operation of the energy efficiency measures, renewable energy generation, methane capture systems, water conservation measures, solid waste diversion programs, and the various transportation measures are better understood at a regional level. This is because of the level of commitment that the City of Ontario has chosen in implementing the reduction measures in the Regional Reduction Plan. Table 4.13.3-5 (City of Ontario Regional Emissions [lb/day]) compares the criteria pollutant emissions predicted in the Ontario General Plan with the predicted reductions in those emissions through implementation of the Regional Reduction Plan.

Table 4.13.3-5 City of Ontario Regional Emissions (lb/day)

Emission Sources	*VOC*	*NO_X*	*CO*	*SO_X*	*PM_{10}*	*$PM_{2.5}$*
Existing Land Use Emissions						
Transportation	11,667	9,544	39,820	198	1,552	1,537
Area Sources:						
Natural Gas	73	969	539	0	2	2
Hearth	7,253	626	20,114	56	3,119	3,003
Landscaping	263	17	1,468	0	4	4
Consumer Products	2,374					
Architectural Coatings	662					
Subtotal Area Sources	*10,363*	*1,595*	*20,653*	*56*	*3,121*	*3,005*
Total Existing Land Use Emissions	***22,030***	***11,138***	***60,473***	***254***	***4,674***	***4,542***
Ontario General Plan Emissions						
Transportation	29,625	27,819	111,058	582	4,557	4,512
Area Sources:						
Natural Gas	168	2,231	1,361	1	4	4
Hearth	16,323	1,317	45,243	127	7,015	6,753
Landscaping	271	3	276	1	1	1
Consumer Products	5,345					
Architectural Coatings	1,945					
Subtotal Area Sources	*23,781*	*3,548*	*46,604*	*127*	*7,019*	*6,757*
Total General Plan Emissions	***53,406***	***31,367***	***157,662***	***709***	***11,576***	***11,269***
Changes in Emissions with the Regional Reduction Plan[a]						
Transportation	-7,821	-7,344	-29,319	-153.6	-1,203	-1,191
Area Sources						
Natural Gas	-60.3	-800.9	-488.6	-0.3	-1.4	-1.4
Hearth	0	0	0	0	0	0
Landscaping	-10.0	-0.06	-5.3	0	-0.08	0
Consumer Products	0	0	0	0	0	0
Architectural Coatings	0	0	0	0	0	0
Subtotal Area Sources Changes	*-25.96*	*-212.005*	*-134.595*	*-0.095*	*-0.46*	*-0.38*
Total GHG Performance Standard[b]	-518.6	-304.3	-1,529	-6.9	-112.3	-109.3
Changes to Emissions Totals	***-8,366***	***-7,860***	***-30,983***	***-161***	***-1,316***	***-1,301***
Emission Comparison						
Net General Plan Emissions with implementation of the Regional Reduction Plan	45,040	23,507	126,679	548	10,260	9,968
Estimated Regional Reduction Plan Percent Reduction in Air Pollution	15.7%	25.1%	19.7%	22.7%	11.4%	11.5%
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**

Table 4.13.3-5 City of Ontario Regional Emissions (lb/day)

Emission Sources	*VOC*	*NO_X*	*CO*	*SO_X*	*PM_{10}*	*$PM_{2.5}$*
Is the General Plan Significant with Regional Reduction Plan Reductions?	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
Is the Regional Reduction Plan Significant?	No	No	No	No	No	No

lbs/day = pounds per day

a. Regional Reduction Plan reductions based on percentage reductions by sector (energy sector = natural gas, etc.).

b. GHG Performance Standard is not sector specific. Estimated reductions based upon expected reductions of totals for new development.

The proposed project (Regional Reduction Plan) will reduce anticipated criteria air pollutant emissions resulting from buildout of General Plan, but the net emissions from buildout of the General Plan are still over the SCAQMD Thresholds. This significant impact was addressed in the Ontario General Plan EIR. Impacts from the Regional Reduction Plan reduce criteria pollutants and benefit air quality in Ontario. Therefore, the impact for the proposed project is ***less than significant***. No mitigation is required.

Threshold	Would the project create objectionable odors affecting a substantial number of people?

Implementation of the Regional Reduction Plan will not create objectionable odors. Reduction measures in the Regional Reduction Plan selected by the City of Ontario related to methane collection systems at agricultural land uses such as dairies will reduce existing odors within these agricultural land uses by capturing and containing methane that currently escapes into the air as fugitive emissions and creates odors in the vicinity of these types of agricultural land uses. Therefore, this impact is ***less than significant***. No mitigation is required.

Project Impacts and Mitigation Measures

Threshold	Would the project expose sensitive receptors to substantial pollutant concentrations?

Impact 4.13.3-1 **The proposed project would expose sensitive receptors to substantial pollutant concentrations. This would be a potentially significant impact. Implementation of mitigation measure MM4.13.3-1 would reduce this impact to *less than significant*.**

As shown in Table 4.13.3-5, the Regional Reduction Plan will reduce criteria pollutant emissions within the City of Ontario. However, there is the potential to increase concentrations of air pollution within areas near transit stations as a result of the reduction measure On-Road Transportation-1 (Sustainable Communities Strategy [SCS]) in the Regional Reduction Plan. This is particularly true with transit-oriented development because emission sources such as diesel-engines pulling the Metrolink commuter train can be in close proximity to sensitive receptors such as residential land uses. Transit oriented development within the SCS encourages the increase in transit trains, which increases the concentrations of air pollutants including diesel particulate matter (DPM) within the neighborhoods of transit-oriented development.

The California ARB's Land Use and Air Quality: A Community Health Perspective (California ARB 2005) recommends setbacks of sensitive land uses such as residential from sources of DPM to reduce concentrations of air pollution within sensitive land uses down to background levels. The document recommends a setback of 500 feet from high traffic roadways and a setback of 1,000 feet from major service and maintenance rail yards. DPM emissions near transit stations are not as high as either of these uses. In particular, rail yards have much higher DPM concentrations than transit stations because of the idling "switch engines" working within the major service and maintenance rail yards. Therefore, a setback for residential and other sensitive land uses (day care, preschools, and elder care facilities) of at least 500 feet but no more than 1,000 feet from the rail line would sufficiently reduce concentrations of air pollutants down to background levels. In addition, to still be transit-oriented development, residential units within the transit-oriented development must be within 0.25 mile (1,320 feet) from the transit station.

To evaluate the California ARB recommended setbacks within the context of transit stations, dispersion modeling was conducted using the USEPA Screen3 dispersion model to predict the DPM emissions concentrations and associated health risks at 500 feet, 1,000 feet, and 1,320 feet from the locomotive engine pulling the Metrolink commuter train. Currently, 20 trains per day stop at the Ontario Metrolink Station with an average wait time of 3 minutes per stop. Table 4.13.3-6 (DPM Concentrations and Health Impacts) shows the results of the predicted concentration of DPM and associated health risks.

Table 4.13.3-6 DPM Concentrations and Health Impacts

Distance from Tracks	*DPM Concentration (µg/m³)*	*Cancer Risk*	*Hazard Quotient*	*Significant?*
500 feet	0.00462	1.47	0.00092	No
1,000 feet	0.00237	0.75	0.00047	No
1,320 feet	0.00219	0.70	0.00044	No
SCAQMD Thresholds		10	1	

SOURCE: SCAQMD (2012).

Dispersion modeling predicts that sensitive land uses can be safely placed within transit-oriented development near the Metrolink Station if those sensitive land uses are at least 500 feet from the rail lines. It is hoped that the SCS and associated transit-oriented development will increase ridership of the Metrolink trains by two to three times the current run schedule, but that level of activity would only occur if ridership warrants it. Table 4.13.3-6 shows that activity levels on the rail line would have to increase seven fold before the SCAQMD recommended threshold is reached for cancer risk at a distance of 500 feet. Therefore, the 500-foot setback will reduce impacts associated with exposure to substantial concentrations of air pollutants. Note that this mitigation does not affect transit-oriented development built around the Omnitrans Smart Bus system or future light-rail systems because they are natural gas or electric engines. These types of transit do not cause high concentrations of air pollutants near the transit stations. Therefore, the following mitigation measure is needed to reduce this potential impact to less than significant:

MM4.13.3-1 *Transit-oriented development near the Metrolink Stations shall set back all sensitive land uses (residential, daycare facilities, schools, preschools, and eldercare facilities) at least 500 feet from the*

nearest rail yard to reduce concentrations of air pollution, to acceptable levels. As an alternative to the setback, an air toxics health risk assessment of sensitive land uses should be completed demonstrating that sensitive land uses closer than 500 feet from the nearest rail yard will not result in a cancer risk of 10 in a million, and a non-cancer health risk of 1 on the health hazard index. The methodology of the health risk analysis must follow the protocols found on the Office of Environmental Hazards Assessment (OEHHA) website: http://www.oehha.ca.gov/.

Implementation of mitigation measure MM4.13.3-1 would reduce this impact to ***less than significant***.

Cumulative Impacts

Threshold	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

As shown in Table 4.13.3-5, the Regional Reduction Plan will reduce criteria pollutant emissions within the City of Ontario. Regionally, additional air pollutant reductions will take place at power plants due to reductions in electrical demand and increases in renewable energy generation. Therefore, the Regional Reduction Plan will have a cumulatively net reduction in criteria air pollutants. However, this environmental benefit does not reduce air pollutants enough to cause buildout of the General Plan to be less than cumulatively considerable. Therefore, the net emissions resulting from the General Plan with implementation of the Regional Reduction Plan reductions is still a Cumulatively Considerable contribution to criteria air pollutants for which the Basin is in nonattainment (ozone, suspended particulates, and fine particulates). This significant impact of the General Plan was identified in the Ontario General Plan EIR.

However, because implementation of the Regional Reduction Plan has a net reduction in air pollution, the cumulative impact would be ***less than significant***. No mitigation is required.

References

California Air Pollution Control Officers Association (CAPCOA). 2010. *Quantifying Greenhouse Gas Mitigation Measures*, August.

California Air Resources Board (California ARB). 1999. *Final Staff Report: Update to the Toxic Air Contaminant List*.

———. 2005. *Air Quality and Land Use Handbook—A Community Health Perspective*, April.

———. 2010. *Proposed SB 375 Greenhouse Gas Targets: Documentation of the Resulting Emission Reductions based on MPO Data*, August 9.

———. 2012. *2011 EMFAC-LDV Computer Model*, September 17.

Office of Environmental Health Hazard Assessment (OEHHA). 2003. *Air Toxics Hot Spots Program Risk Assessment Guidelines, The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*, October.

Ontario, City of. 2009a. *The Ontario General Plan Final Environmental Impact Report*, July.

———. 2009b. *The Ontario General Plan Re-circulated Portions of the Environmental Impact Report*, November.

———. 2010. *The Ontario General Plan*, January 27.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

South Coast Air Quality Management District (SCAQMD). 2003. *CEQA Air Quality Handbook*, April.

———. 2005. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, May.

———. 2006. *Final Methodology to Calculate PM2.5 and PM2.5 Significance Thresholds*, October.

———. 2008. *Rule 445: Wood Burning Devices*, March 7.

———. 2012a. *Air Quality Monitoring*, November.

———. 2012b. *Final 2012 Air Quality Management Plan*, December.

Southern California Association of Governments (SCAG). 2004. *Southern California Compass Growth Visioning*.

———. 2009. *2008 Regional Comprehensive Plan*.

———. 2012. *Regional Transportation Plan/SCS*, April.

United States Environmental Protection Agency (USEPA). 1985. *AP-42: Compilation of Air Pollutant Emission Factors*. Fourth Edition, September.

4.13.4 Biological Resources

This section of the EIR analyzes the potential environmental effects on biological resources in the City of Ontario from implementation of the Regional Reduction Plan. Data for this section were taken from the Ontario General Plan (2010), associated environmental documents (2009a and 2009b), the Biological Resources Report for the City of Ontario General Plan Update and Environmental Impact Report (October 2006), and the Ontario Sphere of Influence General Plan Amendment (January 1998). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing biological resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

As set forth in CEQA Guidelines Section 15125(a) this section describes the physical environmental conditions in the City at the time the environmental analysis commenced. It constitutes the baseline physical conditions by which the Lead Agency and the City of Ontario will determine whether Biological Resources impact is significant.

Existing Habitats and Vegetation Communities within the City of Ontario

Remnants of native habitats and vegetation communities are virtually absent throughout Ontario. The Original Model Colony (OMC) area, the part of the City north of Riverside Drive, consists primarily of structures and paved surfaces and supports very little vegetation. At one time, the developed OMC portion of the City was a major agricultural area. Native alluvial sage scrub was removed from the region in the late 1800s and early 1900s for vineyards and other forms of cultivation, including citrus groves and field crops. However, agricultural uses in the OMC have been replaced by urban land uses. The plants that are present—turf, weeds, nonnative grasses, and nonnative trees and plants used for landscaping—have limited biological resource value. Recent biological assessments for development projects in the OMC, including the Pacific Gateway Cargo Center, Tessier Work/Live Project, and Ontario Downtown Civic Center Project, found no sensitive natural communities, riparian habitat, or sensitive plant or animal species on the developed and/or highly disturbed project sites.

Historically, the NMC area, the portion of the City south of Riverside Drive, was probably dominated by Riversidean sage scrub, a form of coastal sage scrub found on alluvial fans and drainages along the base of the Transverse and Peninsular ranges. Due to the long-standing agricultural use, the NMC area supports little native vegetation. The Cucamonga and Deer Creeks also once supported riparian vegetation; however, these drainages are now completely channelized where they traverse the City (Envicom 1997).

Currently, dairy and poultry farms, pasture, crop land, and remnant vineyards make up the majority of the land uses in the NMC area. The agricultural areas contain mounds of debris, including manure, in piles overlying the native soils. Residential, commercial, industrial, and institutional uses are also scattered throughout the area. Although the NMC has been extensively altered from natural conditions to primarily agricultural use, the land still provides foraging and breeding habitat for a variety of common

and sensitive wildlife species. In particular, windrows and surface water areas, such as agricultural ponds, water impoundments, and drainage channels, provide habitat for migratory birds, including raptors.

While native terrestrial vegetation communities are not present in the City, there are four nonnative vegetation communities, known as vegetation associations, primarily in the NMC (see Figure 4.13.4-1 [Vegetation Associations and Land Cover]):

- Surface water areas
- Flood control channel areas
- Agricultural fields
- Developed areas

Surface Water Areas

Open water bodies in the OMC include detention basins, man-made lakes associated with Guasti-Cucamonga Park and golf courses, and concrete-lined drainages that frequently contain surface water. Water bodies in the NMC include ponds associated with dairy and poultry operations (state-mandated dairy manure water retention basins that serve as runoff collection/water treatment ponds), livestock-water ponds, and freshwater irrigation ponds. Most fallow fields accumulate surface waters in ponds or ditches. The portions of the Cucamonga and Deer Creek channels that traverse the NMC also frequently contain surface water and are concrete-lined drainages. Perennially wet ponds can support native shrubs and trees typical of riparian habitats, including mulefat (*Baccharis salicifolia*) and willow (*Salix* spp.).

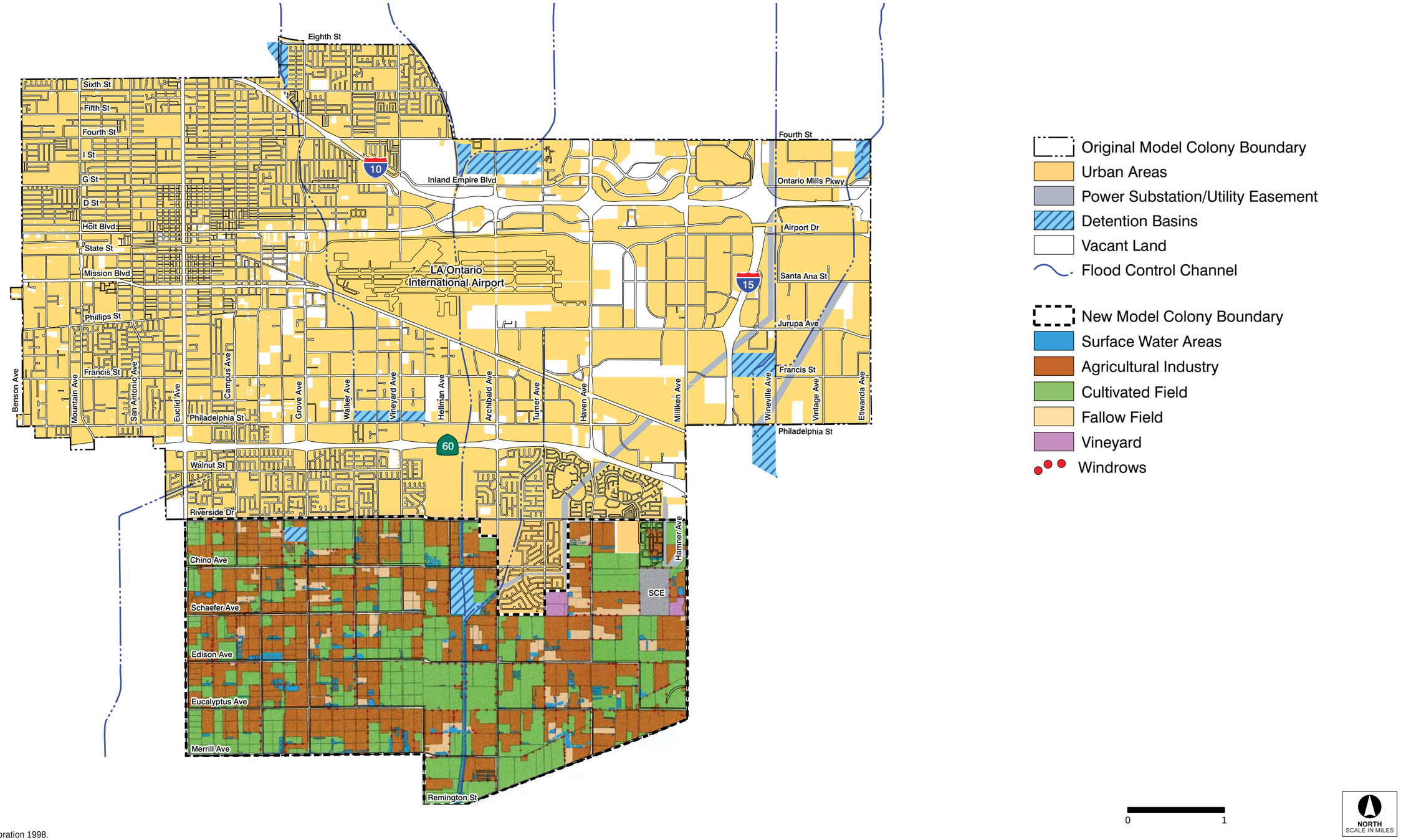
Flood Control Channels

Flood control channels occur throughout the City and are described above. Vegetation, if present at all within these areas, is limited to aquatic species, including pondweed (*Potamegeton* spp.), common water nymph (*Najas guadelupensis*), and hornwort (*Ceratophyllum demersum*). Hydrophytes (plants that are able to live either in water or in very moist soils), including cattail (*Typha* spp.), sedge (*Cyperus* spp.), and rush (*Juncus* spp.) occasionally emerge in areas along the flood control channel where sediment accumulates and ponding occurs.

Agricultural Fields

Four types of agricultural fields are present in City.

- Agricultural Industry includes feedlots, cattle holding pens, dairy and poultry operations, and equestrian activities. These areas are typically devoid of vegetation due to the continuous presence of domesticated animals such as cattle, horses, and chickens, and due to intensive disturbance from farming or other human activities.
- Fallow Fields develop characteristic ruderal vegetation, including nonnative grasses and forbs (herbaceous plants other than grasses and sedges) such as black mustard (*Brassica nigra*), lambs quarters (*Chenopodium album*), Russian thistle (*Salsola tragus*), puncture vine (*Tribulus terrestris*), cheeseweed (*Malva parviflora*), stinging nettle (*Urtica dioica*), common sunflower (*Helianthus annuus*), prickly lettuce (*Lactuca serriola*), wild radish (*Raphanus sativus*), London rocket (*Sisymbrium irio*),



Source: Envicom Corporation 1998.

Figure 4.13.4-1

Vegetation Associations and Land Cover

ATKINS

tumbleweeds (*Amaranthus* spp.), sow-thistle (*Sonchus oleraceus*), dock (*Rumex* spp.), and other introduced grasses such as bromes (*Bromus* spp.), wild oats (*Avena* spp.), barleys (*Hordeum* spp.), and Bermuda grass (*Cynodon dactylon*). Native species can also be present in ruderal areas, including sandbur (*Ambrosia acanthicarpa*), horseweed (*Conyza canadensis*), jimsonweed (*Datura wrightii*), and spurge (*Camaesyce* sp.).

- Vineyards were formerly extensive, but are currently limited to two parcels in the southeastern portion of the NMC.
- Windrows of trees are the tallest vegetation in the agricultural fields and are prevalent along internal roadways in areas designated as agricultural industry and cultivated fields. The most common windrow tree is blue gum (*Eucalyptus globulus*), although other species are used, including olive (*Olea europaea*), pine (*Pinus* spp.), salt cedar (*Tamarix aphylla*), and cypress (*Cupressus* spp.). These species and other trees, including ash (*Fraxinus* spp.), mulberry (*Morus* spp.), and various landscape and fruit trees, are found in residential yards and dairy frontages.

Developed Areas

Developed areas contain structures, asphalt/concrete paved areas, residences, commercial and industrial buildings, schools, roadways and infrastructure (including SCE transmission corridors), the power substation, barren ground, and ornamental vegetation. These areas support very limited amounts of vegetation. Vegetation that is present typically consists of nonnative ornamental species planted for their aesthetic and utilitarian values.

Wildlife

Ontario has been extensively altered from natural conditions by urbanization of the northern portion and intensive agriculture and dairy production in the southern portion. Native habitat is virtually absent in the OMC. Common wildlife species, particularly birds and mammals, utilize trees throughout the City and may be found in the scattered, undeveloped, vacant parcels. Domestic dog (*Canis familiaris*) and cat (*Felis catus*), Norway rat (*Rattus norvegicus*), and house mouse (*Mus musculus*) are also common in urbanized areas. Birds such as raptors may forage in the area and use trees to roost and nest. Migratory birds may also use detention basins and flood control channels where open water is present. Species previously found within the OMC area include hawks, quail, roadrunners, owls, hummingbirds, thrashers, sparrows, finches, wrens, warblers, woodpeckers, opossums, weasels, coyotes, rabbits, mice, gophers, squirrels, skunks, toads, frogs, salamanders, king snakes, lizards, whipsnakes, rattlesnakes, and gopher snakes.

The NMC area supports a diversity of wildlife that persists in agricultural areas despite the lack of native habitat. The absence of dense urbanization provides open spaces that may still support native wildlife species, especially birds. These agricultural habitats may be open water, agricultural fields, windrows, or dairy operations/residences. Virtually all the land is subject to changing patterns of grazing, agriculture, and related operations. While these habitats would not be classified as native or natural, as they are intensively managed for agricultural purposes, they still provide value for wildlife in a region characterized by rapid urban growth.

The relatively flat topography of the agricultural areas contributes to the accumulation of standing water throughout the NMC in dairy runoff retention ponds and low spots that collect surface runoff, stormwater, and floodwaters. Other water bodies—flood control channels, detention basins, and

creeks—attract numerous birds. Migratory and resident bird species use the open water and shorelines for food, protection from predators, and shelter. Large impounds at the confluence of Cucamonga and Deer Creeks support large concentrations of wintering bird species. Windrows provide important perching and nesting sites for raptors. The agricultural fields include areas of open fields that may be covered with crops, grazed by cattle, left fallow, or disked.

Wildlife that has been observed and/or is expected to occur in the NMC area is discussed below. Sensitive wildlife species are also included in Table 4.13.4-2 and are discussed separately.

Amphibians

Amphibians require moisture for at least a portion of their life cycle and many require standing or flowing water for breeding. Amphibians are expected to be uncommon in open fields, but more likely to be in the numerous wet areas and standing waters in the NMC. However, few species are expected, due to the lack of vegetation around most open water, frequent disturbance, and the often poor quality of surface water resulting from agricultural practices.

Reptiles

Reptile diversity and abundance typically varies with vegetation association type and character. Many species will forage in a variety of habitat types. Due to the history of land use in the NMC, the number of reptile species is expected to be low.

Birds

The open water area s of dairy runoff retention ponds, reservoirs, drainages, and low areas subject to flooding are the preferred locations for migratory birds in the NMC. Areas of open water that accumulate in the agricultural fields also attract wading birds that forage on small animals that concentrate in the wet areas. Notable open water areas include the holding ponds adjacent to the Cucamonga and Deer Creeks' confluence and the larger stock and flood control ponds scattered throughout the NMC.

The 1996 Envicom surveys found 49 species in the NMC areas. Nearly half (21 species) were found in open water and wet areas. Numerous raptor species are attracted to windrows, including red-tailed hawk (*Buteo jamaicensis*), American kestrel (*Falco spaverius*), and white-tailed kite (*Elanus leucurus*) (EIP 1999). Raptors use agricultural fields as foraging habitat, where small rodents or birds are most likely to be visible. The raptors may perch on trees in windrows, and on utilities poles and transmission lines overlooking open fields or may soar over the fields to forage. In open fields, ferruginous hawks (*Buteo regalis*) may roost on the ground where vegetation is low.

Several other bird species observed in open and wet fields include cattle egret (*Bubulcus ibis*), white-faced ibis (*Plegadis chihi*), American crow (*Corvus brachyrhunchos*), western meadowlark (*Sturnella neglecta*), redwinged blackbird (*Aegilaius phoeniceus*), brown-headed cowbird (*Molothrus ater*), and savannah sparrow (*Passerculus sandwichensis*). Nonnative and common species observed around areas with structures, human activity, and livestock include house sparrow (*Passer domesticus*), rock dove (*Colombia livia*), European starling (*Sturnus vulgaris*), and domestic chicken (*Gallus domesticus*). Less common species include house finch (*Carpodacus mexicanus*) and Brewer's blackbird (*Euphagus cyanocephalus*).

Mammals

Agricultural fields also provide habitat for various small mammals such as mice (several species) and California ground squirrels (*Spermophilus beecheyi beecheyi*). Mammals observed during biological monitoring for the NMC General Plan Amendment include Virginia opossum (*Didelphis virginiana*), California ground squirrel, raccoon (*Procyon lotor*), and striped skunk (*Mephitis mephitis*). Some of these mammals particularly raccoon and opossum, may use the trees in the windrows. Common bat species have not been observed in surveys, but are also expected to use the trees. Nonnative mammal species expected in the area include domestic dog and cat, cattle/domestic cow (*Bos taurus*), horse (*Equus caballus*) and other livestock. Norway rat and house mouse feed on grains, produce, and garbage and are common near agricultural facilities and urban uses.

Sensitive Biological Resources

Sensitive biological resources include vegetation types and habitats that are either unique, of relatively limited distribution in a region, or of particularly high value to wildlife. These resources include a variety of plant and animal species that are specialized and endemic to a particular habitat type. Due to loss of habitat, some of these species have been designated by federal and state government resource agencies as threatened or endangered. Species listed as threatened are those whose numbers have dropped to such low levels and/or whose populations are so isolated that the continuation of the species could be jeopardized. Endangered species are those with such limited numbers or subject to such extreme circumstances that they are considered in imminent danger of extinction.

Other government agencies and resource organizations also identify sensitive species, those that are naturally rare and that have been locally depleted and put at risk by human activities. While not in imminent danger of jeopardy or extinction, sensitive species are considered vulnerable and can become candidates for future listing as threatened or endangered. These include plants identified as sensitive by the California Native Plant Society (CNPS), wildlife considered as species of special concern, special animals, or fully protected species in California.

Sensitive Natural Communities

The City of Ontario comprises portions of four CNDDB quadrangles: Ontario, Guasti, Corona North, and Prado Dam. There are a total of six sensitive natural communities listed in the CNDDB as occurring within these four quadrangles: California walnut woodland, Riversidean alluvial fan sage scrub, Southern California arroyo chub/Santa Ana sucker stream, southern cottonwood willow riparian forest, southern sycamore alder riparian forest, and southern willow scrub (CDFW 2006; CDFW 2008). Surface water areas can support native trees and shrubs such as mulefat and willow. Willow species have been reported in southern cottonwood willow riparian forest, southern sycamore alder riparian forest, and southern willow scrub; and mulefat has been reported in southern cottonwood willow riparian forest and southern sycamore alder riparian forest (CDFW 2008). Therefore, surface water areas are considered sensitive natural communities. Such areas in the City include detention basins and other man-made lakes including those in golf courses, dairy manure water retention ponds, livestock watering ponds, and irrigation ponds.

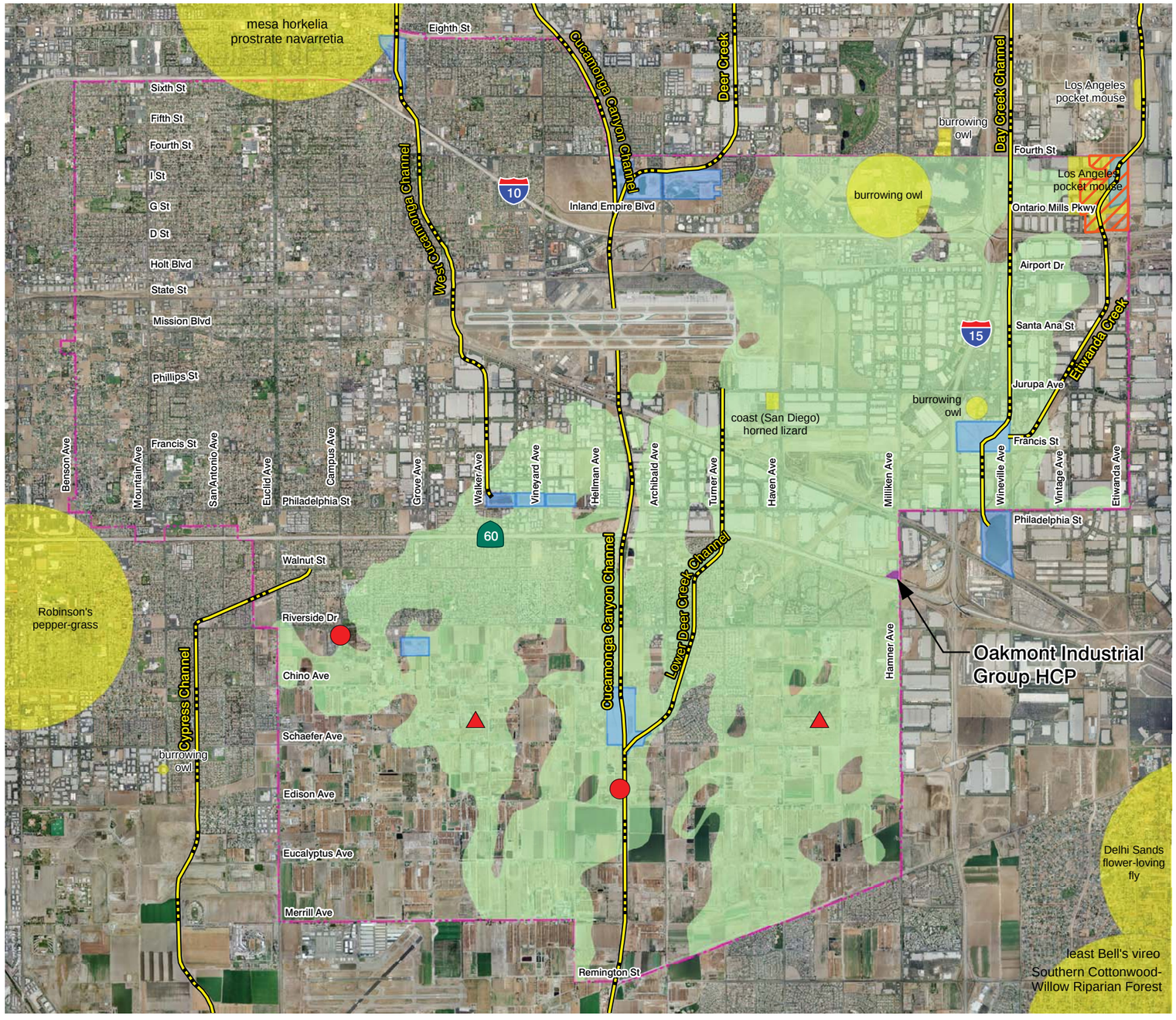
Sensitive Plants

No sensitive plant species have been observed in the City of Ontario since 1992. The CNDDB and CNPS reports for the Ontario and Guasti quadrangles identified known occurrences of several sensitive plant species (see Table 4.13.4-1 [Sensitive Plant Species Known or Potentially Occurring in the City of Ontario]). Of these recorded occurrences, mesa horkelia (*Horkelia cuneata* ssp. *puberula*), prostrate navarretia (*Navarretia prostrata*) and Robinson's pepper grass (*Lepidium virginicum* var. *robinsonii*) were observed just within or immediately adjacent to the City (see Figure 4.13.4-2 [Areas of Potential Occurrence of Sensitive Species]). However, these recorded occurrences were all prior to 1992 and the majority of sightings or collections were prior to 1937. These species have most likely been eliminated due to substantial development in the area subsequent to the sightings. No federal or state-listed plant species are known or expected to occur. The potential for sensitive plant species to occur within the City is low due to the absence of suitable habitat, high levels of development, and history of land alteration and disturbance by agricultural activities.

Table 4.13.4-1 Sensitive Plant Species Known or Potentially Occurring in the City of Ontario

Scientific Name	*Common Name*	*Habitat*	*Federal/State Listing Status*	*CNPS Designation*	*Potential to Occur*
Calochortus plummerae	Plummer's mariposa lily	Coastal scrub, chaparral, valley and foothill grassland, woodland, lower montane coniferous forest. Occurs on rocky and sandy sites, usually of granitic or alluvial material.	None/None	1B	Low. No suitable habitat
Horkelia cuneata ssp. *puberula*	Mesa horkelia	Chaparral, woodland, coastal scrub. Occurs on sand or gravelly sites.	None/None	1B	Low. No suitable habitat
Lepidium virginicum var. *robinsonii*	Robinson's pepper-grass	Chaparral, coastal scrub. Occurs in dry soils, shrubland.	None/None	1B	Low. No suitable habitat
Narvarretia prostrata	Prostrate navarretia	Coastal scrub, valley and foothill grassland, vernal pools. Occurs on alkaline soils in grassland, or vernal pools.	None/None	2	Low. No suitable habitat
Sidalcea neomexicana	Salt spring checkerbloom	Alkali playas, brackish marshes, chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub.	None/None	1B	Low. No suitable habitat
Symphyotrichum defoliatum	San Bernardino aster	Meadows and seeps, marshes and swamps, coastal scrub, woodland, lower montane coniferous forest, grassland. Occurs in moderately moist grassland, or near ditches streams, springs, and disturbed areas.	None/None	1B	Low. No suitable habitat

SOURCES: CDFW, California Natural Diversity Database; California Native Plant Society, On-line Inventory.
1B = Plants considered by CNPS to be rare or endangered in California and elsewhere.
2 = Plants considered by CNPS to be rare, threatened, or endangered in California, but that are more common elsewhere.



San Bernardino Kangaroo Rat Critical Habitat

Delhi Sands Flower-Loving Fly - Ontario Recovery Unit

Oakmont Industrial Group Habitat Conservation Plan for Protection of Delhi Sands Flower-Loving Fly

California Natural Diversity Database Occurrences (Ontario and Guasti Quadrangles)

Detention Basins

Channels

Burrowing Owl Burrow*

Peregrine Falcon*

Source: USFWS 1997 and 2002, CDFG 2006.
*Observed (Envicom 1999)

0 1

NORTH
SCALE IN MILES

Figure 4.13.4-2
Areas of Potential Occurrence of Sensitive Species

ATKINS

Sensitive Wildlife

Several sensitive wildlife species have been recorded or are expected to occur in the City, mostly in the NMC. Several species have also been observed in biological surveys for other proposed projects. The sensitive wildlife species listed in Table 4.13.4-2 (Sensitive Wildlife Species Known or Potentially Occurring in the City of Ontario) were identified in the CNDDB reports for the Ontario and Guasti quadrangles (CDFW 2006), or in other previous biological reports. Several migrant raptor species that may potentially fly over, forage, or roost in the planning area are also included.

Species with designated critical habitat (discussed below) within the City boundaries are included. Three species (one insect, one bird, and one mammal) are federally listed as endangered or threatened. Three bird species are state-listed as threatened or endangered. The remaining species are listed as state species of special concern, listed by other agencies or organizations as sensitive, or were included in the CNDDB because they are considered rare or sensitive and their conservation status may be of concern. The federal- and state-listed wildlife species are described in detail following the table.

Table 4.13.4-2 Sensitive Wildlife Species Known or Potentially Occurring in the City of Ontario

Scientific Name	*Common Name*	*Habitat*	*Federal/State Listing Status*	*Other Designation*	*Potential to Occur*
Insects					
Rhaphiomidas terminates abdominalis	Delhi Sands flower-loving fly	Wholly or partially consolidated dunes (Delhi soils series), open sand. Fine, sandy soils with sparse vegetation cover of California buckwheat, croton, deerweed, and evening primrose	FE/None	None	Low. Limited potential for occurrence. Delhi Sands built on and/or highly disturbed.
Amphibians					
Spea (*Scaphiopus*) *hammondi*	Western spadefoot toad	Seasonal pools in coastal sage scrub, chaparral, and grasslands.	None/None	CSC/BLM	Low. Limited to no suitable habitat. Expected only rarely
Reptiles					
Anniella pulchra pulchra	Silvery (California) legless lizard	Coastal dune, valley-foothill, chaparral, coastal sage scrub, oak woodland, and pine forests. Alluvial areas, sandy washes, a variety of woodland habitats, and potentially some agricultural areas. Prefers loose sandy soils associated with drainages and valley bottoms.	None/None	CSC/FS	Low. Limited to no suitable habitat. Expected only rarely
Aspidoscelis tigris stejnegeri (*Cnemidophorus tigris multiscutatus*)	Coastal (western) whiptail	Open, often rocky areas with little vegetation or sunny microhabitats within shrub or grassland associations	None/None	CSC	Low. Limited to no suitable habitat. Expected only rarely

Table 4.13.4-2 Sensitive Wildlife Species Known or Potentially Occurring in the City of Ontario

Scientific Name	*Common Name*	*Habitat*	*Federal/State Listing Status*	*Other Designation*	*Potential to Occur*
Didophus punctatus modestus	San Bernardino ringneck snake	Chaparral, coastal sage scrub, grasslands, riparian, and woodlands	None/None	None/FS	Low. Limited to no suitable habitat. Expected only rarely
Emys (*Clemmys*) *marmorata pallida*	southwestern (western) pond turtle	Slow-moving permanent or intermittent streams, small ponds and lakes, reservoirs, gravel pits, permanent and ephemeral shallow wetlands, stock ponds and treatment lagoons. Abundant basking sites and cover necessary.	None/None	CSC/FS/ BLM	Low. Limited to no suitable habitat. Expected only rarely[a]
Phrynosoma coronatum (*blainvillii population*)	coast (San Diego) horned lizard	Open areas of sandy soil with coastal sage scrub, chaparral, grassland, riparian, and washes and watercourses	None/None	CSC/FS	Low. Limited to no suitable habitat. Expected only rarely[b]
Salvadora hexalepis virgultea	Coast (western) patch-nosed snake	Desert scrub, coastal chaparral, washes, sandy flats, and rocky areas. Broad generalist in its habitat requirements	None/None	CSC	Low. Limited to no suitable habitat. Expected only rarely
Birds					
Accipiter cooperi (nesting)[c]	Cooper's hawk	Oak and riparian woodlands, windrows, open fields. Known to use urban areas occupying trees among residential/commercial uses.	None/None	CSC	Moderate. Suitable foraging, limited suitable nesting habitat. Expected occasionally. Observed.
Accipiter striatus (nesting)	Sharp-shinned hawk	Variety of residential, chaparral, grassland, sage scrub, crop land, riparian, and oak woodland, windrows, open fields.	None/None	CSC	High. Suitable foraging habitat. Uncommon winter visitor. Observed.
Agelaius tricolor	Tricolored blackbird	Marshes and grasslands. Breeding colonies require nearby water, nesting substrate, and open range foraging habitat of natural grassland, woodland, or agricultural cropland.	None/None	CSC/BCC/ BLM	High for foraging. Suitable foraging habitat. Low for nesting. Limited suitable nesting habitat. Observed.
Aquila chrysaetos	Golden eagle[d]	Grasslands, brushlands, deserts, oak savannas, open coniferous forests and montane valleys. Nests rock outcrops and ledges.	None/None	CSC/SFP/ BCC/BLM/FS	Low. Potential for foraging. None for nesting.
Ardea alba (*Casmerodius albus*) (rookery)	Great egret	Wet areas, fields, margins of open water.	None/None	SA/FS	Moderate to High. Fairly common resident. Observed.

Table 4.13.4-2 Sensitive Wildlife Species Known or Potentially Occurring in the City of Ontario

Scientific Name	*Common Name*	*Habitat*	*Federal/State Listing Status*	*Other Designation*	*Potential to Occur*
Ardea Herodias (rookery)	Great blue heron	Wet areas, fields, margins of open water.	None/None	SA/FS	Moderate to High. Fairly common resident. Observed.
Athene (*Speotyto*) *cunicularia hypuaea*	Burrowing owl	Shortgrass prairies, grasslands lowland scrub, agricultural lands, coastal dunes, desert floors, and some artificial open areas. Uses abandoned ground squirrel burrows and artificial structures such as berms, culverts, and underpasses.	None/None	CSC/BCC/ BLM/FS	Low to Moderate. Suitable foraging and nesting habitat. Observed.
Buteo regalis (wintering)	Ferruginous hawk	Grasslands and other open terrain of the plains and foothills. Wintering species. Primarily open fields with low vegetation	None/None	CSC/BCC/ BLM	Moderate. Suitable foraging, limited nesting habitat. Expected occasionally. Observed.
Buteo swainsoni (nesting)	Swainson's hawk	Grasslands and other open terrain	None/ST	FS/BCC	Low. Potential for foraging. None for nesting. Expected only rarely.
Charadrius montanus	Mountain plover	Dry upland prairies and plains, semi-desert, bare dirt fields.	None/None	CSC/BCC	Low. Limited suitable foraging habitat. Expected only rarely. Observed.
Circus cyaneus (nesting)	Northern harrier	Grasslands and other open terrain. Soars over open fields, low perches.	None/None	CSC	Low. Suitable foraging, limited nesting habitat. Expected only rarely. Observed.
Coccyzus americanus occidentalis	Western yellow-billed cuckoo	Riparian. Uncommon to rare summer resident of valley foothill and desert riparian habitats	FC/SE	None/BCC/ FS	Low. No suitable habitat. Not expected.
Egretta thula (rookery)	Snowy egret	Wet areas, fields, margins of open water.	None/None	SA	Moderate to high. Fairly common resident. Observed.
Elanus leucurus (nesting)	White-tailed kite	Open woodlands and grasslands, windrows. Hovers over open fields.	None/None	None/SFP	Moderate. Suitable foraging, limited nesting habitat. Expected occasionally. Observed.
Eremophila alpestris actia	California horned lark	Variety of open habitats, usually where trees and large shrubs are absent.	None/None	CSC	Low. Uncommon resident.

Table 4.13.4-2 Sensitive Wildlife Species Known or Potentially Occurring in the City of Ontario

Scientific Name	*Common Name*	*Habitat*	*Federal/State Listing Status*	*Other Designation*	*Potential to Occur*
Falco columbarius (wintering)	merlin	Grasslands, coastal sage scrub and estuaries, windrows, open fields.	None/None	CSC	Low. Suitable foraging habitat, no nesting habitat. Expected only rarely. Winter visitor. Observed.
Falco mexicanus (nesting)	Prairie falcon	Grasslands, coastal sage scrub, and estuaries.	None/None	CSC/BCC	Low. Potential habitat for foraging, none for nesting. Expected only rarely. Winter visitor. Observed
Falco peregrines anatum (nesting)	Peregrine falcon	Estuaries, wetlands, and coastal bluffs. Breeding habitat in high cliffs along the coast.	Delisted/SE	None/BCC/SFP	Low. Suitable foraging, no nesting habitat. Observed.
Lanius ludovicianus	Loggerhead shrike	Grasslands and open scrub. Forages in open country, using low perches (fences etc.) for scanning, and nests in dense scrub and brush.	None/none	CSC/BCC	Moderate. Suitable foraging and nesting habitat. Expected occasionally. Observed.
Larus californicus (nesting colony)	California gull	Nearly all types of fresh and salt water, cropland, landfills, refuse areas, open lawns.	None/None	CSC	High. Common in winter. Occasional in summer. Expected. Observed.
Numenius americanus	long-billed curlew	Coastal estuaries, upland herbaceous areas,[e] croplands, wet areas, open fields, shores of open water.	None/None	CSC	Moderate. Expected occasionally. Observed.
Phalacrocorax auritus	Double crested cormorant	Lakes, fresh, salt, and estuarine waters.	FC/SE	CSC	Suitable foraging, no suitable nesting habitat. Fairly common in winter. Occasionally summer. Observed.
Plegadis chihi (rookery site)	white-faced ibis	Freshwater marshes and brackish areas.	None/None	CSC	Low. Limited suitable habitat. Expected only rarely. Observed.
Polioptila californica californica	Coastal California gnatcatcher	Low elevation coastal sage scrub and coastal bluff scrub	None/None	CSC	No suitable habitat. Not expected.

Table 4.13.4-2 Sensitive Wildlife Species Known or Potentially Occurring in the City of Ontario

Scientific Name	*Common Name*	*Habitat*	*Federal/State Listing Status*	*Other Designation*	*Potential to Occur*
Mammals					
Antrozous pallidus	Pallid bat	Oak and grassland ecotones. Prefers foraging in the open. Roosts in attics or rock cracks; in the open, near foliage at night.	None/None	CSC/FS/ BLM	Potential for occurrence.
Chaetodipus (*Perog nathus*) *fallax fallax*	Northwestern San Diego pocket mouse	Coastal sage scrub, sage scrub/grassland ecotones, and chaparral communities. Moderately gravelly and rocky substrates, disturbed grassland and open sage scrub vegetation with sandy-loam to loam soils	None/None	CSC	Low, Uncommon
Corynorhinus townsendii	Townsend's big-eared bat	Wide variety of habitats including woodlands and arid grasslands. Roosts in mines and caves.	Delisted/SE	CSC/FS/ BLM	Potential for occurrence.
Dipodomys merriammi parvus	San Bernardino kangaroo rat	Riversidean alluvial fan sage scrub and sandy loam soils, alluvial fans/flood plains, and along washes near sage scrub. Prefers sandy loam substrates. Santa Ana River, Cajon Creek Wash, Lytle Creek Wash, City Creek, and upper Etiwanda Wash in San Bernardino County.	None/none	CSC	Low. Limited to no suitable habitat. Not expected.
Euderma maculatum	Spotted bat	Arid deserts, grasslands, and mixed conifer forests. Roosts in rock crevices.	None/None	CSC/BLM	Possible roosting opportunities.
Eumops perotis californicus	California mastiff bat	Open areas with high cliffs.	None/None	CSC/BLM	Possible roosting opportunities.
Lasiurus xanthinus	Western yellow bat	Desert regions. Found near water features; open grassy areas and scrub, canyons, landscape palms and orchards.	None/None	SA	Possible roosting opportunities.
Lepus californicus bennettii	San Diego black-tailed jackrabbit	Coastal sage scrub and on the margins of shrub and herbaceous areas. Known to occur in ruderal areas.	None/None	CSC	Low. Expected only rarely.
Myotis ciliolabrum	Small-footed myotis	Feeds among trees or over brush. Roosts in caves, mines, and in cliff or rock openings.	None/None	CSC/BLM	Possible roosting opportunities.
Myotis yumanensis	Yuma myotis	Water and wooded canyon bottoms. Roosts in caves and abandoned buildings.	None/None	CSC/BLM	Possible roosting opportunities.
Neotoma lepida intermedia	San Diego desert wood rat	Riversidean coastal sage scrub, chaparral and grasslands. Shrub and desert habitats, primarily associated with rock outcroppings, boulders, cacti, or areas of dense undergrowth	None/None	CSC	Low to moderate. Expected occasionally.

Table 4.13.4-2 Sensitive Wildlife Species Known or Potentially Occurring in the City of Ontario

Scientific Name	*Common Name*	*Habitat*	*Federal/State Listing Status*	*Other Designation*	*Potential to Occur*
Nyctinomops femorosaccus	Pocketed free-tailed bat	Desert habitats. Roosts in rock crevices in cliffs.	None/None	CSC	Possible roosting opportunities.
Nyctinomops macrotis	Big free-tailed bat	Desert habitats. Roosts in rock crevices in cliffs.	None/none	CSC	Possible roosting opportunities.
Perognathus longimembris brevinasus	Los Angeles pocket mouse	Inhabits open sandy ground. Probably prefers sparsely vegetated habitats.	None/None	CSC/FS	Low. Expected only rarely.

SOURCE: CDFW, California Natural Diversity Database, Ontario and Guasti Quadrangles (accessed 2006); EIP (2005); Envicom (1998); CAI (2005); CBA (1992).

Federal Designations
FE = Federally listed as Endangered
FT = Federally listed as Threatened
FC = Federal Candidate
BLM = US Department of the Interior, Bureau of Land Management sensitive species
FS = US Forest Service sensitive species
BCC = USFWS Birds of Conservation Concern
Delisted = Delisted species are monitored for 5 years

State Designations
SE = State listed as Endangered
CSC = California Species of Special Concern
SFP = State Fully Protected Species
SA = Special Animal. Taxa of concern to the California Natural Diversity Data Base regardless of their current legal or protected status.
None = Not listed or designated as sensitive.
Observed = Recorded observation during previous surveys.

a. Previous sightings noted in a drainage at Chino Airport area, adjacent to the City. No sighting in 2004 surveys.
b. Evidence, but no direct observation, of the species in 1992 by Harmsworth Associates at the UPS Cargo Hub in east Ontario.
c. "Nesting" or "rookery" indicates sensitivity due to loss of suitable nesting locations. "Wintering" indicates species that breed to the north, but whole habitat for winter is declining.
d. The golden eagle is also protected under the federal Bald Eagle Protection Act, June 8, 1949, as amended 1959.
e. Characterized by plants without woody stems.

Delhi Sands Flower-Loving Fly

The most prominent sensitive wildlife species noted in the region is the Delhi sands flower-loving fly (DSFLF) (*Rhaphiomidas terminatus*), a federally listed endangered species. The DSFLF is restricted (endemic) to the Colton Dunes (consisting of Delhi soil series). Delhi soils are fine sandy soils, often wholly or partly sand dunes stabilized by sparse native vegetation. These soils cover approximately 40 square miles in Riverside and San Bernardino Counties, underlying portions of the City of Ontario and other neighboring cities. By 1997, studies indicated that over 97 percent of the area containing this soil type had been converted to agriculture, developed for urban or commercial uses, or otherwise altered. The DSFLF has not been observed in the City. There is a CNDDB-recorded occurrence of DSFLF outside and southeast of Ontario.

The DSFLF was emergency listed on September 23, 1993, because extinction within the foreseeable future was likely, as the distribution of the DSFLF at that time encompassed less than 2 percent of its former range. Critical habitat has not been designated for this species. All existing populations of the DSFLF occur within 8 miles of each other. The distribution straddles I-10 in the vicinity of Colton and Rialto and Riverside and San Bernardino Counties on county, public utility, and private lands. In 1998, only six sites, totaling less than 45 acres, were known to be occupied and only one is permanently protected.

San Bernardino Kangaroo Rat

The San Bernardino kangaroo rat is federally listed endangered, and a California species of special concern. It is one of 19 recognized subspecies of Merriam's kangaroo rat (*Dipodomys merriammi*). In coastal Southern California, it is the only species of kangaroo rat with four toes on each of its hind feet. The species are typically found on alluvial fans, in floodplains, along washes, in adjacent upland areas, and in areas with historical braided channels, which are areas where one main channel is subdivided into several smaller interconnecting channels. Currently they occupy approximately 3,240 acres of suitable habitat, divided among seven widely separated locations in San Bernardino and Riverside Counties. An additional 13,193 acres are distributed within the Santa Ana River Wash, Lytle and Cajon creeks, and San Jacinto River. The San Bernardino kangaroo rat may potentially be present in the City.

Swainson's Hawk

Swainson's hawk (Buteo swainsoni) is state-listed as threatened. Typical habitat of the Swainson's hawk is open desert, sparse shrub lands, grassland or row grain, and hay cropland containing scattered, large trees or small groves. It roosts in large trees, especially along stream courses or in open woodlands, but will roost on the ground if no trees are available. The species is in decline because of habitat destruction, a reduction in its main prey species, and pesticide use. There are probably no key population areas within the City, but migratory stopovers and flights within the region have been observed along the Santa Ana River, where they may roost due to the access to trees. They may occur within the City during migration wherever there are foraging and roosting opportunities. There are potential foraging and roosting areas for this species in the NMC, but none for nesting. This species is expected to occur only rarely.

Peregrine Falcon

The peregrine falcon (*Falco peregrinus anatum*) was formerly federally and state listed endangered, endangered, and is a state fully protected animal. Throughout the species' range, peregrines are found in a large variety of open habitats, including tundra, marshes, seacoasts, savannahs, and high mountains. The species breeds mostly in woodland, forest, and coastal habitats. Riparian areas and coastal and inland wetlands are important habitats year-round, especially in nonbreeding seasons. During migration, the peregrine falcon may be found near marshes, lakes, and ponds that have high concentrations of waterfowl, shorebirds, and other birds, and they often travel along mountain ridges on both eastern and western coastlines. In Southern California, peregrine falcons are primarily found at coastal estuaries and inland oases. The species breeds and winters throughout the state, except in desert areas. There is suitable foraging habitat within the City. The species has been observed foraging over the NMC, but it is a very uncommon breeding resident and is uncommon as a migrant.

Western Yellow-Billed Cuckoo

The western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) is a federal candidate, state listed threatened species. Their range historically extended from southern British Columbia to northern Mexico. Currently the only known populations of breeding western yellow-billed cuckoos are in California, Arizona, and western New Mexico. In California, the species requires dense, wide riparian woodlands with well developed understories for breeding. It occurs in densely foliaged, deciduous trees and shrubs—especially willows—which are required for roost sites. It is an uncommon, summer resident

of valley, foothill, and desert riparian habitats in scattered locations in California. Up to five western yellow-billed cuckoo populations have been documented in the Prado Basin and adjacent reach of the Santa Ana River, southwest of Ontario. However, this species is not expected to occur in Ontario due to the lack of suitable dense riparian habitat.

Coast (San Diego) Horned Lizard

The coast (San Diego) horned lizard (*Phrynosoma coronatum blainvillii*) is a California species of special concern and considered a US Forest Service sensitive species. This species is found in a wide variety of vegetation types, including coastal sage scrub, annual grassland, chaparral, oak woodland, riparian woodland, and coniferous forest. In inland areas, this species is restricted to areas with pockets of open microhabitat created by disturbance (e.g., floods, fire, roads, grazed areas, fire breaks). It prefers open areas of loose, crumbly, sandy soil in coastal sage scrub, chaparral, grassland, and riparian habitats, and washes and watercourses. In California, coast (San Diego) horned lizard ranges from the Transverse Ranges south to the Mexican border west of the deserts, although the species occurs on scattered sites along the extreme western desert slope of the Peninsular Ranges. No occurrences of the species have been documented within the City. However, evidence, but no direct observation, of coast (San Diego) horned lizard was noted during biologic surveys of the United Parcel Service Cargo Hub area in 1987. This species is rarely expected to be present because there is limited suitable habitat within the City.

Burrowing Owl

Burrowing owl (*Athene* [*Speotyto*] *cunicularia hypugea*) is a state species of special concern. They are found in open, dry grasslands, agricultural and range lands, and desert habitats often associated with burrowing animals, particularly prairie dogs, ground squirrels, and badgers. They can also inhabit grass, forb, and shrub stages of pinyon and ponderosa pine habitats. This semicolonial species requires large open expanses of sparsely vegetated areas on gently rolling or level terrain with an abundance of active small mammal burrows, which they use for roosting and nesting cover. They occur in all states west of the Mississippi Valley and breed south through the western and Midwestern states and across grassland regions in Canada. It is a resident in the open areas of the lowlands over much of the Southern California region. Burrowing owl has been observed in the central and northwestern portion of the NMC. There is a CNDDB recorded occurrence in the vicinity of Ontario Mills. Burrowing owl was also observed in the Chino Airport area.

Parts of the closed Milliken Waste Disposal Site in the OMC, which are Areas of Interest under the Greater Prado Basin Habitat Conservation Plan, are considered suitable for preservation or enhancement as burrowing owl habitat. In addition, three nesting pairs of burrowing owls recently occupied land adjacent to the Disposal Site (Riverside Land Conservancy 2008).

Coastal California Gnatcatcher

The coastal California gnatcatcher (*Polioptila californica californica*), a subspecies of the California gnatcatcher, a federally listed threatened, California species of special concern. The species is a resident of arid coastal sage scrub-dominated plant communities from southern Ventura County southward through Los Angeles, Orange, Riverside, San Bernardino, and San Diego Counties, into Baja California, Mexico. Even in the early 1900s, the coastal California gnatcatcher population was described as being

scarce and irregularly distributed, but by the 1940s habitat was noticeably reduced. In the United States, loss of coastal sage scrub habitat has been estimated to be as much as 70 to 90 percent, with approximately 33 percent lost since 1993 when the species was federally listed as threatened. Brood parasitism by brown-headed cowbirds and loss of habitat to urban development have been cited as causes of the coastal California gnatcatcher population decline. In Ontario, while coastal sage scrub was historically the dominant vegetation in alluvial fans and drainages, it has long since been removed by development and agricultural production. Coastal California gnatcatcher is not expected to be present within the Ontario planning area due to lack of suitable habitat.

Southwestern Pond Turtle

Southwestern pond turtle (*Emys* [*Clemmys*] *marmorata pallida*) is a California species of special concern. The pond turtle is an aquatic animal that moves to upland areas for egg-laying. It winters in underground burrows in upland habitats. In the warmer months it will bask on rocks and logs near slow-moving streams. Its habitat includes permanent or intermittent streams, small ponds, small lakes, reservoirs, abandoned gravel pits, permanent and ephemeral shallow wetlands, stock ponds, and sewage treatment lagoons. Pools are the preferred habitat in streams, with abundant logs, rocks, submerged vegetation, mud, undercut banks, and ledges as necessary habitat components for cover, basking, and nesting sites. Currently, it ranges south of San Francisco Bay to northern Baja California, Mexico, and integrates with northwestern pond turtle ([*Clemmys*] *marmorata marmorata*) over a large area in central California. Previous sightings of southwestern pond turtle were noted in a drainage in the Chino Airport area, immediately outside of the southwestern corner of the City. However, the species was not observed in 2004 surveys of the airport site. There is limited suitable habitat for southwestern pond turtle in Ontario.

Wildlife Movement Corridors

Wildlife corridors link areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. Corridors are links between different populations of a species and mitigate the effects of habitat fragmentation by (1) allowing animals to move between remaining habitats (which allows replenishment of depleted populations and promotes genetic diversity); (2) providing escape routes from fire, predators, and human disturbances that put populations or local species at risk; and (3) serving as travel routes for individuals moving within their home ranges for food, water, mates, and shelter. Wildlife movement activities usually fall into one of three movement categories: dispersal, seasonal migration, or movements related to home range activities. Large open spaces will generally support a diverse wildlife community engaging in all types of movement. Wildlife movement may range from nonmigratory movement of amphibians, reptiles, and some birds on a local level to the many-square-mile home ranges of large mammals moving at a regional level.

Ontario is almost completely developed with urban and agricultural uses. There are no large open spaces with native habitat in the City. Available open space consists of agricultural fields, parks and golf courses, and scattered vacant lots. Further, the City is generally surrounded by highly developed areas. The north/south watercourses that flow through the City provide open water areas used by resident and migratory birds. These drainages can also be wildlife corridors, but because they are concrete channels, they provide limited habitat cover and do not directly link natural open spaces within and in the immediate vicinity of the City. In the region, Cucamonga and Deer Creeks flow from the San Gabriel

Mountains to the Prado Dam Flood Control Basin, which contains over 2,100 acres of riparian habitat upstream of the dam. These creeks are concrete-lined channels where they travel through Ontario. Regional movement of larger mammal species with expansive home ranges, such as mountain lion (Felis concolor) or mule deer (*Odocoileus hemionus*) is not likely to occur in the channels. Insects, amphibians, reptiles, small and medium-sized mammals—including urban-adapted species such as raccoon, Virginia opossum, striped skunk, and coyote—and bird species are likely to use the channels as local wildlife movement corridors within the City. In addition to flood control channels, there are two SCE utility corridors in the City, both of which generally extend northeast-to-southwest in the eastern part of the City, and are shown on Figure 4.13.4-1. These corridors are likely also used for local movement by insects, reptiles, and small and medium-sized mammals.

Jurisdictional Waters and Wetlands

USACE jurisdiction must exhibit specific characteristics related to hydrology, soils, and hydrophytic plants, which are plants that grow in soils that are permanently or periodically saturated. In the absence of wetlands, USACE jurisdiction in nontidal waters such as rivers, lakes, and intermittent streams extends to the ordinary high-water mark. Pursuant to Sections 1600–1603 of the California Fish and Game Code, CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. There are differences between USACE and CDFW jurisdictions. The CDFW uses less defined and more ecologically based criteria in their jurisdiction determinations. For a watercourse to be considered under CDFW jurisdiction, it must have a terminus, banks, and channel through which water can flow, at least periodically, and needs to exhibit evidence of an ordinary high water mark. CDFW jurisdiction may only exhibit one of the three USACE indicators. Generally, CDFW jurisdiction may extend to the wider limit of riparian vegetation associated with the watercourse, encompassing the entire limits of USACE jurisdiction.

The major watercourses that traverse the City potentially fall under USACE or CDFW jurisdiction. West Cucamonga Channel and Cucamonga, Deer, Day, and Etiwanda Creeks enter the City from the north and flow generally to the south. Cucamonga Creek and its tributary, the Lower Deer Creek Channel, once supported riparian vegetation; however, all drainages that traverse the City of Ontario (except for an approximately 1,000-foot section of the Etiwanda Creek Channel between I-10 and 4th Street) have been channelized throughout the City. In these channels there may be areas where sediment has accumulated and riparian vegetation has developed. These channels also discharge to numerous detention basins throughout the City. Riparian vegetation may also be present in the detention basins, particularly where flowing or standing water persists. These riparian resources, including any wetlands that may occur along drainages, potentially fall under the jurisdiction of the USACE and CDFW.

Other open water bodies include dairy manure water retention basins, irrigation ponds, livestock watering, and man-made lakes. In addition, fields under cultivation or left fallow accumulate surface waters in ponds or ditches. These waters would likely be considered isolated wetlands and would not fall under USACE jurisdiction after the 2001 Solid Waste Agency of Northern Cook County decision, which limited the scope of the USACE CWA Section 404 permitting as applied to isolated waters of the United States (those that are not adjacent to or connected to a navigable water body, such as a river, lake, or ocean). However, CDFW may still take jurisdiction over these surface waters.

Regulatory Framework

Federal

Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973, as amended, was promulgated to protect and conserve any species of plant or animal that is endangered or threatened with extinction and the habitats in which these species are found. "Take" of endangered species is prohibited under FESA Section 9. Take, as defined under the FESA, means to "harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct." FESA Section 7 requires federal agencies to consult with the US Fish and Wildlife Service (USFWS) on proposed federal actions that may affect any endangered, threatened, or proposed (for listing) species or critical habitat that may support the species. FESA Section 4(a) requires that critical habitat be designated by the USFWS "to the maximum extent prudent and determinable, at the time a species is determined to be endangered or threatened."

Critical habitat consists of specific areas, both occupied and unoccupied by a federally protected species, that are essential to the conservation of a listed species and that may require special management considerations or protection. The location of a proposed project within critical habitat typically warrants a habitat assessment and, if suitable habitat is present, focused (protocol) surveys to determine presence or absence of the listed species. Any project involving a federal agency, federal monies, or a federal permit that falls within an area designated as critical habitat requires the project proponent to consult with the USFWS regarding potential impacts to the listed species and conservation measures to offset identified impacts.

Critical habitat is formally designated by USFWS to provide guidance for planners/managers and biologists with an indication of where suitable habitat may occur and where high priority of preservation for a particular species should be given. Critical habitat receives protection under section 7 of the act through the prohibition against destruction or adverse modification of critical habitat with regard to actions carried out, funded, or authorized by a federal agency. Federal agencies and proponents of other projects involving federal funding or permits that are proposing projects within critical habitat are required to consult with USFWS as to the impacts such projects may have on protected species, and mitigation for any such impacts. FESA Section 10 provides the regulatory mechanism that allows the incidental take of a listed species by private interests and nonfederal government agencies during lawful activities. Habitat conservation plans (HCPs) for the impacted species must be developed in support of incidental take permits for nonfederal projects to minimize impacts to the species and develop viable mitigation measures to offset the unavoidable impacts.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 (MBTA) is the domestic law that affirms and implements the United States' commitment to four international conventions with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, and their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a

valid permit or as permitted in the implementing regulations. USFWS administers permits to take migratory birds in accordance with the regulations promulgated by the MBTA.

Clean Water Act, Sections 401 and 402

Federal Clean Water Act (CWA) Section 401(a)(1) specifies that any applicant for a federal license or permit to conduct any activity that may result in any discharge into navigable waters shall provide the federal permitting agency a certification, issued by the state in which the discharge originates, that any such discharge will comply with the applicable provisions of the CWA. In California, the applicable RWQCB must certify that the project will comply with water quality standards. Permits requiring Section 401 certification include USACE Section 404 permits and National Pollutant Discharge Elimination System (NPDES) permits issued by the Environmental Protection Agency (EPA) under Section 402 of the CWA. NPDES permits are issued by the applicable RWQCB. The City of Ontario is within the jurisdiction of the Santa Ana RWQCB (Region 8).

Clean Water Act, Section 404

The United States Army Corps of Engineers (USACE) regulates discharges of dredged or fill material into waters of the United States1 including wetlands and non-wetland bodies of water that meet specific criteria. Pursuant to Section 404 of the CWA, a permit is required for any filling or dredging in waters of the US. The permit review process entails an assessment of potential adverse impacts to USACE wetlands and jurisdictional waters, wherein the USACE may require mitigation measures. Where a federally listed species may be affected, a Section 7 consultation with USFWS may be required. If there is potential for cultural resources to be present, Section 106 review may be required. Also, where a Section 404 permit is required, a Section 401 Water Quality Certification would also be required from the Regional Water Quality Control Board (RWQCB).

State

California Endangered Species Act

The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA and is administered by the California Department of Fish and Wildlife (CDFW). Its intent is to prohibit take and protect state-listed endangered and threatened species of fish, wildlife, and plants. Unlike its federal counterpart, CESA also applies the take prohibitions to species petitioned for listing (state candidates). Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the FESA, CESA does not include listing provisions for invertebrate species. Under certain conditions, CESA has provisions for take through a 2081 permit or memorandum of understanding. In addition, some sensitive mammals and birds are protected by the state as Fully Protected Species. California Species of Special Concern are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. Known and recorded occurrences of sensitive species are listed on the CDFW's California Natural Diversity Data Base (CNDDB) project. Informally listed taxa are not protected per se, but warrant consideration in the preparation of biological resources assessments.

California Fish and Game Code, Section 1600

California Fish and Wildlife Code Section 1600 requires that a project proponent notify the CDFW of any proposed alteration of streambeds, rivers, and lakes. The intent is to protect habitats that are important to fish and wildlife. CDFW may review a project and place conditions on the project as part of a Streambed Alteration Agreement. The conditions are intended to address potentially significant adverse impacts within CDFW's jurisdictional limits.

Regional

San Bernardino Kangaroo Rat Critical Habitat

The San Bernardino kangaroo rat (*Dipodomys merriammiparvus*) was emergency listed as federally endangered in January 1998, when its population had been reduced by approximately 95 percent due to habitat loss, urban development, degradation, water conservation activities, and fragmentation owing to sand and gravel mining operations. The species is typically found on alluvial fans, in floodplains, along washes, in adjacent upland areas, and in areas with historic braided channels. Final designation of critical habitat for the San Bernardino kangaroo rat was issued in April 2002 (Department of the Interior 2002). Approximately 145 acres in the northeastern corner of the City, associated with Etiwanda Creek and the Etiwanda Conservation Basin, are within the very southern portion of Critical Habitat Unit 4 Etiwanda Alluvial Fan and Wash (see Figure 4.13.4-2). There may be some potential for remnant suitable habitat for San Bernardino kangaroo rat; however, the area is disturbed and surrounded by developed industrial uses. There is very low potential for the species to occur within the City. There are no HCPs for San Bernardino kangaroo rat in the City of Ontario (USFWS 2008).

Draft Recovery Plan for the Delhi Sands Flower-Loving Fly

The Draft Recovery Plan for the DSFLF was prepared in 1997. The plan delineated actions required to recover and/or protect the listed species. The former range of the species was divided into three recovery units (RUs): Jurupa, Colton, and Ontario. Approximately 60 percent of the Ontario RU is within the City of Ontario, comprising approximately 21.7 square miles of the City, as shown on Figure 4.13.4-2. According to the Draft Recovery Plan, there is restorable habitat for the DSFLF along the Southern California Edison (SCE) right-of-way and along a shallow wash in southwestern Ontario (West Cucamonga Channel), and at a few other locations in the Ontario RU. The planned recovery of the DSFLF is partially dependent upon the restoration, management, and preservation of such areas. There is one approved HCP in the City. The Oakmont Industrial Group HCP was established for the protection of the DSFLF on approximately 19 acres adjacent to the intersection of Greystone Drive and Stanford Avenue near the eastern City boundary (USFWS 2008).

Local

The City of Ontario Sphere of Influence General Plan Amendment, Final EIR, and Settlement Agreement

The Ontario City Council approved a General Plan Amendment and associated Final EIR for the Sphere of Influence (SOI), which is now known as the New Model Colony (NMC) area, in January 1998. The General Plan Amendment designated the NMC area for a range of urban and suburban uses, including

residential, commercial, business park, industrial, and open space. Most of the NMC was then, and still is, in agricultural use.

The Final EIR for the General Plan Amendment assessed the impacts on biological resources of the conversion of the NMC from agricultural uses to developed urban and suburban uses. Before mitigation, significant impacts were identified to waterfowl and waterfowl habitat, raptors and raptor habitat; and the Delhi Sands Flower-Loving Fly Ontario Recovery Unit. The EIR included three mitigation measures for impacts to biological resources:

- Mitigation Measure BR-1 modified the General Plan to require the creation of new waterfowl habitat and specified a mitigation ratio of 2:1 for each acre of such habitat lost. This is off-site mitigation in the Prado Basin.
- Mitigation Measure BR-2 stipulated that the City shall create a Waterfowl and Raptor Conservation Area (WRCA), and included requirements and definitions for it; mitigation is off-site in the Prado Basin.
- Mitigation Measure BR-3 required the City to cooperate with the USFWS in taking specified actions to mitigate impacts to the Delhi Sands Flower-Loving Fly Recovery Unit.

Subsequent to the adoption of the SOI General Plan and EIR, a lawsuit was filed against the City by the Endangered Habitats League, Inc., and the Sierra Club, challenging the City's CEQA compliance and approval of the SOI General Plan Amendment. A Settlement Agreement was reached and agreed to by all parties that set forth revised mitigation measures for potential impacts in the NMC (referred to as Annexation Area 163 in the agreement) to the burrowing owl, the DSFLF, raptor foraging and wildlife habitat, loss of open space, actual and potential habitat and agricultural land, and sensitive (listed and nonlisted) species. These measures will be in effect until all of the developable acres in the NMC reach full buildout, as determined by the City. Further, a land trust, conservancy, or nonprofit corporation or nonprofit entity will be created or selected to carry out the responsibilities, goals, and objectives of the mitigation as set forth in the settlement agreement.

- Prior to issuance of grading permits, Ontario shall impose a $4,320 per net acre mitigation fee on proposed developments in Annexation Area 163 that require discretionary approval or permitting from the City.
- Ontario, in consultation with CDFW, will identify, through CEQA review, lands occupied by burrowing owl and suitable as long-term habitat. The City will require avoidance of those lands to maintain a viable territory and require long-term maintenance through dedication in fee or grant of easement to the Land Trust. If the site is not viable long-term habitat, the developer shall pay the mitigation fee and make provisions for relocation of the owls.
- Since habitat that benefits DSFLF can be expected to benefit burrowing owl, up to 25 percent of the mitigation fee maybe used by the City for DSFLF recovery. All mitigation fees collected shall be used for the above-described purposes and may be used to purchase property, conservation easements, or other land with long-term conservation value for the environmental impacts; enhance/restore lands with such values; maintain and operates these lands; and pay for related administrative costs (not to exceed 10 percent of the total fees).
- Land/easements dedicated, conveyed, or purchased to benefit wildlife, waterfowl, raptors, and/or burrowing owl must have long-term conservation value for those species and must be

managed by the Land Trust. The parcels must be in the habitat area designated as part of the settlement agreement. Unacceptable properties are those that would otherwise be purchased by another entity or group as open space mitigation for environmental impacts.

As part of the implementation of the terms of the settlement agreement, the City of Ontario has established and presently collects a mitigation fee for new development in the NMC, a portion of which funds a land trust to acquire and protect habitat supporting burrowing owls, waterfowl, raptors, and DSFLF. Development impact fees for new development in the NMC were adopted on June 23, 2003, by the City Council. The NMC Development Impact Fees include a habitat mitigation fee of $4,320 per net acre for proposed residential, commercial, hotel and restaurant, office, and industrial development. Up to $500 of the fees may be used for DSFLF. In addition, current City procedure is to require a habitat assessment to determine existing habitat and biological resources on proposed development sites. If the assessment determines that there is potential habitat for sensitive species, focused protocol surveys are required. If potential DSFLF habitat is present, two-year (consecutive) protocol surveys per the USFWS Interim General Survey Guidelines for the Delhi Sands flower-loving fly are required.

The land use plan for the NMC originally provided for establishment of the WRCA, a wetlands and habitat area near the confluence of the Cucamonga Creek and the Lower Deer Creek Channels. Creation of the WRCA as part of the NMC was intended to provide a concentrated area for wetlands that would receive storm drainage from the west. Funding for the environmental restoration of the existing 85-acre Lower Cucamonga flood control basin under the WRCA would have been provided through the USACE with matching funds from the City of Ontario. This conservation area plus acquisition of 145 acres of off-site mitigation land was intended to provide mitigation for impacts resulting from development of the NMC.

Per the conditions of the Settlement Agreement, the WRCA is no longer proposed. Currently, the City's main emphasis is to pursue off-site mitigation lands for habitat restoration in the El Prado Basin, as outlined in the settlement agreement. The acquisition of land in the El Prado Basin Area will be conducted by a land conservancy with participation by the CDFW. The City is currently in the process of selecting a Land Conservancy to oversee the acquisition, management, and operation of approximately 305 acres of off-site mitigation lands in and around the El Prado Basin. Funding for these lands will be provided through the NMC habitat mitigation fees and managed by the Riverside Land Conservancy.

The City's effort to acquire and manage mitigation lands pursuant to the Settlement Agreement is now known as the Greater Prado Basin Habitat Conservation Program. A number of Interest Areas, that is, prospective mitigation lands, have been identified. While the majority of the Interest Areas are in the Prado Basin south of the City of Ontario, in the cities of Chino, Norco, and in unincorporated areas of San Bernardino and Riverside Counties, some of the Interest Areas are in Ontario: the closed Milliken Waste Disposal Site, and some surrounding land, near the intersection of Milliken Avenue and Mission Boulevard; a detention basin; portions of two SCE utility corridors in the northeastern part of the City; and one detention basin (Riverside Land Conservancy 2008).

Ontario General Plan

The Ontario General Plan policies that are applicable to biological resources[3] are as follows:

Policy ER5-1 *Habitat Conservation Areas.* We support the protection of biological resources through the establishment, restoration, and conservation of high quality habitat areas.

Policy ER5-2 *Entitlement and Permitting Process.* We comply with state and federal regulations regarding protected species. (The term "protected species" is used here to encompass any plant or animal that is legally protected because it is endangered, threatened to become endangered, or one of special concern. Legal protection may be at the federal, state, or local level.).

City of Ontario Municipal Code — Tree Protection Ordinance

While the City of Ontario does not have any municipal ordinances for the protection of trees on private property, Municipal Code Sections 10-1.25 and 10-2.05 prohibit the damaging or destruction of trees on City property, except under conditions specified in the Municipal Code.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on biological resources if it would do any of the following:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- 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 a tree preservation policy or ordinance

[3] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan

Analytic Method

The following analysis reviews potential impacts to biological resources within the City of Ontario.

Effects Not Found to Be Significant

Threshold	Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Implementation of the Regional Reduction Plan would not directly result in removal of vegetation or wildlife in the City because the Regional Reduction Plan does not confer entitlements for development. The Regional Reduction Plan does include an increase in renewable energy sources within the City. Renewable energy generation facilities could potentially be built on vacant land that might contain habitat.

The following sensitive wildlife species have been observed in the City of Ontario, and suitable habitat for each of these species is present in the City: great egret (*Ardea alba*), great blue heron (*Ardea Herodias*), snowy egret (*Egretta thula*), sharp-shinned hawk (*Accipiter striatus*), tricolored blackbird (*Agelaius tricolor*), double-crested cormorant (*Phalacrocorax auritus*), Cooper's hawk (*Accipiter cooperi*), burrowing owl, Loggerhead shrike (*Lanius ludovicianus*), and long-billed curlew (*Numenius americanus*). Several additional species have been observed for which there is suitable foraging habitat in the City, but there is limited or no suitable nesting habitat: ferruginous hawk, mountain plover (*Charadrius montanus*), northern harrier (*Circus cyaneus*), white-tailed kite (*Elanus leucurus*), merlin (*Falco columbarius*), prairie falcon (*Falco mexicanus*), Peregrine falcon, and white-faced ibis. Several sensitive bat species are considered to have possible roosting opportunities in the City, and are listed above in Table 4.13.4-2.

No sensitive plant species have been observed in the City of Ontario, and the only such species that are considered to be potentially present in the City have a low potential to occur due to lack of suitable habitat. Therefore, implementation of the proposed Regional Reduction Plan would not have substantial adverse impacts on sensitive plant species.

Some of the parts of the NMC area that were previously used as dairies have undergone surveys for DSFLF, and the USFWS has determined that the likelihood of occupancy by DSFLF in these areas is low enough that further surveys would not be required; however, project applicants would need to consult with the USFWS on a case-by-case basis to determine survey requirements (Porter 2008). General Plan Policy ER5-2 requires applicants to consult with the USFWS and California Department of Fish and Wildlife (CDFW) and through that consultation determine survey requirements.

Projects such as renewable power generation facilities within critical habitat for the San Bernardino kangaroo rat would be required to conduct focused surveys and consult with the USFWS regarding mitigation measures to minimize adverse impacts to the species. This is in compliance with General Plan

Policy ER5-1 compliance with habitat conservation plans, and Policy ER5-2 entitlement permits and the need to consult with USFWS and CDFW.

Parts of the closed Milliken Waste Disposal Site in the OMC, which are Areas of Interest under the Greater Prado Basin Habitat Conservation Plan, are considered suitable for preservation or enhancement as burrowing owl habitat. In addition, three nesting pairs of burrowing owls recently occupied land adjacent to the Disposal Site (Riverside Land Conservancy 2008).

The Settlement Agreement agreed to by all parties to a lawsuit filed against the City by the Endangered Habitats League, Inc., and the Sierra Club challenging the City's CEQA compliance and approval of the SOI General Plan Amendment set forth the following revised mitigation measures for potential impacts in the NMC to the burrowing owl, the DSFLF, raptor foraging and wildlife habitat, loss of open space, actual and potential habitat and agricultural land, and sensitive (listed and nonlisted) species. The terms of the settlement agreement were discussed previously in Environmental Setting, City of Ontario Sphere of Influence General Plan Amendment, Final EIR, and Settlement Agreement.

Per the conditions of the Settlement Agreement, the WRCA is no longer proposed. Currently the City's main emphasis is to pursue off-site mitigation lands for habitat restoration in the El Prado Basin, as outlined in the settlement agreement. The acquisition of land in the El Prado Basin Area will be conducted by a land conservancy with participation by the CDFW. The City is currently in the process of selecting a Land Conservancy to oversee the acquisition, management, and operation of approximately 305 acres of off-site mitigation lands in and around the El Prado Basin. Funding for these off-site mitigation lands will be provided through the NMC habitat mitigation fees and managed by the Riverside Land Conversancy.

The City's effort to acquire and manage mitigation lands pursuant to the Settlement Agreement is now known as the Greater Prado Basin Habitat Conservation Program. A number of Interest Areas, that is, prospective mitigation lands, have been identified. Most of the Interest Areas are in the Prado Basin south of Ontario; however, a closed landfill site, a detention basin, and portions of two utility corridors in Ontario, all of which are in the OMC, are included as Interest Areas (Riverside Land Conservancy 2008). The General Plan Policies ER5-1 and ER5-2 ensures that the City will continue to pursue mitigation lands in compliance with the habitat conservation plan.

It is the policy of the City to comply with state and federal regulations regarded protected species (General Plan Policy ER5-2). Policy ER5-1 of the Environmental Resources Element of the General Plan is, "Habitat Conservation Areas: We support the protection of biological resources through the establishment, restoration, and conservation of high quality habitat areas." Policy ER5-1 would promote efforts such as off-site habitat acquisition and restoration in the Prado Basin, as well as efforts to minimize impacts to the DSFLF Ontario Recovery Unit and critical habitat for the San Bernardino Kangaroo Rat.

For renewable energy projects considered for approval on vacant land under the Regional Reduction Plan, would be required to provide independent CEQA and need to determine whether there is potential habitat on-site for sensitive species. If potential habitat were found on-site, focused surveys for those sensitive species potentially present would be required. This is in compliance with General Plan Policy ER5-1. If sensitive species were found, the project proponent would be required to consult with the

CDFW regarding impacts to sensitive species and ensuing mitigation. This is in compliance with General Plan Policy ER5-2. Mitigation for impacts to sensitive species is often in the form of acquisition or restoration of habitat, on site or off site, at a ratio to the area of impacted land that would be determined by the CDFW or USFWS. For projects proposed by federal agencies, or projects that would involve federal permits or funding, and that are sited within critical habitat for a listed species, the project proponent would be required under the FESA to consult with the USFWS regarding impacts and mitigation respecting listed species. Projects in the NMC would pay a Mitigation Fee that would be used by the Greater Prado Basin Habitat Conservation Program to acquire, restore, enhance, maintain, or manage mitigation lands in compliance with General Plan Policy ER5-1.

After compliance with requirements of the California and federal endangered species acts, including requirements of the USFWS regarding critical habitat, as well as mitigation fees that will be paid by projects in Ontario, acquisition and management of habitat using those fees, and compliance with General Plan Policies ER5-1 and ER5-2, implementation of the proposed Regional Reduction Plan would not have substantial adverse impacts on sensitive animal species. Therefore, this impact would be ***less than significant***. Mitigation is not required.

Threshold	Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Implementation of the Regional Reduction Plan would not directly result in removal of vegetation or wildlife in the City because the Regional Reduction Plan does not confer entitlements for development. The Regional Reduction Plan does include an increase in renewable energy sources within the City. Renewable energy generation facilities could potentially be built on vacant land that might contain riparian habitat.

As stated previously, individual projects undergoing environmental review under CEQA would be required to determine whether there is potential habitat onsite for sensitive species. If sensitive species were found onsite, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation in compliance with General Plan Policy ER5-2. Projects in the NMC would pay a Mitigation Fee that would be used by the Greater Prado Basin Habitat Conservation Program to acquire, restore, enhance, maintain, or manage mitigation lands including riparian habitat and compliance with General Plan Policy ER5-1. In conclusion, projects affecting riparian habitat in the City would be required through the existing permitting process outlined in General Plan Policies ER5-1 and ER5-2 to mitigate potential impacts to riparian areas. Consequently, impacts would be ***less than significant***. Mitigation is not required.

Threshold	Would the project 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?

The Cucamonga Creek and Deer Creek Channels, as well as portions of the Lower Deer Creek, Day Creek, Etiwanda Creek, and West Cucamonga Creek Channels, are owned and maintained by the County

of San Bernardino (Worthington 2009). Remaining segments of the Lower Deer Creek, Day Creek, Etiwanda Creek, and West Cucamonga Creek Channels in the City, that are owned by the City of Ontario, are designated Open Space—Non-Recreation by the Ontario General Plan, and would not be developed with other land uses. The Cucamonga, Ely, Wineville, and Chris detention basins are also owned and maintained by the County of San Bernardino (Worthington 2009).

The NMC contains dairy manure water retention basins, irrigation ponds, livestock watering, and man-made lakes. In addition, fields under cultivation or left fallow accumulate surface waters in ponds or ditches. The CDFW may have jurisdiction over these water bodies, but they are not expected to come under USACE jurisdiction. Implementation of the proposed Policy Plan would not result in direct impacts to waters of the state because the General Plan does not grant specific entitlements for development.

Implementation of the Regional Reduction Plan includes energy efficiency standards for new development, energy efficiency retrofits for existing buildings, water conservation measures, transportation measures to reduce trips and vehicle miles traveled, waste diversion programs. Implementation of these types of reduction measures will not affect bodies of water or wetlands.

Increased renewable energy generation and methane capture systems will also be developed during implementation of the proposed Regional Reduction Plan. However, these types of projects are not likely to affect bodies of water or wetlands. In the unlikely event that a methane capture system or renewable energy project results in impacts to waters of the state, that project would be subject to approval by the CDFW through Streambed Alteration Agreements and would require mitigation as determined by the CDFW for any consequent impacts in compliance with the General Plan Policy ER5-2. Consequently, impacts would be ***less than significant***. Mitigation is not required.

Threshold	Would the project 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?

No regional wildlife movement corridors have been identified in the City, and most of the City is ill-suited for the purposes of wildlife movement. The flood control channels and the SCE corridors could serve as local corridors for movement within the City and between the San Gabriel Mountains to the north and the Prado Basin to the south. The segments of flood control channels in the City would be designated Open Space—Non-Recreation under the Policy Plan, and would not be developed with other land uses. The SCE Corridors would also be designated Open Space—Non-Recreation. Therefore, implementation of the Regional Reduction Plan is not anticipated to impair the use of flood control channels or SCE Corridors in the City as wildlife movement corridors.

There are trees and shrubs scattered throughout the City that may be used for nesting or roosting by migrating birds. The Regional Reduction Plan would not grant specific entitlements for development; therefore, implementation of The Regional Reduction Plan would not directly impact vegetation that could be used by migrating birds. Development of renewable energy generation projects under the Regional Reduction Plan would be required to comply with the federal MBTA and General Plan Policy ER5-2. Therefore, the Regional Reduction Plan is not anticipated to have substantial adverse impacts to migratory birds. Furthermore, General Plan Policy ER5-1 would encourage efforts to conserve flood

control channels and transmission line corridors as wildlife movement corridors. Consequently, impacts would be ***less than significant***. Mitigation is not required.

Threshold	Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Implementation of the Regional Reduction Plan would be required to comply with General Plan Policies ER5-1 and ER5-2, and the Municipal Code Sections 10-1.25 and 10-2.05, which prohibit the damaging or destruction of trees on City property, except under conditions specified in the Municipal Code. The General Plan Policy ER5-1 supports the protection of biological resources through the establishment, restoration, and conservation of high quality habitat areas. Projects that implement the Regional Reduction Plan would be required to comply with Municipal Code Sections 10-1.25 and 10-2.05 as well as restrictions in locally protected biological resource conservation areas developed under General Plan Policy ER5-1. Consequently, impacts would be ***less than significant***. Mitigation is not required.

Threshold	Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

There are two local habitat conservation plans relevant to this threshold question: the Ontario Recovery Unit for the Delhi Sands flower-loving fly (DSFLF) and the Critical Habitat Unit 4 for the San Bernardino kangaroo rat.

The Delhi Sands Flower-Loving Fly

The Ontario Recovery Unit for the DSFLF includes 21.7 square miles of the City of Ontario, mostly in the eastern and southwestern portions of the City, including portions of the NMC. Projects implementing the Regional Reduction Plan that are proposed within the Ontario Recovery Unit would be required to have focused surveys for DSFLF conducted on the project sites and consult with the USFWS regarding mitigation of impacts on any DSFLF found, pursuant to FESA Section 7. In some of the parts of the NMC that were previously used as dairies, the USFWS has concluded from the findings of previous focused surveys that DSFLS is very unlikely to occur; and therefore no focused surveys for DSFLF areas are required in these areas (Porter 2008). The Regional Reduction Plan does not include development of vacant lands other than the potential for renewable energy generation facilities to increase renewable energy within the City. Those types of projects that are proposed within the Ontario Recovery Unit would need to ascertain requirements for focused surveys for DSFLF from the USFWS on a case-by-case basis in compliance with General Plan Policy ER5-2.

There is one Habitat Conservation Plan in the City: a 19-acre area near the intersection of Greystone Drive and the eastern City boundary established to protect the DSFLF. The HCP area is designated Industrial in the Ontario General Plan. Any development project proposed for development within this HCP pursuant to General Plan Policies ER5-1 and ER5-2 would be required to consult with the USFWS regarding project impacts on DSFLF and mitigation of any such impacts. This is also true of any projects proposed to implement the Regional Reduction Plan. Therefore, the Regional Reduction Plan would comply with this HCP.

San Bernardino Kangaroo Rat

Habitat Unit 4 for San Bernardino kangaroo rat (SBKR); this area is associated with Etiwanda Creek and the Etiwanda Conservation Basin. The SBKR critical habitat in the City is designated Industrial in the General Plan. Any development project within SBKR critical habitat that was proposed by a federal agency or involved federal funding or a federal permit would be required under FESA Section 7 to consult with USFWS as to what impacts the project may have on SKBR, and mitigation of any such impacts. USFWS often requires focused surveys on project sites within critical habitat, even those not involving federal agencies, funding, or permits, as part of assessing impacts and formulating mitigation. The Regional Reduction Plan would not grant specific entitlements for development, and would not conflict with FESA requirements and USFWS regulations regarding critical habitat. Furthermore, Policy ER5-1 of the General Plan would support efforts to conserve high-quality habitat for the DSFLF and the SKBR.

As stated previously, individual projects implementing the Regional Reduction Plan such as renewable energy generation facilities would need to undergo environmental review under CEQA and would be required to determine whether there is potential habitat onsite for sensitive species. If sensitive species were found onsite, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Projects in the NMC would pay a Mitigation Fee that would be used by the Greater Prado Basin Habitat Conservation Program to acquire, restore, enhance, maintain, or manage mitigation lands.

Consequently, impacts would be ***less than significant***. Mitigation is not required.

Cumulative Impacts

Threshold	Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

As discussed at a project-level analysis, the Regional Reduction Plan does not directly result in removal of vegetation or wildlife in the City because the Regional Reduction Plan does not confer entitlements for development. The Regional Reduction Plan does include an increase in renewable energy sources within the City. Renewable energy generation facilities could potentially be built on vacant land that might contain habitat. After compliance with requirements of the California and federal endangered species acts, including requirements of the USFWS regarding critical habitat, as well as mitigation fees adopted by City Council that will be paid by projects in Ontario, and acquisition and management of habitat using those fees, renewable energy facilities built during implementation of the proposed Regional Reduction Plan would not have substantial adverse impacts on sensitive animal species at a project-level. Because the acquisition and management of critical habitat units are accomplished on a regional level and individual projects implementing the Regional Reduction Plan would be in compliance with these regional level habitat units, the project's cumulative impact would also be ***less than significant***.

Threshold	Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Increased renewable energy generation and methane capture systems could be proposed during implementation of the proposed Regional Reduction Plan. As stated previously, individual projects undergoing environmental review under CEQA would be required to determine whether there is potential habitat onsite for sensitive species. If sensitive species were found onsite, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Projects in the NMC would pay a Mitigation Fee that would be used by the Greater Prado Basin Habitat Conservation Program to acquire, restore, enhance, maintain, or manage mitigation lands including riparian habitat. In conclusion, projects affecting riparian habitat in the City would be required through the existing permitting process to mitigate potential impacts to riparian areas. This existing permitting process substantially limits degradation of habitat on a regional level. Therefore, on a cumulative level, implementation of the proposed project would not substantially degrade the riparian habitat on a regional basis, and the cumulative impact would be ***less than significant***.

Threshold	Would the project 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?

Increased renewable energy generation and methane capture systems could be proposed during implementation of the proposed Regional Reduction Plan. However, these types of projects are not likely to affect bodies of water or wetlands. In the unlikely event that a methane capture system or renewable energy project results in impacts to waters of the state, that project would be subject to approval by the CDFW through Streambed Alteration Agreements and would require mitigation as determined by the CDFW for any consequent impacts. With Streambed Alteration Agreements, impacts to water bodies would be minimal and not result in cumulative impacts. The cumulative impact would be ***less than significant***.

Threshold	Would the project 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?

The flood control channels and the SCE corridors within the City could serve as local corridors for movement between the San Gabriel Mountains to the north and the Prado Basin to the south. However, implementation of the Regional Reduction Plan will not impair the use of flood control channels or SCE Corridors in the City as wildlife movement corridors. Development of renewable energy generation projects under the Regional Reduction Plan would be required to comply with the federal Migratory Bird Treaty Act (MBTA). Therefore, the Regional Reduction Plan is not anticipated to have substantial adverse impacts to migratory birds. Because the Regional Reduction Plan does has no impact on wildlife corridors at a project-level, the Regional Reduction Plan will not participate in a cumulative impact. Furthermore, compliance with the MBTA reduces both potential project-level and cumulative impacts to

migratory birds to less than significant. Consequently, the cumulative impact would be ***less than significant***.

Threshold	Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Increased renewable energy generation and methane capture systems could be proposed during implementation of the proposed Regional Reduction Plan and are the only types of implementing projects within the Regional Reduction Plan that have the potential to be built in and conflict with adopted habitat conservation plans. There are two regional habitat conservation plans that have areas within the City: The DSFLF Ontario Recovery Unit, and the Greater Prado Basin Habitat Conservation Program. Those types of projects that are proposed within the Ontario Recovery Unit or SBKR habitat would need to ascertain requirements for focused surveys for DSFLF or SBKR from the USFWS on a case-by-case basis. Therefore, the Regional Reduction Plan will conform to these habitat conservation plans at a project-level. Because these are regional habitat conservation plans, compliance at a project-level also reduces cumulative impacts to less than significant. Therefore, the cumulative impact would be ***less than significant***.

References

California Department of Fish and Wildlife (CDFW). 2006. CNDDB Reports for Guasti and Ontario Quadrangles, June 3.

———. 2008. California Natural Diversity Database (CNDDB) Reports for Corona North and Prado Dam Quadrangles, August 2.

Ontario, City of. 2006. *Biological Resources Report for the City of Ontario General Plan Update and EIR*, October.

———. 2009a. *The Ontario General Plan Final Environmental Impact Report*, July.

———. 2009b. *The Ontario General Plan Re-circulated Portions of the Environmental Impact Report*, November.

———. 2010. *The Ontario General Plan*, January 27.

Riverside Land Conservancy, The. 2008. *Greater Prado Basin Habitat Conservation Program*, March.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

United States Fish and Wildlife Service (USFWS). 2008. Conservation Plans and Agreements Database. http//ecos.fws.gov/conserv_plans/servlet/gov.doi.hcp.servlets.PlanReportSelect?region=8&type=HCP.

4.13.5 Cultural Resources

This section of the EIR analyzes the potential environmental effects on cultural resources in the City of Ontario from implementation of the Regional Reduction Plan. Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing cultural resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Cultural resources are frequently defined in terms of tangible materials attributed to a culture. These include districts, sites, structures, artifacts, and other evidence of human use considered important to a culture or community for scientific, traditional, religious, or other reasons. Resources may be historical, archaeological, architectural, or archival in nature. Cultural resources may also consist of less tangible attributes, such as landscapes considered sacred to particular groups.

Prehistoric Setting

The City of Ontario lies within an area known to contain prehistoric archaeological materials, which include the material culture reflective of groups that preceded Euro-American contact and settlement. The prehistoric setting for this area includes several thousand years of land use and resource adaptation evidenced by chipped and ground stone tools, as well as associated smooth, milling surfaces found on granite bedrock outcrops. The stone tools recovered and studied in the region generally reflect technological refinement occurring over time, and their many uses provide valuable information about the subsistence patterns and life ways of the peoples who once inhabited the area.

Ethnohistoric Setting

The Ontario area includes artifacts associated with the Luiseño occupation of the region, and is located near the ethnographically mapped boundaries of several groups, including the Gabrieliño and Serrano. The Gabrieliño ancient tribal territory is mapped as extending north from Aliso Creek to just beyond Topanga Canyon along the Pacific Coast, and inland to the City of San Bernardino. The Serrano traditional use area is then mapped to the northeast and east of Gabrieliño lands, encompassing much of the San Bernardino Mountains from the Cajon Pass in the west, past modern Twenty-nine Palms in the east. It is likely that these tribal boundaries were fluid and allowed for trade and diffusion of ideas among the groups (Heizer 1978).

Historic Setting

George and William Chaffey were among the early pioneers in the region. In 1881, they believed that if the land were properly irrigated it could be converted to profitable agriculture property. They bought approximately 6,000 acres of land in 1882 that was arid and covered by patches of scrub brush. The land would eventually become the cities of Ontario and Upland. George and William Chaffey derived the name of the City from their native province of Ontario in Canada. Initially, development was slow due to the lack of water in the region. The Chaffey brothers developed the City of Ontario by designing a water

system that brought water to every parcel. The brothers helped lay miles of cement pipe from an underground source to bring water to the City. The City was referred to as the "Model Colony" after receiving an award at the World Fair indentifying it as a "Model Irrigation Colony," due to the innovation of water rights and technology that assisted in attracting settlers to the City. The City of Ontario incorporated in 1891, and was one of the early towns in San Bernardino County. Charles Frankish, an early citizen of Ontario, guided and encouraged early development in the City. He was successful in attracting the Southern Pacific Railway to locate a depot in the center of town on Euclid Avenue, making it an important feature of the City. The establishment of the Southern Pacific Railroad depot transformed Ontario into an agricultural center. Ontario focused primarily on the citrus industry, but also grew walnuts, peaches, and grapes. There was a large gentry class of citrus growers who constructed many grand ornamental Victorian houses throughout the City.

In an effort to become more diversified, an airport was established within the City. The economy shifted from an agricultural to an industrial and manufacturing economy. Today, the City of Ontario retains its history through many recognized historic neighborhoods, buildings, and agricultural districts.

New Model Colony

In 1967, the County of San Bernardino designated 14,000 acres of agriculture land in Chino Valley as an agriculture preserve. The area was protected by the Williamson Act and the Land Conservation Act. It has been dominated by dairy farms since the early 1900s. By the 1980s, the area had more cows per acre and higher milk yields than anywhere else in the world (Galvin & Associates 2004).

By the 1990s, increased demand for housing and high dairy operation costs pressured farmers in the San Bernardino Agricultural Preserve to consider relocating their dairies and annexing their land to adjoining cities. Anticipating the expiration of the Williamson Act contracts, this area was divided and portions were incorporated into the Cities of Ontario, Chino, and Chino Hills. The City of Ontario annexed 8,200 acres of the former San Bernardino Agriculture Preserve in 1999 and called the area the New Model Colony. LAFCO required the City to prepare a General Plan Amendment and EIR prior to annexation. In 1996, the City of Ontario began planning for annexation in 1996 and adopted the New Model Colony General Plan Amendment and EIR in 1998 (Galvin & Associates 2004).

Historical Resources in Ontario

Designation Process

There are three general types of designations for significant cultural resources within the City, including archaeological resources, historical structures, historical districts, traditional cultural properties, and landscapes. The system includes federal designation in the National Register of Historic Places (NRHP) for resources of importance and relevance to national heritage, state-level designation in the California Register of Historical Resources (CRHR), and local designation in a list of Historic Resources and/or Historic Districts as outlined by the Historic Preservation Ordinance of the City of Ontario. Each of these registers employs different criteria to determine whether a resource could be determined eligible for inclusion, and these criteria are further discussed below, in the Regulatory Framework.

Historic Resources Listed on the National Register of Historic Places

The NRHP is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation, and the NRHP recognizes resources of local, state, and national significance. Four resources in the City of Ontario are listed on the NRHP:

- Euclid Avenue—listed in 2005
- Frankish Building—listed in 1980
- Hofer Ranch—listed in 1993
- Ontario State Bank Block—listed in 1982

Historic Resources Listed on the California Register of Historical Resources

The State Historic Resources Commission has designed the CRHR for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The CRHR is the authoritative guide to the state's significant historical and archaeological resources. The CRHR program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under the CEQA. Properties listed in the NRHP are automatically listed in the CRHR and certain CHLs and PHIs are also listed or considered eligible for the CRHR. Four properties in the City of Ontario (also listed on NRHP above) are also on the CRHR.

California Historical Landmarks and Points of Historical Interest

CHLs are sites, buildings, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. In order to be considered a CHL, the landmark must meet at least one of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values; and (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

If a site is primarily of local or countywide interest, it may meet the criteria for the California PHI Program. PHIs are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. To be eligible for designation as a PHI, a resource must meet at least one of the following criteria: (1) the first, last, only, or most significant of its type in the local geographic region (city or county); (2) be associated with an individual or group having a profound influence on the history of the local area; (3) a prototype of, or an outstanding example of, a period, style, architectural movement or construction; or (4) is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder. PHIs designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. No historical resource may be

designated as both a CHL and a PHI. If a PHI is subsequently granted status as a CHL, the PHI designation will be retired.

The five California PHIs in the City of Ontario are:

- De Anza Park Marker/Anza Trail
- Mule Car
- Ontario State Bank Block Site, Howells House Site
- San Bernardino-Sorona Road
- Stone Castle Powerhouse, Ontario Electric Company

Historic Districts in the City of Ontario

The City has designated six local historic districts. These districts are each a defined geographical area, containing a concentration of properties that possess design, setting, materials, workmanship, integrity, and architectural periods or styles typical to the history of the City. The City has followed this type of historic designation according to the NRHP and the CRHR guidelines (see the Historic Preservation Ordinance, Article 26 of the Ontario Development Code). They are shown on Figure 4.13.5-1 (Historic Districts) and are:

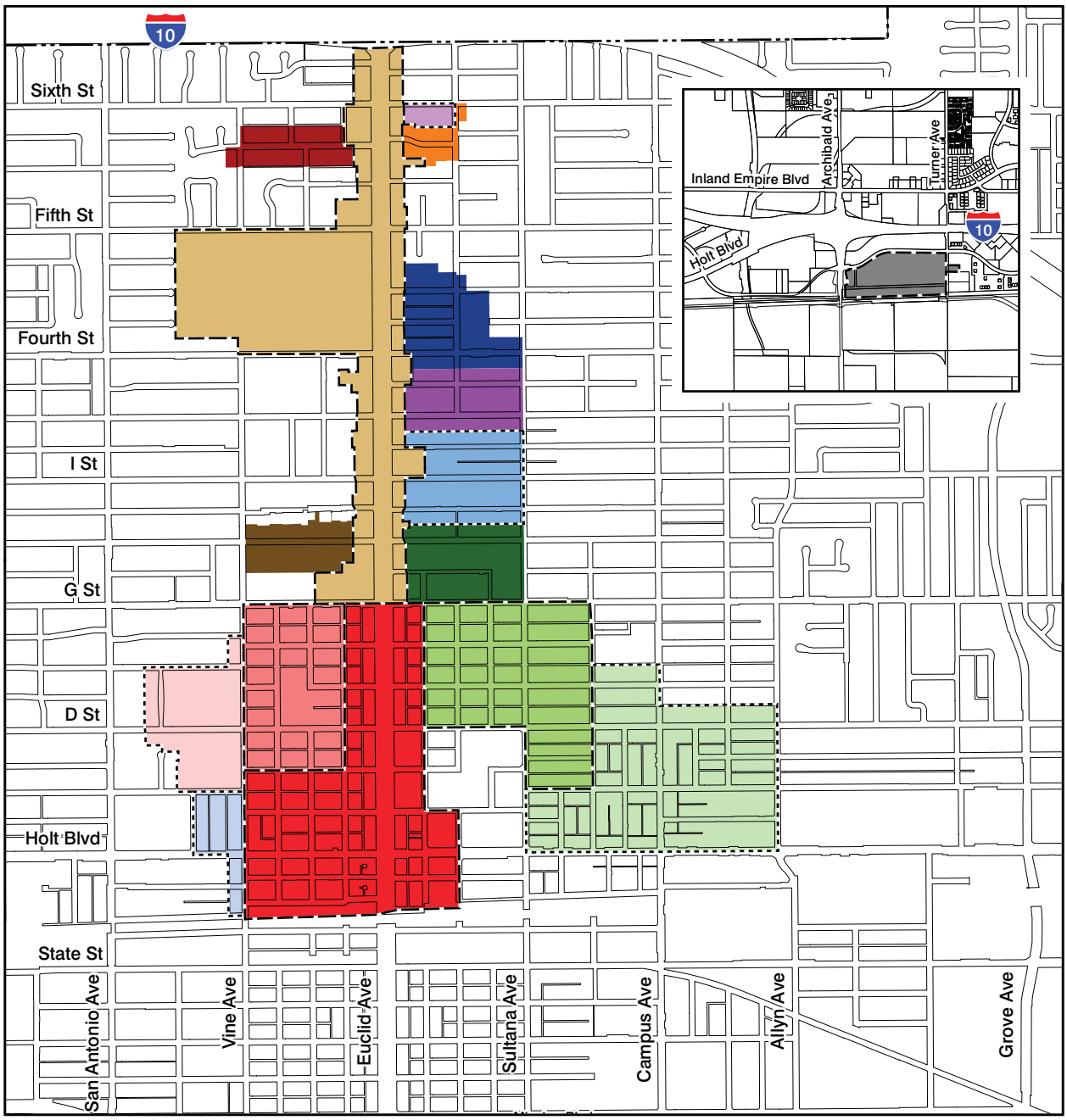
- Armsley Square Historic District
- La Deney Drive Historic District
- College Park Historic District
- Villa Historic District
- Rosewood Court Historic District
- El Morado Court Historic District

The City has identified other areas that may merit district designation. These areas are proposed or potential historic districts. Proposed districts were evaluated in a 1980s historic resource survey as meeting the local criteria for district designation. Potential districts appear to meet local criteria for district designation but have not been evaluated. The City has five proposed historic districts. These are also depicted in Figure 4.13.5-1 and are:

- Downtown Proposed Historic District
- Downtown West Proposed Historic District
- Euclid Avenue Proposed Historic District
- Guasti Proposed Historic District
- Parkside Proposed Historic District

The Planning Department is considering designation of five potential historic districts (Figure 4.13.5-1):

- Downtown Potential Historic District Addition



Designated Districts

- Armsley Square
- College Park
- El Morado Court
- La Deney Drive
- Rosewood Court
- Villa

Proposed Districts

- Downtown
- Downtown West
- Euclid Avenue
- Guasti
- Parkside

Potential Districts

- Downtown Addition
- Downtown West Addition
- Granada
- La Deney Drive Addition
- Parkside Addition

0 1,750

NORTH
SCALE IN FEET

Figure 4.13.5-1
Historic Districts

ATKINS

- Downtown West Potential Historic District Addition
- Granada Court Potential Historic District
- La Deney Drive Potential Historic District Addition
- Parkside Potential Historic District Addition

The City's list of historic resources includes properties that appear eligible for local, state, and/or national listing and properties that have been designated local, state, and/or national landmarks. Properties that have been surveyed; catalogued; determined to meet local, state, or national significance criteria; and have been designated as local landmarks as of June 2006 are depicted in Table 4.13.5-1 (Designated Historic Landmarks in the City of Ontario).

Table 4.13.5-1 Designated Historic Landmarks in the City of Ontario

Local landmark No.	*Assessor's Parcel No.*	*Street Address*	*DU*	*Year*	*Historic Name*
1	104902119	122 S Vine Ave	2	1960	William Fallis House
2	104906202	225 S Euclid Ave	0	1886	Old City Hall
3	104906201	225 S Euclid Ave	0	1937	Frankline Fountain
4	10494304	304 S Laurel Ave 200 W Main St		1893	Dr. O.S. Ensign House
5	104956401	1120 S Euclid Ave	0	1919	Euclid Avenue School
6	104835411	401 N Euclid Ave	0	1942	Ontario Laundry Co.
7	104834212	456 W Carriage Alley	0		Carriage House
8	104906302	214 E Holt Blvd	0		Dietz Garage
9	104754309	328 E Princeton St	1	1884	Avenue Boarding House
10	104905703	100 S Euclid Ave	0	1930	First National Bank
11	104905705	110 S Euclid Ave 112 S Euclid Ave	0		Envoy Hotel
12	104905803	200 S Euclid Ave	0	1916	Frankish Building (National Landmark No. 1)
13	104856409 104856410 104905702	101 N Euclid Ave 103 N Euclid Ave 104 W Holt Blvd 108 W Holt Blvd 110 W Holt Blvd 111 W Holt Blvd 112 W Holt Blvd	0	1895	Citizens Bank Block
14	104856408	105 N Euclid Ave	0		Holbrook Block
15	104856407	107 N Euclid Ave 109 N Euclid Ave 111 N Euclid Ave	0	1889	Rose Block
16	104855313	114 N Euclid Ave			Citizens Bank

Table 4.13.5-1 Designated Historic Landmarks in the City of Ontario

Local landmark No.	*Assessor's Parcel No.*	*Street Address*	*DU*	*Year*	*Historic Name*
17	104856406 104856405	121 N Euclid Ave 123 N Euclid Ave	0		Friend Block/I.P.O.F. Sommerset Hall/People's Store
18	104855316	122 N Euclid Ave	0		Lerch Building
19	104855317	126 N Euclid Ave 128 N Euclid Ave 130 N Euclid Ave 132 N Euclid Ave	0	1920	Commercial Hotel
20	104856510	203 N Euclid Ave	0		Ostran's Department Store
21	104856505 1044856504	231 N Euclid Ave 233 N Euclid Ave	0	1950	Masonic Hall
22	104856503	235 N Euclid Ave	0		People's Mutual Building & Loan
23	104856607	303 N Euclid Ave	0	1926	Emmon's Building (Granada Theater)
24	104836201	536 N Euclid Ave	0		Bethel Congregational Church
25	104835603	625 N Euclid Ave	1	1893	Moore House
26	104905704	108 S Euclid Ave	0	1920	McCann Block
27	104856402	115 W B St 117 W B St 119 W B St	0	1948	Ontario Herald Building
28	104856408	112 W B St	0		Int'l Order of Odd Fellows (I.O.O.F)
29	104856509	207 N Euclid Ave	0		W.W. Smith Grocery
30	104824134	738 N Euclid Ave	0	1960	Woman's Club
31	104827116	747 N Euclid Ave	1	1920	Oscar Arnold House
32	104824135	748 N Euclid Ave 750 N Euclid Ave	5	1960	Bungalow Court
33	104825241	802 N Euclid Ave	8	1960	Woodlawn Apartments
34	104825147	836 N Euclid Ave	1		William W. Fischer House
35	104836104	128 G St 629 N Lemon St	2 2	1960	Edwards E. Bassat House
36	104906404	217 S Lemon St	0		Ontario Power Co. Building
37	104905805	211 S Laurel Ave 215 S Laurel Ave	0		Pacific Electric Bus Depot
38	104905801	125 W Transit St	0	1932	Old Post Office-Paul Williams Architect
39	104905701	123 W Holt Blvd	0		United States Post Office
40	104804313	101 N Euclid Ave	1	1960	Colonel J.P. Robertson House
41	104807250	936 N Euclid Ave	2		The Town House
42	104807151	938 N Euclid Ave 940 N Euclid Ave	3 1	1932	Hollingsworth Apartments

Table 4.13.5-1 Designated Historic Landmarks in the City of Ontario

Local landmark No.	*Assessor's Parcel No.*	*Street Address*	*DU*	*Year*	*Historic Name*
43	104804310	939 N Euclid Ave	1		James E. Douglas House
44	104807152	942 N Euclid Ave	1	1960	Neman E. Draper House
45	104807153	944 N Euclid Ave	1		Clayton C. Dyke House
46	104804309	945 N Euclid Ave	1	1960	Charles Latimer House
47	104804308	951 N Euclid Ave	1	1901	Judge James R. Pollock House
48	104807101	956 N Euclid Ave	1	1960	Leo J. Lucas House
49	104804307	957 N Euclid Ave	1	1901	Miss Mary Pollock House
50	104806221	1004 N Euclid Ave	1	1920	Charles Mead House
51	104805210	1007 N Euclid Ave	1	1960	Herbert C. Oakley House
52	104806224	1012 N Euclid Ave	0	1928	Charles McGready House
53	104806201	1022 N Euclid Ave	1	1960	A.R. Gemmel House
54	104805206	1022 N Euclid Ave	4	1960	Bungalow Court
55	104805205	1049 N Euclid Ave	1	1921	A.L. Davenport House
56	104805204	1055 N Euclid Ave	1	1923	Richard J. George House
57	104806101	1056 N Euclid Ave 116 E Fourth St 118 E Fourth St	1 3 1 1	1940 1960 1960	Atchley Apartments
58	104755101 104755102 104756102 104757149 104757150 104757151 104758101 104758112	1245 N Euclid Ave	0	1930	Chaffey High School[a]
59	104736116	1310 N Euclid Ave	0	1901	Clarence Peabody House
60	104736117	1316 N Euclid Ave	1	1912	Thomas M. Henry House
61	104736118	1322 N Euclid Ave	1	1913	Local Landmark No. 61
62	104733216	1327 N Euclid Ave	1	1960	A.J. Dinkey House
63	104733103	1341 N Euclid Ave	1	1923	John D. Paschke House
64	104823302	616 E H St	1	1925	Raymond A. Gillette House
65	NA	N Euclid Ave			Euclid Avenue Nativity Display
66	104834103	403 W G St	0	1990	John Stewart House
67	NA	Euclid Ave			Euclid Ave. between Philadelphia St. and I-10
68	104734102	421 W Sixth St	1	1935	Alan A Clements House
69	104807137	307 E Plaza Serena St	1	1914	Mrs. Mary Grotholtman House

Table 4.13.5-1 Designated Historic Landmarks in the City of Ontario

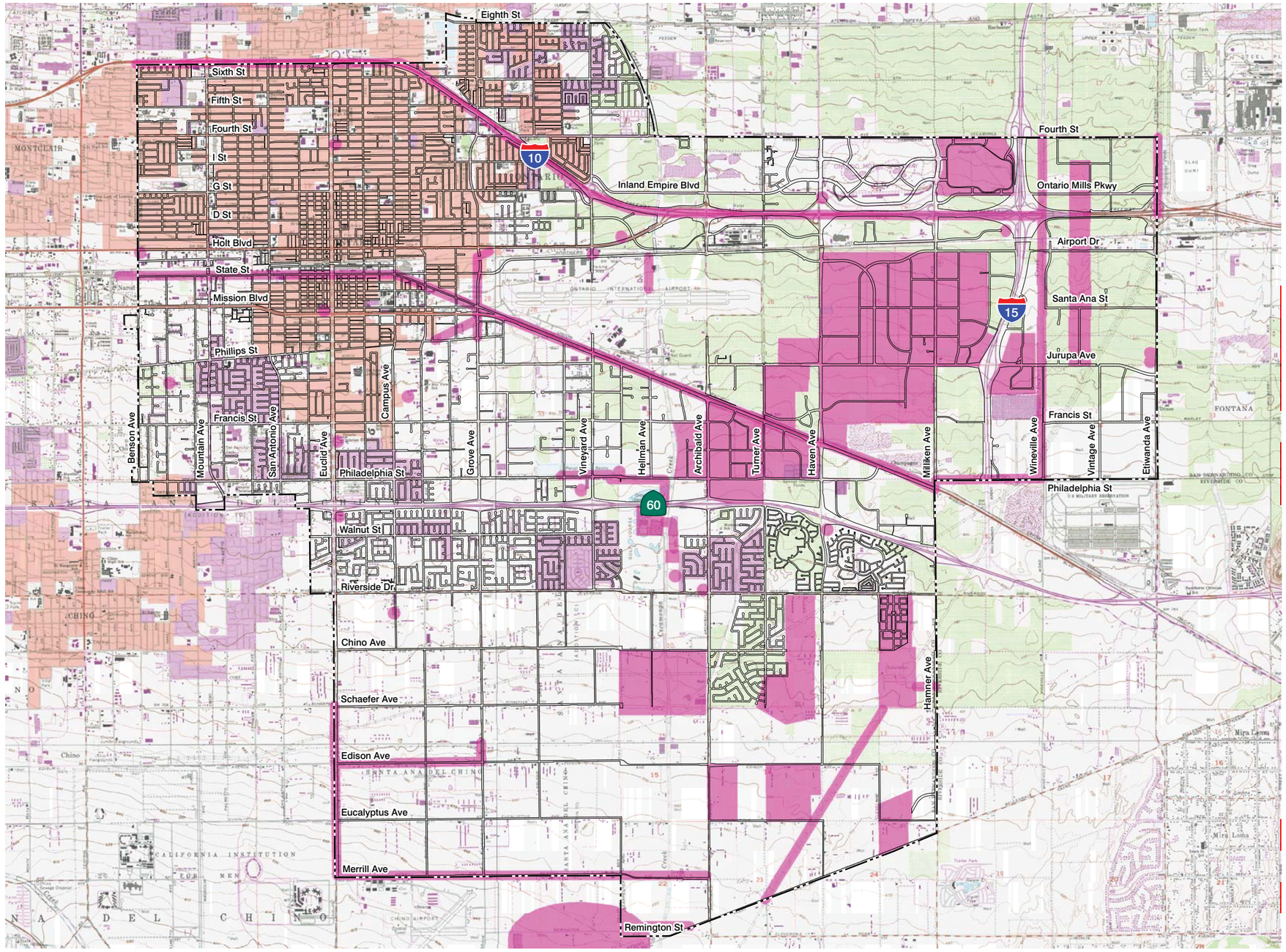
Local landmark No.	*Assessor's Parcel No.*	*Street Address*	*DU*	*Year*	*Historic Name*
70	104833207	527 W Flora St	1	1922	Mrs. Mary N. Davis House
71	104808130	655 E Plaza Serena St	1	1933	Virgil M. Roose House
72	10483303	312 E E St	2	1910	Olin C. Stark House
73	104753107	1240 N Euclid Ave	1	1926	Peter H. Vanden Berg House
74	104814103	1322 E Fourth St		1937	Ontario Ballpark
75	21121113 21121112	11274 S Turner Ave	1		Hofer Ranch (National Landmark No. 2)
76	104825211	304 W Granada Ct	1	1920	Royal E. Bumstead House
77	104853203	510 E Lynn Haven Ct	1	1910	Mrs. Mary E. Todd House
78	104734306	213 W Sixth St			Thomas T. Parker House
79	100826118	830 W Sixth St	1	1960	W. B. Stewart House
80	104809211	1044 N Sultana Ave	1	1939	The Squires House
81	104809211	558 E Rosewood Ct	1	1930	W. H. Joss House
82	104724103	205 E Sixth St			Dr. Robert N. Williams House
83	104733206	201 W Bonnie Brae Ct			Virgil E. Wymore House

SOURCE: Ontario (2009).
a. College Park Historic District

Archaeological Resources in Ontario

Archaeological resources are the physical remains of past human activities and can be either prehistoric or historic. Archaeological sites contain significant evidence of human activity. Generally a site is defined by a significant accumulation or presence of: food remains, waste from the manufacturing of tools, tools, concentrations or alignments of stones, modification of rock surfaces, unusual discoloration or accumulation of soil, and/or human skeletal remains.

The earliest identified archaeological traditions were primarily in the Southern California desert, San Diego County, and Channel Islands. These date to the Late Pleistocene or Early Holocene period and are variously termed either the Early Man Horizon or the San Dieguito Tradition. In southern San Bernardino County, very early human occupation has not been documented, but it is generally accepted that people lived in the region at least 10,000 years ago. It is understood that these people hunted, gathered, and collected the various plants and animals available from the lakes, rivers, foothills, marshlands, and grassland areas in the region. The records review at the Archaeological Information Center at San Bernardino County Museum (SBCM) indicated no known prehistoric archaeological resources in the City of Ontario (see Table 4.13.5-2 [Inventory of Potential Archaeology Sites in the City of Ontario]), but only about 10 percent of the City has been adequately surveyed for prehistoric or historic archaeology (see Figure 4.13.5-2 [Surveyed Archaeological Resources]). The records search indicated that several Gabrielino villages or native sites spread across the surrounding plains: Kukamo to the north, Hikavanu and Hurumpa to the southeast, Pasino to the south, and Toibi to the west, in



Surveyed Areas for Archaeological Resources

0 1

NORTH
SCALE IN FEET

Source: Discovery Works; Base Source USGS.

Figure 4.13.5-2
Surveyed ArchaeoWlogical Resources

ATKINS

addition to the trails and waterways that once traversed the City of Ontario. Therefore, there is a high potential for historical archaeology sites, ethnic sites, and cultural landscapes within the city.

Table 4.13.5-2 Inventory of Potential Archaeology Sites in the City of Ontario

Site #	*Description*
Historic Archaeological Resources	
Bernardino-Sonora Road, Ontario	Northern branch of the old Emigrant Trail
CA-SBR-7096H	Abandoned irrigation system
CA-SBR-1963H	Remains of a homestead, tentatively associated with the Collins Family (a founding family for the City of Ontario
CA-SBR-1964H	Historic structure. The site may be associated with the Hamilton Family
CA-SBR-10330H	Contains segments of the Union Pacific Railroad (historically the Southern Pacific Railroad)
CA-SBR-8076H	12-foot-square structural foundation made of rock and concrete
CPHI-SBR-27/P36-015980 (Juan Bautista de Anza Trail)	1,210-mile-long trail. The first overland route from Sonora, Mexico, into Alta California. It is the route traveled by Juan Bautista de Anza

SOURCE: Archaeological Information Center, San Bernardino County Museum

Paleontological Resources in Ontario

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These are valued for the information they yield about the history of the earth and its past ecological settings. There are two types of resources; vertebrate and invertebrate. These resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Paleontological sites are those areas that show evidence of prehuman activity. Often they are simply small outcroppings visible on the surface or sites encountered during grading. While the sites are important indications, it is the geologic formations that are the most important, since they may contain important, fossils. Potentially sensitive areas for the presence of paleontological resources are based on the underlying geologic formation. Fossil remains may occur throughout the City of Ontario, although the area of their distribution is not known. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area.

The San Bernardino County Museum, Division of Geological Sciences, conducted the paleontological records search for the Ontario General Plan and found one previously known paleontological resource locality recorded by the Regional Paleontologic Locality Inventory, a computer database with positional and contextual data for more than 3,000 fossil localities throughout California and the southwestern United States. This review found one paleontological locality for the City area (SBCM 5.1.8). This locality yielded the remains of a mammoth from approximately 20 feet below the ground surface. The possibility of finding additional paleontological resources within City boundaries is moderate to high. Geologic maps indicate that the proposed project area is situated on surface exposures of recent alluvium. These sediments have low potential to yield fossil resources or to contain significant nonrenewable paleontological resources. However, these recent sediments overlie sediments of older Pleistocene sediments with high potential to contain paleontological resources. Older Pleistocene alluvial sediments have yielded significant fossils of extinct plants and animals elsewhere in the Inland Empire. These older

sediments, often found at depths of 10 feet or more below the ground surface, have yielded the fossil remains of plants and extinct terrestrial Pleistocene vertebrates. Significant vertebrate fossils from this age include Ice Age mammals such as camels, mammoths, mastodons, and ground sloths.

Regulatory Framework

Federal

Federal regulations for cultural resources are primarily governed by National Historic Preservation Act of 1966 (NHPA) Section 106, which applies to actions taken by federal agencies. The goal of the Section 106 review process is to offer a measure of protection to sites that are listed or determined eligible for listing on the NRHP. The criteria for determining NRHP eligibility are found in 36 Code of Federal Regulations (CFR) Part 60. NHPA Section 106 requires federal agencies to take into account the effects of their undertakings on Historic Properties and affords the federal Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, "Protection of Historic Properties," are found in 36 CFR Part 800. The NRHP criteria (36 CFR 60.4) are used to evaluate resources when complying with NHPA Section 106. Those criteria state that eligible resources comprise districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and any of the following:

(a) Are associated with events that have made a significant contribution to the broad patterns of our history
(b) Are associated with the lives of persons significant in our past
(c) Embody the distinctive characteristics of a type, period, or method of construction, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction
(d) Have yielded or may be likely to yield, information important to history or prehistory

Eligible properties must meet at least one of the criteria and exhibit integrity. Historical integrity is measured by the degree to which the resource retains its historical attributes and conveys its historical character, the degree to which the original fabric has been retained, and the reversibility of changes to the property.

Historic Districts derive their importance from being considered a unified entity, even though they are often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties. A district is defined as a geographically definable area of land containing a significant concentration of buildings, sites, structures, or objects united by past events or aesthetically by plan or physical development. A district's significance and integrity should help determine the boundaries.

Within historic districts, resources are identified as contributing and noncontributing. A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archaeological values for which a district is significant because it was either present during the period of significance, relates to the significance of the district, and retains its physical integrity; or it independently meets the criteria for listing in the NRHP.

Archaeological site evaluation assesses the potential of each site to meet one or more of the criteria for NRHP eligibility based upon visual surface and subsurface evidence (if available) at each site location, information gathered during the literature and records searches, and the researcher's knowledge of and familiarity with the historic or prehistoric context associated with each site.

Paleontological resources are considered under NHPA Section 106 primarily when found in a culturally related context (i.e., fossil shells included as mortuary offerings in a burial or a rock formation containing petrified wood used as a chipped stone quarry). In such instances, the material is considered a cultural resource and is treated in the manner prescribed for the site by Section 106.

The Antiquities Act of 1906 (Title 16, United States Code, Sections 431-433) protects any historic or prehistoric ruin or monument, or any object of antiquity, situated on lands owned or controlled by the Government of the United States from appropriation, excavation, injure or destruction without the permission of the Secretary of the Department of the Government having jurisdiction over the lands on which the antiquities are situated. The California Department of Transportation, the National Park Service, Bureau of Land Management, U.S. Forest Service, and other federal agencies have interpreted objects of antiquity to include fossils. The Antiquities Act provides for the issuance of permits to collect fossils on lands administered by federal agencies and requires projects involving federal lands to obtain permits for both paleontological resource evaluation and mitigation efforts.

The federal Paleontological Resources Preservation Act of 2002 was enacted to codify the generally accepted practice of limiting the collection of vertebrate fossils and other rare and scientifically significant fossils to qualified researchers; these researchers must obtain a permit from the appropriate state or federal agency and agree to donate any materials recovered to recognized public institutions, where they will remain accessible to the public and to other researchers.

State

Under CEQA, public agencies must consider the impacts of their actions on both historical resources and unique archaeological resources. Pursuant to Public Resources Code (PRC) Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Section 21083.2 requires agencies to determine whether proposed projects would have effects on unique archaeological resources.

Historical resource is a term with a defined statutory meaning (refer to PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a) and (b)). The term applies to any resource listed in or determined to be eligible for listing in the CRHR. The CRHR includes California resources listed in or formally determined eligible for listing in the NRHP, as well as certain California Historic Landmark (CHLs) and Points of Historical Interest (PHIs).

Properties of local significance that have been 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 CRHR and are presumed to be historical resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC Section 5024.1 and California Code of Regulations Title 14, Section 4850). Unless a resource listed in a survey has been demolished, lost

substantial integrity, or there is a preponderance of evidence indicating that it is otherwise not eligible for listing, a lead agency should consider the resource to be potentially eligible for the CRHR.

In addition to assessing whether historical resources potentially impacted by a proposed project are listed or have been identified in a survey process, lead agencies have a responsibility to evaluate them against the CRHR criteria prior to making a finding as to a proposed project's impacts to historical resources (PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a)(3)). In general, a historical resource, under this approach, is defined as any object, building, structure, site, area, place, record, or manuscript that:

(a) Is historically or archeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California; and

(b) Meets any of the following criteria:

1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2) Is associated with the lives of persons important in our past;

3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4) Has yielded, or may be likely to yield, information important in prehistory or history.

(CEQA Guidelines Section 15064.5(a)(3))

Archaeological resources can sometimes qualify as historical resources (CEQA Guidelines Section 15064.5(c)(1)). In addition, PRC Section 5024 requires consultation with the Office of Historic Preservation when a project may impact historical resources located on state-owned land.

For historic structures, CEQA Guidelines Section 15064.5(b)(3) indicate that a project that follows the Secretary of the Interior (SOI) Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, or the SOI Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, shall mitigate impacts to a level of less than significant. Potential eligibility also rests upon the integrity of the resource. Integrity is defined as the retention of the resource's physical identity that existed during its period of significance. Integrity is determined through considering the setting, design, workmanship, materials, location, feeling, and association of the resource.

As noted above, CEQA also requires lead agencies to consider whether projects will impact unique archaeological resources. PRC Section 21083.2(g) states that 'unique archaeological resource means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.

- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

(PRC Section 21083.2(g))

Treatment options under Section 21083.2 include activities that preserve such resources in place and in an undisturbed state. Other acceptable methods of mitigation under Section 21083.2 include excavation and curation, or study in place without excavation and curation (if the study finds that the artifacts would not meet one or more of the criteria for defining a unique archaeological resource).

Advice on procedures to identify cultural resources, evaluate their importance, and estimate potential effects is given in several agency publications such as the series produced by the Governor's Office of Planning and Research (OPR). The technical advice series produced by OPR strongly recommends that Native American concerns and the concerns of other interested persons and corporate entities, including, but not limited to, museums, historical commissions, associations, and societies, be solicited as part of the process of cultural resources inventory. In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of their antiquity and provides for the sensitive treatment and disposition of those remains.

CEQA affords protection to paleontological resources, as CEQA Guidelines indicate that a project would have a significant environmental impact if it would disturb or destroy a unique paleontological resource or site or unique geologic feature. Although CEQA does not specifically define a unique paleontological resource or site, the definition of a unique archaeological resource (Section 21083.2) can be applied to a unique paleontological resource or site and a paleontological resource could be considered a historical resource if it has yielded, or may be likely to yield, information important in prehistory or history under Section 15064.5 (a)(3)(D).

California Public Resources Code 5097.5

California PRC Section 5097.5 provides protection for cultural and paleontological resources, where PRC 5097.5(a)) states, in part, that:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.

California Health and Safety Code Sections 7050.5, 7051, and 7054

California Health and Safety Code Section 7050.5(b) specifies protocol when human remains are discovered. The code states:

> In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the

excavation, or to his or her authorized representative, in the manner provided in section 5097.98 of the Public Resources Code.

California Public Resources Code Section 5097.98

Section 5097.98 requires the NAHC to notify the most likely descendants regarding the discovery of Native American human remains upon notification by a county coroner. This enables the descendants to inspect the site of the discovery of Native American human remains within 48 hours of notification by the NAHC, and to recommend to the landowner or the person responsible for the excavation work means for treating or disposition, with appropriate dignity, the human remains and any associated grave goods. Further, this section requires the owner of the land upon which Native American human remains were discovered, in the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or the land owner rejects the recommendation of the descendant, to reinter the remains and burial items with appropriate dignity on the property in a location not subject to further disturbance.

Senate Bill 18

As of March 1, 2005, Senate Bill 18 (Government Code Sections 65352.3 and 65352.4) requires that, prior to the adoption or amendment of a general plan proposed on or after March 1, 2005, a city or county must consult with Native American tribes with respect to the possible preservation of, or the mitigation of impacts to, specified Native American places, features, and objects located within that jurisdiction.

Regional

No regional or county regulations exist for prehistoric or historic preservation. Each local jurisdiction has its own criteria for the preservation of local historic and pre-historic resources.

Local

City of Ontario Municipal Code

Historic Preservation Ordinance (Article 26 of the Ontario Development Code) outlines the criteria used for local designation as Historic Landmarks and Historic Districts as follows:

Historic Landmarks. Historic Landmarks shall include any property designated as a Historic Landmark prior to September 1, 2003, or any Historical Resource designated under the Historic Preservation Ordinance. Any Historical Resource may be designated a Historic Landmark by the City Council pursuant to Section 9-1.2620 if:

1. It meets the criteria for listing in the National Register of Historic Places; or
2. It meets the criteria for listing in the California Register of Historic Resources; or
3. It meets one or more of the following criteria:
    a. It exemplifies or reflects special elements of the City's history;
    b. It is identified with persons or events significant in local, state, or national history;
    c. It is representative of the work of a notable builder, designer, architect, or artist;

d. It embodies distinguishing architectural characteristics of a style, type, period, or method of construction;
e. It is a noteworthy example of the use of indigenous materials or craftsmanship;
f. It embodies elements that represent a significant structural, engineering, or architectural achievement or innovation;
g. It has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community or the City; or,
h. It is one of the few remaining examples in the City, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen.

Historic Districts. Historic Districts shall include any neighborhood or area previously designated as a Historic District prior to September 1, 2003, or any Historical Resource designated under the Historic Preservation Ordinance. Any neighborhood or area listed as a Historical Resource may be designated a Historic District by the City Council pursuant to Section 9-1.2620 if the neighborhood:

1. Meets the criteria for listing in the National Register of Historic Places; or
2. Meets the criteria for listing in the California Register of Historic Resources; or
3. Meets any one of the following criteria:
   a. Is a geographically definable area possessing a concentration of Historical Resources or thematically related grouping of structures which contribute to each other and are unified by plan, style, or physical development; and embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
   b. Reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of a park landscape, site design, or community planning.
   c. Is associated with, or the contributing resources are unified by, events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
   d. Is or the contributing resources are, associated with the lives of persons important to Ontario, California, or national history.

Ordinance 2707 (Title 9 [Development Code], Chapter 1 [Zoning and Land Use Requirements], Part 1 [Introduction], Article 4 [General Administration], Section 9-1.0412 [Historic Preservation Subcommittee] and Section 9-1.0413 [Historic Preservation Commission]) established the City's requirements for historical and cultural preservation, and created the Historic Preservation Commission. The board maintains a local register of designated historic landmarks and districts consistent with the National Register, and reviews projects that may result in changes to the character or use of the designated resources. The board also issues certificates of appropriateness for all permits for alteration, addition, restoration, rehabilitation, remodeling, or relocation of a Historical Resource, in addition to any work to the exterior of any noncontributing resource in a Historic District or Infill development within a Historic District.

Ordinances 2758 and 2789 (Title 9 [Development Code], Chapter 1 [Zoning and Land Use Requirements], Part 1 [Introduction], Article 26 [Historic Preservation]) safeguard the character

and history of the City by regulating design, protecting historic landmarks and structures, and establishing conservation plans. In addition to the protection provided through national, state and CEQA laws, Article 26 further protects the City's historic resources threatened with major modification or demolition through a tiering system. A tier determination evaluates historic or potentially historic properties for significance and assigns a level of significance beyond local, state and national criteria. Tier I properties are determined to possess the highest historic value and Tier III properties the least. Each tier includes documentation, salvage, and mitigation fees as standard mitigation. The tier system provides a layer of protection for all properties on the City's List of Historic Resources, including properties that have not been evaluated but appear eligible for local, state, and/or national listing.

Ordinances 2680, 2697, 2758, 2762, and 2777 (Title 9 [Development Code], Chapter 1 [Zoning and Land Use Requirements], Part 1 [Introduction], Article 2 [Definitions]) require that all proposed work to a designated cultural resource conform to the Secretary of the Interior's Standards for rehabilitating historic buildings and standards for historic preservation projects. These ordinances establish the City's planning and zoning regulations and pertain to allowable land uses, second units, development standards, and historic preservation.

Ontario General Plan

The Ontario General Plan policies that are applicable to cultural resources[4] are as follows:

Policy CD4-1 *Cultural Resource Management.* The City updates and maintains an inventory of historic sites and buildings, professional collections, artifacts, manuscripts, photographs, documents, maps, and other archives.

Policy CD4-2 *Collaboration with Property Owners and Developers.* The City educates and collaborates with property owners and developers to implement strategies and best practices that preserve the character of our historic buildings, streetscapes, and neighborhoods.

Policy CD4-3 *Collaboration with Outside Agencies.* The City pursues opportunities to team with other agencies, local organizations, and nonprofits in order to preserve and promote Ontario's heritage.

Policy CD4-4 *Incentives.* The City uses federal, state, regional, and local programs to assist property owners with the preservation of select properties and structures.

Policy CD4-5 *Adaptive Reuse.* The City actively promotes and supports the adaptive reuse of historic sites and buildings to preserve and maintain their viability.

[4] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on cultural resources if it would do any of the following:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature
- Disturb any human remains, including those interred outside of formal cemeteries

Analytic Method

The following analysis considers the presence and absence of historical, archaeological, or paleontological resources within the City. Historical resources include any resource listed in or determined to be eligible for listing in the NRHP, CRHR, certain CHLs and PHIs, as well as resources of regional or local significance that have been identified in a local historical resources inventory. Such regional or locally designated resources are presumed to be historical resources for purposes of CEQA unless a preponderance of evidence indicates otherwise. The presence of historical, archaeological, or paleontological resources is then considered against the potential impacts on such resources from implementation of the Regional Reduction Plan. To gather information on known historical resources within Ontario, various City planning documents were reviewed, and searches were conducted on-line for resources listed in the NRHP and CRHR (Ontario 2009; Ontario 2010; and OHP 2013).

Effects Not Found to Be Significant

Threshold	Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Implementation of the Regional Reduction Plan will include energy-efficiency retrofit activities, which could be proposed at the site of an historical resource or at the site of a resource considered to be a potential historical resource. Future energy-efficiency retrofit activities have the potential to result in significant impacts on individual historical resources within the City, including resources listed in or eligible for listing in the NRHP and/or CRHR. This could include the delisting or loss of eligibility of such resources. In addition, the completion of energy-efficiency retrofit activities has the potential to result in significant impacts on buildings or structures of historic age (50 years old or older), or buildings or structures which may eventually be of historic age, and which may qualify as historical resources pursuant to CEQA upon evaluation. Similarly, any ground disturbing activities have the potential to result in significant impacts on historical resources if an archaeological site or paleontological resource is present and is considered a historical resource pursuant to CEQA.

CEQA Guidelines Section 15064.5(b) states that "a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." The Regional Reduction Plan may allow for energy-efficiency retrofit activities, and these activities have the potential to cause a substantial adverse change in the significance of an historical resource through alteration of a historical resource's physical characteristics that conveys its historical significance. This is considered a potentially significant impact. Some activities, such as solar panel installations that can be demonstrated to not be visible from a public street and could be administratively approved.

The City of Ontario Municipal Code, Title 9 (Development Code), Chapter 1 (Zoning and Land Use Requirements), Part 1 (Introduction), Article 2 (General Administration), Section 9-1.0412 (Historic Preservation) requires that all proposed work to a designated cultural resource conform to the Secretary of the Interior's Standards for rehabilitating historic buildings and standards for historic preservation projects. These ordinances establish the City's planning and zoning regulations and pertain to allowable land uses, second units, development standards, and historic preservation. The City's Ordinances on historic preservation and historic review process would require energy efficiency retrofits occurring during implementation of the Regional Reduction Plan to be designed in a manner that will not substantially alter the historic architecture or historic character of historic buildings. The impact would be ***less than significant***, and no mitigation is required.

Threshold	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

The City is known to have been home to Native American groups prior to settlement by Euro-Americans. Archaeological materials associated with occupation of the Planning Area are known to exist and have the potential to provide important scientific information regarding history and prehistory. Ground-disturbing activities, particularly in areas that have not previously been developed with urban uses ("native soils," which include agricultural lands), have the potential to damage or destroy historic age or prehistoric archaeological resources that may be present on or below the ground surface. Such resources may be considered as historical resources, as defined in Section 15064.5(a)(3)(D) ("[h]as yielded, or may be likely to yield, information important in history or prehistory"). In addition to the status of archaeological resources as historical resources, a resource may also be a "unique archaeological resource," as defined in CEQA Section 21083.2(g)(1)–(3). Further, archaeological resources are often of cultural or religious importance to Native American groups, particularly if the resource includes human and/or animal burials. Consequently, damage to or destruction of these resources could occur as a result of development of energy-generating facilities under the Regional Reduction Plan.

Mitigation measures in the Ontario General Plan EIR incorporate specific measures to identify, protect, and preserve cultural resources into the City planning and environmental review processes. The Ontario General Plan EIR mitigation measures relevant to this impact are as follows:

Mitigation Measure 5.2 In areas of documented or inferred archaeological and/or paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall

provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:

a) Archaeologists and/or paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.

b) Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director is satisfied that adequate provisions are in place to protect these resources.

c) Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/ Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including catalog with museum numbers.

All projects within the City of Ontario are required to follow this mitigation measure which includes monitoring of earth-disturbing activities in archaeologically and culturally sensitive areas, as well as evaluation by a qualified archaeologist of cultural resources found prior to or during construction, application of appropriate mitigation measures, and consultation, as appropriate, with Native American Tribes before resumption of development activities. Implementation of the Ontario General Plan mitigation measure reduce impacts to archaeological and Native American cultural resources to a less-than-significant level by requiring the scientific recovery and evaluation of any archaeological resources encountered, which would ensure that important scientific information that could be provided by these resources regarding history or prehistory is not lost. Consequently, potential impacts to archaeological and Native American cultural resources as a result of implementation of the Regional Reduction Plan would be ***less than significant***. No additional mitigation is required.

Threshold	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

There are no unique geologic features in the City that would be adversely affected by implementation of the Regional Reduction Plan, as the proposed project would implement measures aimed at reducing VMT and improving energy efficiency and would not result in substantial construction other than potentially renewable energy generation facilities or methane recovery systems. The General Plan Mitigation Measure 5.2, shown above, addresses potential impacts to paleontological resources from grading or excavating that could occur during construction of renewable energy faculties. The impact would be ***less than significant***. No additional mitigation is required.

Threshold	Would the project disturb any human remains, including those interred outside of formal cemeteries?

Human burials, in addition to being potential archaeological resources, have specific provisions for treatment in California PRC Section 5097. Disturbing human remains could violate the health code, as well as destroy the resource. The General Plan Mitigation Measure 5.2 incorporates specific measures to identify, protect, and preserve cultural resources into the City planning and environmental review processes including monitoring of earth-disturbing activities in archaeologically and culturally sensitive areas, as well as evaluation by a qualified archaeologist of cultural resources found prior to or during construction, application of appropriate mitigation measures, and consultation, as appropriate, with Native American Tribes before resumption of development activities. These requirements provide substantial protection to human burials by protecting and ensuring the appropriate treatment of the archaeological contexts within which these burials would be most likely to be encountered. California PRC Section 5097.98 would afford protection for human remains discovered during development activities. In addition, review and protection are afforded by CEQA for those projects subject to discretionary action, particularly for activities that could potentially disturb human remains. SB 18 requires consultation regarding Native American sites and artifacts, but the potential for project-level impacts to unidentified and unrecorded tribal cultural places remains moderate to high. The excavation and grading activities of the proposed project could result in impacts to human remains. However, PRC Section 5097.98, mandates the process to be followed in the event of a discovery of any human remains, and would mitigate all potential impacts. Consequently, any potential impacts to human remains from earth disturbance during implementation of the Regional Reduction Plan would be reduced to ***less than significant***. No additional mitigation is required.

Project Impacts and Mitigation Measures

Cumulative Impacts

The cumulative analysis for impacts on cultural resources considers a broad regional system of which the resources are a part. The cumulative context for the cultural resources analysis is the Santa Ana River Valley and Prado Basin within San Bernardino and Riverside Counties. In these areas, common patterns of prehistoric and historic development have occurred. The analysis accounts for anticipated cumulative growth within the region.

Past development has disturbed human remains, including those interred outside of formal cemeteries. This has led to the implementation of specific requirements to preserve such remains, as codified in CEQA Guidelines Section 15064.5(e) and PRC Section 5097.98. There is always the possibility that ground-disturbing activities during future construction may uncover previously unknown and buried human remains. Treatment of human remains is covered under these standard regulatory requirements. Therefore, there is no significant cumulative impact with respect to disturbance of human remains. The proposed Regional Reduction Plan would be subject to the same regulations, and the Regional Reduction Plan's cumulative impact on human remains is ***less than significant***.

Based upon existing studies outlining intense resource use in this region, and the documented, observable material culture (i.e., artifacts) recovered from the prehistoric era to the present, the Santa

Ana River Valley and Prado Basin are known to have high archaeological sensitivity, and past development has resulted in substantial adverse changes in the significance of various archaeological resources prior to the implementation of regulations enacted for the purpose of avoiding disturbance, damage, or degradation of these resources. Future development may uncover or disturb known or previously unknown archaeological resources. Impacts to such resources would be determined on a discretionary case-by-case basis, and follow CEQA, existing City of Ontario Ordinances, and General Plan Mitigation Measure 5.2. For future discretionary projects occurring under the Regional Reduction Plan, environmental review would occur at project-level. This would include studies to determine the presence or absence of resources in areas with a documented or inferred archaeological resource presence. Thereafter, properties with resources would be addressed through detailed mitigation plans, including monitoring, recovery and/or in situ preservation, as appropriate, and based on the recommendations of a qualified cultural preservation expert. Therefore, the proposed Regional Reduction Plan's cumulative impact on archaeological resources is ***less than significant***.

Past development has resulted in destruction of unique paleontological resources and unique geologic features. Based upon the geologic history of the Santa Ana River Valley and Prado Basin, and the high paleontological sensitivity of the rock units within this region, there is always the possibility that ground-disturbing activities during future construction may uncover previously unknown paleontological resources or sites or unique geologic features. Impacts to such resources would be determined on a discretionary case-by-case basis, and follow CEQA, existing City of Ontario Ordinances, and General Plan Mitigation Measure 5.2. For future discretionary projects occurring under the Regional Reduction Plan, environmental review would occur at project-level. This would include studies to determine the presence or absence of resources in areas with a documented or inferred paleontological resource presence. Thereafter, properties with resources would be addressed through detailed mitigation plans, including monitoring, recovery and/or in situ preservation, as appropriate, and based on the recommendations of a qualified preservation expert. Therefore, the proposed Regional Reduction Plan's cumulative impact on paleontological resources is ***less than significant***.

Urban development that has occurred over the past several decades in the Santa Ana River Valley and Prado Basin has resulted in the demolition and alteration of innumerable historical resources, and it is reasonable to assume that present and future development activities will continue to result in impacts on historical resources. Because all historical resources are unique and nonrenewable members of finite classes, all adverse effects or negative impacts erode a dwindling resource base. Federal, state, and local laws protect historical resources in most instances. Even so, it is not always feasible to protect historical resources, particularly when preservation in place would prevent implementation of projects. For this reason, the cumulative effects of development in the region on historical resources are considered significant. Compliance with CEQA, existing City Ordinances and General Plan Mitigation Measure 5.2 will ensure that proposed alterations to historic structures that could result from implementation of the Regional Reduction Plan would occur in accordance with *The Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings*. The project's incremental contribution to cumulative effects on historical resources would not be cumulatively considerable, and cumulative impacts are considered ***less than significant***.

References

Galvin & Associates. 2004. *The City of Ontario's Historic Context For the New Model Colony Area*, September.

Heizer, R.F., ed. 1978. *Handbook of North American Indians*. Vol. 8: California. Washington, DC: Smithsonian Institution.

Ontario, City of. 1997. *City of Ontario Sphere of Influence (New Model Colony) Final EIR*.

———. 1998 (adopted). *New Model Colony Sphere of Influence General Plan Amendment*.

———. 2009. *The Ontario General Plan Final Environmental Impact Report*, July.

———. 2010. *The Ontario General Plan*, January 27.

———. n.d. *City of Ontario Municipal Code*.

Office of Historic Preservation (OHP). 2013. OHP Listed Resources. http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=36 (accessed January 2013).

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

4.13.6 Geology/Soils

This section of the EIR analyzes the potential environmental effects on geology/soils in the City of Ontario from implementation of the Regional Reduction Plan. Data for this section were taken from the Ontario General Plan (2010) and associated environmental documents (2009a and 2009b), Technical Background Report to the Safety Element for the City of Ontario (2006), and the Ontario Sphere of Influence (New Model Colony) General Plan Amendment (1998). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing geology/soils were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Geologic Setting

The City of Ontario lies 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.

Geologic Units in the City of Ontario

Within the City of Ontario exposed geologic units consist of sediments less than 11,000 years old (Holocene) deposited either by water or wind. Each of the sedimentary units found within the City are described below and shown in Figure 4.13.6-1 (Geologic Map). In general, the alluvial fan sediments are coarse grained in the northern part of the City, consisting of various mixtures of sand, gravel, and cobbles. Moving southward, away from the mountains, the sediments gradually become finer grained, consisting primarily of silt, silty clay, and silty sand. Generally, soils with faster infiltration rates, higher levels of organic matter, and improved soil structure, such as sand, sandy loam, and loam-textured soils have a greater resistance to erosion than silt, very fine sand, and certain-clay textured soils (OMAFRA 2009).

- **Artificial Fill (Qaf)**—Artificial fill of surface soils is one of the common geologic units within the City. The Los Angeles/Ontario Airport and the Milliken Landfill are the largest deposits of artificial fill in the City. Other deposits of man-made fill throughout the City include road and bridge embankments, retention or flood control basins, and man-made fills associated with graded developments. These deposits vary widely in size, age, and composition. Nonengineered fills are not suitable foundation materials and need to be excavated and replaced with compacted, engineered fill before they can support loads such as buildings and roads.

- **Very Young Wash Deposits (Qw)**—Within the City these Late Holocene sediments consist of unconsolidated sand, gravel, and boulders deposited in active washes or channels on the fan surface. They have essentially no soil developed on the surface, and in terms of engineering characteristics, they are typically compressible, highly permeable, nonexpansive, and very susceptible to erosion. This unit has been mapped only in one small area at the northern edge of the city, in the active channel of Cucamonga Creek.
- **Very Young Alluvial Fan Deposits (Qf)**—These sediments, also Late Holocene, consist predominantly of sand, gravel, cobbles, and boulders that form the active and recently active portions of the fan. These deposits are generally unconsolidated to slightly consolidated, and where they have not been graded, they have a network of braided channels on the surface. In most areas, these very young deposits have no soil development. This unit is more prevalent north of Ontario, closer to the mountain front; within the city it is present in a narrow band along Cucamonga Creek and in the northeast corner, in the vicinity of Day Creek and East Etiwanda Creek.
- **Young Alluvial Fan Deposits (Qyf)**—This Holocene to Late Pleistocene[51] unit consists of slightly to moderately consolidated deposits of brown to grayish brown silt, sand, and gravelly sand, locally with cobbles. Where the natural surface has not been disturbed, these deposits are slightly to moderately dissected by streams emanating from the mountains. A moderately to well-developed soil is generally present. This unit is widespread throughout the valley region and is mapped in the western half of Ontario. Within Ontario, this unit varies considerably in grain size, ranging from gravelly to cobbly deposits in the north to silty, clayey deposits in the south.
- **Young Alluvial Valley Deposits (Qya)**—These Holocene to Late Pleistocene deposits occupy tributary channels of the Santa Ana River, one of which reaches into the eastern corner of Ontario near Etiwanda Avenue and Philadelphia Street. Consisting of slightly to moderately consolidated silt, sand, and gravel, the engineering characteristics of this unit are similar to the alluvial fan deposits described above.
- **Young Eolian Deposits (Qye)**—Wind-deposited Holocene sediments consisting of silt and fine- to medium-grained sand are present across the eastern half of the city. These are generally about 10 feet thick, and are underlain by the alluvial fan deposits described above.

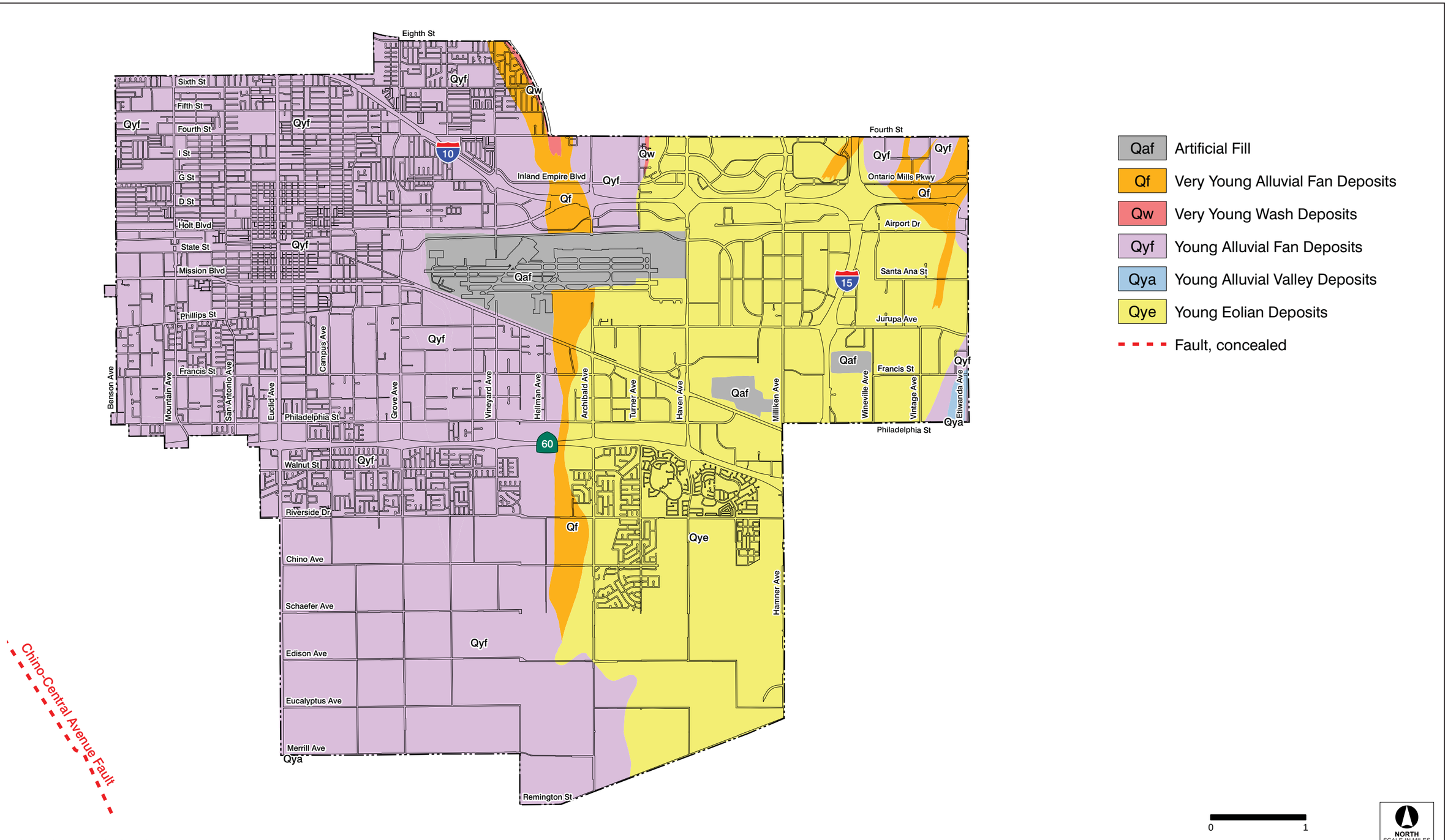
Seismic Hazards

Faults

The entire valley including the City of Ontario is in one of the more seismically active portions of Southern California. Several faults have been identified in and adjacent to the Upper Santa Ana Valley; these faults are described blow and shown on Figure 4.13.6-2 (Regional Faults). An active fault is one that has had surface displacement within the Holocene epoch, that is, within the last 11,700 years.

- **Chino-Central Avenue Fault**—The Chino-Central Avenue Fault extends along the eastern flank of the Chino Hills from the Los Serranos area of Chino Hills to Corona, a distance of approximately 13 miles.

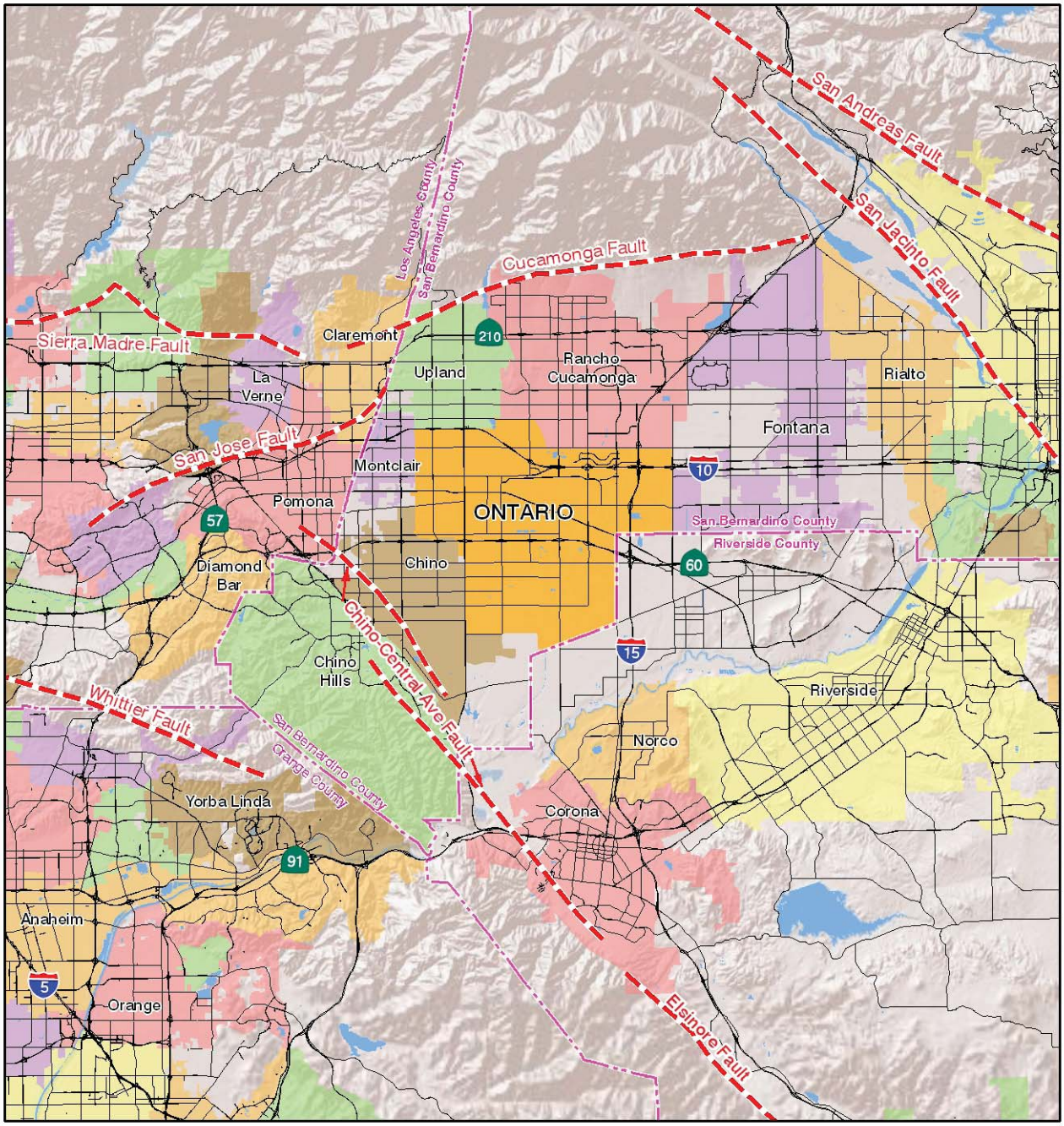
[5] The Pleistocene Epoch extends from approximately 10,000 to 1.6 million years ago.



***Source*:** Earth Consultants International, Inc. 2006.

Figure 4.13.6-1
Geologic Map

ATKINS



0 5

NORTH
SCALE IN MILES

Source: Earth Consultants International, Inc. 2006.

Figure 4.13.6-2
Regional Faults

ATKINS

- **Cucamonga Fault**—The Cucamonga Fault extends approximately 16 miles east/west along the southern front of the San Gabriel Mountains, from San Antonio Canyon in the west to the vicinity of Lytle Creek in the east.
- **Elsinore Fault**—The Elsinore Fault extends along the northeastern front of the Santa Ana Mountains from the Santa Ana River on the northwest, where it merges with the Whittier Fault, southeastward into San Diego County.
- **Puente Hills Blind Thrust Fault**—The Puente Hills Blind Thrust Fault, which does not extend to the surface, ranges from northern Orange County to the central Los Angeles area.
- **San Andreas Fault**—The San Andreas Fault, the main boundary between the Pacific and North American tectonic plates, extends over 750 miles from near Cape Mendocino in northern California to the Salton Sea region of Southern California. The fault is divided into several segments; the closest approach to the City of Ontario is the San Bernardino Segment, approximately 14 miles northeast of the City.
- **San Jacinto Fault Zone**—The San Jacinto Fault Zone consists of a series of closely spaced faults that form the western margin of the San Jacinto Mountains. The fault zone extends from its junction with the San Andreas Fault in San Bernardino southeastward through the Imperial Valley into Mexico. The fault zone is divided into several segments, with the San Bernardino segment being the closest to Ontario.
- **San Jose Fault**—The San Jose Fault extends approximately 11 miles from the base of the San Gabriel Mountains near Upland southwest to the San Jose Hills.
- **Sierra Madre Fault**—The Sierra Madre Fault, approximately 47 miles long, extends along the southern base of the San Gabriel Mountains from the San Fernando Valley in the west to San Antonio Canyon in the east, continuing eastward as the Cucamonga Fault. A rupture in the northwestern portion of this fault resulted in the San Fernando Earthquake of 1971.
- **Whittier Fault**—The Whittier Fault extends along the southern base of the Puente Hills approximately 24 miles, from the Santa Ana River in the east to the Whittier Narrows area in the west.

All of these faults are active except for the Puente Hills Blind Thrust Fault, which is also thought to have ruptured on several occasions within Holocene time, but is not exposed at the surface. Table 4.13.6-1 (Known Maximum Earthquake Potential for Faults Affecting the City of Ontario) lists the maximum magnitudes of earthquakes that each fault is capable of, and the peak horizontal ground acceleration that such an earthquake would generate in the Ontario area.

Primary ground rupture due to fault movement typically results in a relatively small percentage of the total damage in an earthquake, yet being too close to a rupturing fault can result in extensive damage. It is difficult to safely reduce the effects of this hazard through building and foundation design. Therefore, the primary mitigation measure is to set structures back from the fault zone. Application of this measure is subject to requirements of the Alquist-Priolo Earthquake Fault Zoning Act and guidelines prepared by the California Geological Survey, previously known as the California Division of Mines and Geology. The final approval of a fault setback lies with the local reviewing agency. There are no Alquist-Priolo Earthquake Fault Zones in the City of Ontario. The nearest such zones to the City are along the Chino

Fault, approximately 3 miles southwest of the City; and along the Cucamonga Fault, approximately 4.5 miles (CGS 2007).

Table 4.13.6-1 Known Maximum Earthquake Potential for Faults Affecting the City of Ontario

Fault	*Distance to Ontario (miles)*	*M_{max}, Magnitude*	*Peak Ground Acceleration (g)*
Chino-Central Avenue Fault	4–12	6.7	0.23–0.54
Cucamonga Fault	7–14	6.9	0.22–0.39
Elsinore Fault	9–16	6.8	0.16–0.27
Puente Hills Blind Thrust Fault	21–32	7.1	0.17–0.26
San Andreas Fault; San Bernardino and Coachella segments	14–22	7.7	0.22–0.32
San Andreas Fault; five southern segments	14–22	8.0	0.26–0.37
San Jacinto Fault; San Bernardino Segment	10–18	6.7	0.13–0.24
San Jose Fault	5–12	6.4	0.20–0.45
Sierra Madre Fault	7–15	7.2	0.25–0.44
Whittier Fault	8–16	6.8	0.17–0.30

SOURCE: Ontario (2006).
g = acceleration of gravity; M_{max} = magnitude as measured on the logarithmic seismic Richter scale

Horizontal ground acceleration, which frequently results in widespread damage to structures, is estimated as a percentage of g, the acceleration of gravity. The damage that an earthquake will cause to a structure depends on the earthquake's size, location, distance, and depth; the types of rock and soil at the surface of the site; and the type of construction of the structure.

When comparing the sizes of earthquakes, the most meaningful feature is the amount of energy released. Thus scientists most often consider seismic moment, a measure of the energy released when a fault ruptures. We are more familiar, however, with scales of magnitude, which measure amplitude of ground motion. Magnitude scales are logarithmic. Each one-point increase in magnitude represents a 10-fold increase in the size of the waves as measured at a specific location, and a 32-fold increase in energy. That is, a magnitude 7 earthquake produces 100 times (10 x 10) the ground motion of a magnitude 5 earthquake. Similarly, a magnitude 7 earthquake releases approximately 1,000 times more energy (32 x 32) than a magnitude 5 earthquake. Recently, scientists have developed the moment magnitude (Mw) scale to relate energy release to magnitude.

Liquefaction is a process whereby strong earthquake shaking causes sediment layers that are saturated with groundwater to lose strength and behave as a fluid. This subsurface process can lead to near-surface or surface failure that can damage structures. If surface failure does occur, it is usually expressed as lateral spreading, flow failures, ground oscillation, and/or general loss of bearing strength. Sand boils (injections of fluidized sediment) can commonly accompany these different types of failure.

In order to determine a region's susceptibility to liquefaction, three major factors must be analyzed:

- The intensity and duration of ground shaking.

- The age and textural characteristic of the alluvial sediments. Generally, the younger, less compacted sediments have a higher susceptibility to liquefaction. Textural characteristics also play a dominant role in determining liquefaction susceptibility. Sand and silty sands deposited in river channels and floodplains tend to be more susceptible to liquefaction, and floodplains tend to be more susceptible to liquefaction than coarser or finer grained alluvial materials.
- The depth to the groundwater. Groundwater saturation of sediments is required for earthquake-induced liquefaction. In general, groundwater depths shallower than 10 feet to the surface can cause the highest liquefaction susceptibility.

Strong earthquakes can be expected in the Ontario area on any of the faults in the region, listed in Table 4.13.6-1. Young, loose, unconsolidated sediments, the second factor in liquefaction, are present throughout the Ontario area. Fine sand and silty sand, the types of sediments most often associated with liquefaction, occur mainly in the New Model Colony in the southernmost portion of the City. The third factor, water-saturated sediments within about 50 feet of the surface, are not known to occur today in the Ontario area, but have occurred there in the past. Artesian water wells, that is, wells in which groundwater moves upward under pressure, were reported in the southwestern corner of the City in the early 1900s. Groundwater levels in Ontario Water Utility groundwater wells from 1986 to 2008 ranged between roughly 250 to 450 feet below ground surface (ONeill 2009); groundwater at such depths does not contribute to a high susceptibility to liquefaction. Areas of liquefaction susceptibility in the City are shown in Figure 4.13.6-3 (Areas of Liquefaction Susceptibility).

Strong ground shaking can cause soils to become more tightly packed and settle due to the collapse of voids and pore spaces. This type of settlement typically occurs in soils that are loose, granular, and cohesionless, and can occur in either wet or dry soils. Unconsolidated young alluvial sediments are especially susceptible to this hazard. Seismically induced settlement can cause damage to structures and buried pipelines. The entire Ontario area is underlain by young, unconsolidated alluvial deposits and artificial fill that may be susceptible to seismically induced settlement.

The principal threat in an earthquake is the damage that the earthquake causes to buildings. Continuing advances in engineering design and building code standards over the past decade have greatly reduced the potential for collapse in an earthquake of most of our new buildings. However, many buildings were built before current earthquake design standards were incorporated into the building code. Several specific building types are a particular concern in this regard:

- **Unreinforced Masonry Buildings**—In the late 1800s and early 1900s, unreinforced masonry was the most common type of construction for larger downtown commercial structures and for multi-story apartment and hotel buildings. These were recognized as a collapse hazard following the San Francisco earthquake of 1906, and are generally known to be the most hazardous buildings in an earthquake.
- Per **Senate Bill 547**, local jurisdictions are required to enact structural hazard reduction programs by inventorying pre-1943 unreinforced masonry buildings and developing mitigation programs to correct the structural hazards.
- **Precast Concrete Tilt-Up Buildings**—This building type was introduced after World War II and gained popularity in light industrial buildings during the late 1950s and 1960s. Extensive damage to concrete tilt-up buildings in the 1971 San Fernando earthquake revealed the need for

better anchoring of walls to the roof, floor, and foundation elements of the building and for stronger roof decks capable of resisting the stress produced by lateral forces such as wind or seismic loads. In the typical damage to these buildings, the concrete wall panels would fall outward and the roof would collapse.

- **Soft-Story Buildings**—Soft-story buildings are those in which at least one story, commonly the ground floor, has significantly less rigidity and/or strength than the rest of the structure. This can form a weak link in the structure unless special design features are incorporated to give the building adequate structural integrity. Typical examples of soft-story construction are buildings with glass curtain walls on the first floor only, or buildings placed on stilts or columns, leaving the first story open for landscaping, street-friendly building entry, parking, or other purposes. In the early 1950s to early 1970s, soft-story buildings were a popular construction style for low- and midrise concrete frame structures.
- **Nonductile Concrete Frame Buildings**—The brittleness of nonductile concrete frame buildings can result in major damage and even collapse under strong ground shaking. This type of construction, which generally lacks masonry shear walls, was common in the very early days of reinforced concrete buildings, and they continued to be built until the codes were changed to require ductility in the moment-resisting frame in 1973. There were large numbers of these buildings built for commercial and light industrial use in California's older, densely populated cities. Although many of these buildings have four to eight stories, many are shorter. This category also includes one-story parking garages with heavy concrete roof systems supported by nonductile concrete columns.

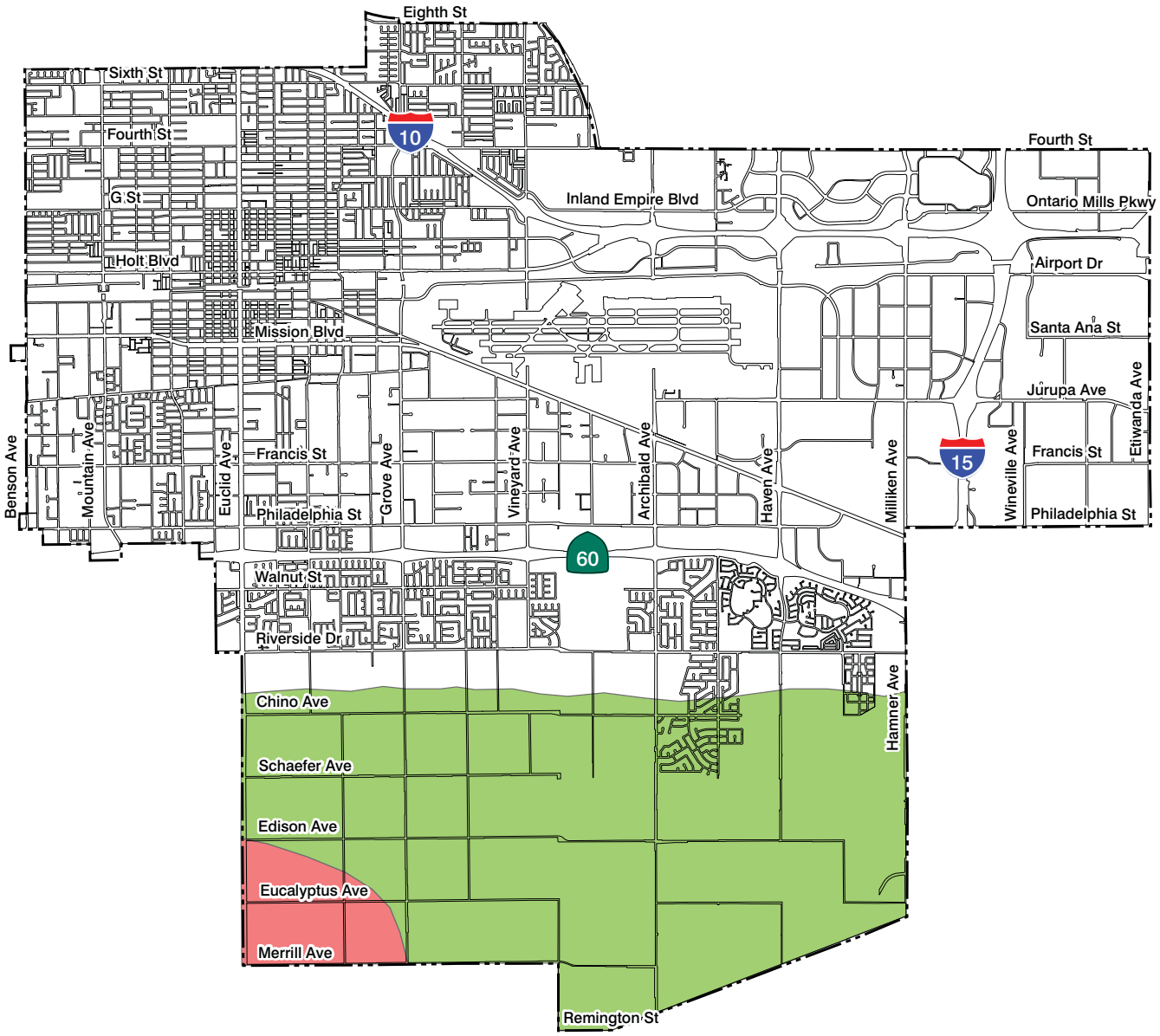
The City of Ontario inventoried unreinforced masonry buildings (URM) in the City and reported to the State Seismic Safety Commission in 2003 that there were 55 URMs in the City; 42 of these are considered historically significant. As of 2003, action to reduce URM hazards had been taken at only 4 of the 55 buildings: 2 were in compliance with the 1997 Uniform Code for Building Conservation, 1 was under reconstruction, and 1 had reduced occupancy.

Other Geologic Hazards

Ground Subsidence

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.



Approximate Area of Generally Fine-Grained Sediments

Approximate Area of Historical Artesian Conditions (Early 1900s)

Source: Earth Consultants International, Inc. 2006.

0 7,500

NORTH
SCALE IN FEET

Figure 4.13.6-3

Areas of Liquefaction Susceptibility

ATKINS

Collapsible Soils

When collapsible soils become saturated, their grains rearrange and lose cohesion, causing rapid, substantial settlement under relatively light loads. Soils prone to collapse are generally young, deposited by flash floods or wind. Increased surface water infiltration, such as from irrigation or a rise in the groundwater table, combined with the weight of a building can cause rapid settlement and cracking of foundations and walls. Most of the alluvium that underlies the Ontario area is generally not susceptible to collapse due to the granular nature of the soils and the lack of clay needed to form dry bonds between grains.

Compressible Soils

Compressible soils are typically unconsolidated, low-density Holocene sediments that may compress under the weight of structures and fill soil. The young sediments underlying the City are generally dry and loose in the upper few feet, and therefore are susceptible to compression. Areas that have been intensely farmed, such as much of the New Model Colony, are especially susceptible to compression.

Expansive Soils

Soils containing expansive clay minerals can shrink or swell substantially as the moisture content decreases or increases. Structures built on these soils may experience shifting, cracking, and breaking damage as soils shrink and subside or expand. The near-surface sediments in the northern and central parts of the City are composed primarily of granular soils, that is, silty sand, sand, and gravel. Such sediments are usually nonexpansive or have very low expansion potential. Expansive soils are more likely to be present in the southern parts of the City, where there are silts, sandy silts, and silty clays.

Erosion

Erosion is the movement of rock and soil due to water, wind, and gravity. Soil erosion may be a slow process that continues relatively unnoticed, or it may occur quickly, causing serious loss of topsoil. The rate and magnitude of soil erosion by water is controlled by rainfall intensity and runoff, soil texture and cohesion, slope gradient and length, and vegetation cover. The young alluvial sediment and wind-blown sand underlying the City are generally granular, poorly consolidated, and very susceptible to erosion. Grading increases the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes.

Regulatory Framework

Federal

There are no federal regulations related to geologic and soil resources and hazards.

State

California Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was signed into state law in 1972. Its primary purpose is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy

across the trace of an active fault. The act requires the State Geologist to delineate "Earthquake Fault Zones" along faults that are "sufficiently active" and "well defined." The act also requires that cities and counties withhold development permits for sites within an Earthquake Fault Zone until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. Pursuant to this act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault.

Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act was adopted by the state in 1990 for the purpose of protecting the public from the effects of nonsurface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey prepares and provides local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures.

Senate Bill 547

After the 1933 Long Beach earthquake, building codes changed prohibiting unreinforced masonry buildings, and few have been built in California since then; however, there are unreinforced concrete buildings that remain and pose a danger of collapse during seismic events. Senate Bill 547 (Government Code Sections 8875 et seq.), requires local governments to conduct an inventory of unreinforced concrete buildings within their jurisdiction and assess the hazard posed by this class of building. The Senate bill does not specify the level of performance required or expected, but leaves it up to each community.

California 2007 Building Code

Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the California Building Code (CBC) within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission and the code is also known as California Code of Regulations (CCR) Title 24, Part 2. The most recent building standard adopted by the legislature and used throughout the state is the 2007 version of the CBC, often with local, more restrictive amendments that are based on local geographic, topographic, or climatic conditions. These codes provide minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock on-site, and the strength of ground.

Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more state-mapped hazard areas, including a Seismic Hazard Zone. California law also requires that when houses built before 1960 are sold, the seller must give the buyer a completed

earthquake hazards disclosure report and a booklet titled "The Homeowners Guide to Earthquake Safety." This publication was written and adopted by the California Seismic Safety Commission.

Regional

No regional regulations exist pertaining to geologic and soil resources and hazards. Each local jurisdiction has their own criteria for regulating geologic and soil resources and hazards.

Local

City of Ontario Municipal Code

Ontario Municipal Code Section 8-1.01 adopts the 2010 CBC, 8-12.01 California Green Building Standard Code, including CBC Appendix J (Grading) into the Municipal Code, subject to certain amendments.

Ontario General Plan

The Ontario General Plan policies that are applicable to geologic and soil resources and hazards[6] are as follows:

Policy ER1-7 *Urban Runoff Quality.* The City requires the control and management of urban runoff, consistent with Regional Water Quality Control Board regulations. This policy addresses water induced erosion.

Policy S1-1 *Implementation of Regulations and Standards.* The City requires that all new habitable structures be designed in accordance with the most recent City Building Code, including provisions regarding lateral forces and grading.

Policy S1-2 *Entitlement and Permitting Process.* The City follows state guidelines and the Building Code to determine when development proposals must conduct geotechnical and geological investigations.

Policy S1-3 *Continual Update of Technical Information.* The City maintains up-to-date California Geological Survey seismic hazard maps.

Policy S1-4 *Seismically Vulnerable Structures.* The City conforms to state law regarding unreinforced masonry structures.

Policy S5-3 *Grading in High Winds.* The City prohibits excavation and grading during strong wind conditions, as defined by the Building Code. This policy addresses wind induced erosion.

[6] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on geology/soils if it would do any of the following:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
  - Strong seismic groundshaking
  - Seismic-related ground failure, including liquefaction
  - 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 2010 California Building Code Section 1803.5.2, creating substantial risks to life or property
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater

Analytic Method

The following analysis considers the potential impacts to geologic and soil resources resulting from implementation of the Regional Reduction Plan within the City.

Effects Not Found to Be Significant

Threshold	Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: ■ Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ■ Strong seismic groundshaking ■ Seismic-related ground failure, including liquefaction ■ Landslides

The region and the City of Ontario contain a number of known earthquake faults, which are described above, listed in Table 4.13.6-1, and shown in Figure 4.13.6-2. Areas within the City subject to liquefaction are shown in Figure 4.13.6-3. However, implementation of the Regional Reduction Plan does not expose people to seismic induced hazards such as fault ruptures, ground shaking, liquefaction, seismically induced settlement, or landslides. Implementation of the reduction measures in the Regional Reduction Plan such as energy efficiency retrofits, energy, renewable energy generation, transit station improvements, or transit oriented development described in reduction measure On-Road Transportation1—Sustainable Communities Strategy are required to comply with seismic safety provisions of the CBC (CCR Title 24, Part 2). Such compliance would reduce hazards arising from fault ruptures, ground shaking, liquefaction, seismically induced settlement, and landslides to less than significant. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be ***less than significant***. No mitigation is required.

Threshold	Would the project result in substantial soil erosion or the loss of topsoil?

The young alluvial sediment and wind-blown sand underlying the City are generally granular, poorly consolidated, and very susceptible to erosion. Grading increases the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes. However, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur. In addition, construction activities on project sites used to implement the reduction measures in the Regional Reduction Plan such as energy efficiently retrofits, renewable energy generation, bicycle and/or pedestrian infrastructure, transit infrastructure, and methane capture systems larger than one acre are required to prepare a Stormwater Pollution Prevention Plan that details best management practices to reduce the potential for erosion during construction activities. Consequently, impacts would be less than significant. The impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project 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?

Specific improvements needed during implementation of the Regional Reduction Plan are required to comply with seismic safety provisions of the CBC (CCR Title 24, Part 2) and need to obtain a grading permit. Such compliance and City review of the improvements would reduce hazards arising from unstable geologic units and soils including landslides, lateral spreading subsidence, liquefaction, or collapse to less than significant. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be ***less than significant***. No mitigation is required.

Threshold	Would the project be located on expansive soil, as defined in 2010 California Building Code Section 1803.5.2, creating substantial risks to life or property?

Expansive soils are likely in the southern parts of the City, where there are silts, sandy silts, and silty clays. Near-surface soils in the northern and central parts of the City are primarily granular, that is, silty sand, sand, and gravel; such sediments are usually nonexpansive or have very low expansion potential. Individual projects implementing the reduction measures in the Regional Reduction Plan in the southern

part of the City considered for approval by the City could expose persons or structures to potentially significant hazards from expansive soils. However, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur. Consequently, any potential impacts associated with expansive soils during implementation of the Regional Reduction Plan would be reduced to ***less than significant***. No mitigation is required.

Threshold	Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The Regional Reduction Plan reduces GHG emissions citywide and includes reduction measures such as energy efficiency goals, energy efficiency retrofits, renewable energy generation, the reduction of vehicle trips and vehicle miles traveled to reduce transportation related emissions, waste diversion and water conservation programs. None of the reduction measures are related to or require the need for septic tanks or alternative wastewater disposal systems. The impact would be ***less than significant***. No mitigation is required.

Cumulative Impacts

Because the Regional Reduction Plan does not impact geologic and soil resources or hazards at a Project level, implementation of the Regional Reduction Plan will not create impacts to geologic and soil resources and hazards that are cumulatively considerable. Therefore, ***cumulative impacts are less than significant***.

References

California Geological Survey (CGS). 2007. GIS Data for Riverside-Western San Bernardino County Area (downloaded November 2012). http://www.consrv.ca.gov/CGS/rghm/ap/gis_download/Pages/gis_download_wriverside.aspx

California Stormwater Quality Association (CASQA). 2003. *California Stormwater BMP Handbook: Construction*. http://www.cabmphandbooks.com/Documents/Construction/Section_1.pdf

Ontario, City of. 1997. *City of Ontario Sphere of Influence (New Model Colony) Final EIR*.

———. 1998 (adopted). *New Model Colony Sphere of Influence General Plan Amendment*.

———. 2006. *Technical Background Report for the City of Ontario General Plan Safety Element*, October.

———. 2009. *The Ontario General Plan Final Environmental Impact Report*, July.

———. 2010. *The Ontario General Plan*, January 27.

———. n.d. *City of Ontario Municipal Code*.

Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA). 2008. *Soil Erosion –Causes and Effects*. http://www.omafra.gov.on.ca/english/engineer/facts/87-040.htm#Soil%20Erodibility

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

United States Department of the Interior, Geological Survey. 1988. *Southern California Geology: Slope failure hazards in Southern California*.

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.13.7 Greenhouse Gas Emissions

This section of the EIR analyzes the potential environmental effects on greenhouse gas (GHG) emissions in the City of Ontario from implementation of the Regional Reduction Plan. Data for this section were taken from various sources, including publications prepared by a number of professional associations and agencies that have suggested approaches and strategies for complying with CEQA's environmental disclosure requirements. Such organizations include the California Attorney General's Office (AGO), the California Air Pollution Controls Officers Association (CAPCOA), the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), The Climate Registry, and the Association of Environmental Professionals (AEP). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing greenhouse gas emissions were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

The proposed project is located within the South Coast Air Basin (Basin). The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. Climate change within the Basin is influenced by a wide range of emission sources, such as utility usage, heavy vehicular traffic, industry, and meteorology.

The City of Ontario emitted approximately 2.5 million metric tons (MMT) of carbon dioxide equivalents (CO_2e) in 2008. The emissions were calculated based on the 2012RTP traffic modeling, data from utilities, and land use. The largest portion of the City's 2008 emissions were from transportation (37.6 percent), followed by emissions from electricity and natural gas use in buildings (37.3 percent). Table 4.13.7-1 (2008 Net Total Emissions) summarizes the City's net 2008 emissions of CO_2e as broken down by emissions category. This represents the baseline against which GHG emissions as a result of implementation of the Regional Reduction Plan are analyzed. A detailed breakdown of 2008 emissions by category is available in the Regional Reduction Plan.

Climate Change Background

Parts of the earth's atmosphere act as an insulating blanket of the right thickness to trap sufficient solar energy and keep the global average temperature in a suitable range. The "blanket" is a collection of atmospheric gases called "greenhouse gases" based on the idea that these gases trap heat like the glass walls of a greenhouse. These gases, mainly water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ozone (O_3), and chlorofluorocarbons (CFCs), all act as effective global insulators, reflecting visible light and infrared radiation back to earth. Human activities, such as producing electricity and driving internal combustion vehicles, have contributed to the elevated concentration of these gases in the atmosphere. This in turn is causing the earth's temperature to rise. A warmer earth may lead to changes in rainfall patterns, smaller polar ice caps, a rise in sea level, and a wide range of impacts on plants, wildlife, and humans.

Table 4.13.7-1 2008 Net Total Emissions

Category	*Metric Tons of CO_2e*
Energy	933,718
On-Road Transportation	942,020
Off-Road Equipment	176,314
Water and Wastewater	35,613
Solid Waste	60,000
Agriculture	356,131
Total	***2,503,816***
Excluded Stationary Sources under Title V Permits[a]	405,196

a. Excluded from target setting and reductions due to lack of jurisdictional control (see "Analytical Method" section below)

The methodologies are approved by the IPCC, United States Environmental Protection Agency (USEPA), and the California Air Resources Board (ARB) focus on carbon dioxide, nitrous oxide, methane, and chlorofluorocarbons. The following provides a brief description of each of these GHGs.

Carbon Dioxide

The natural production and absorption of carbon dioxide occurs through the burning of fossil fuels (e.g., oil, natural gas, and coal), solid waste, trees and wood products, and as a result of other chemical reactions, such as those required to manufacture cement. Globally, the largest source of CO_2 emissions is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. A number of specialized industrial production processes and product uses, such as mineral or metal production, and the use of petroleum-based products, leads to CO_2 emissions.

CO_2 is removed from the atmosphere (or sequestered) when it is absorbed by plants as part of the biological carbon cycle. Natural sources of CO_2 occur within the carbon cycle where billions of tons of atmospheric CO_2 are removed by oceans and growing plants and are emitted back into the atmosphere through natural processes. When in balance, total CO_2 emissions and removals from the entire carbon cycle are roughly equal. Since the Industrial Revolution in the 1700s, human activities, including burning of oil, coal, and gas and deforestation, increased CO_2 concentrations in the atmosphere by 35 percent as of 2005.

Methane

Methane is emitted from a variety of both human-related and natural sources. CH_4 is emitted during the production and transport of coal, natural gas, and oil, from livestock and other agricultural practices, and from the decay of organic waste in municipal solid waste landfills. It is estimated that 60 percent of global CH_4 emissions are related to human activities. Natural sources of CH_4 include wetlands, gas hydrates,[7] permafrost, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. CH_4

[7] Gas hydrates are crystalline solids that consist of a gas molecule, usually methane, surrounded by a "cage" of water molecules.

emissions levels from a particular source can vary significantly from one country or region to another. These variances depend on many factors, such as climate, industrial and agricultural production characteristics, energy types and usage, and waste management practices. For example, temperature and moisture have a significant effect on the anaerobic digestion process, which is one of the key biological processes resulting in CH_4 emissions from both human and natural sources. Also, the implementation of technologies to capture and utilize CH_4 from sources such as landfills, coal mines, and manure management systems affects the emissions levels from these sources.

Nitrous Oxide

Concentrations of nitrous oxide also began to rise at the beginning of the Industrial Revolution reaching 314 parts per billion (ppb) by 1998. Microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen, produce nitrous oxide. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to the atmospheric load of N_2O.

Chlorofluorocarbons

Chlorofluorocarbons have no natural source, but were synthesized for uses as refrigerants, aerosol propellants, and cleaning solvents. Since their creation in 1928, the concentrations of CFCs in the atmosphere have been rising. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken, and levels of the major CFCs are now remaining static or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years. Since they are also a GHG, along with such other long-lived synthesized gases as CF_4 (carbontetrafluoride) and SF_6 (sulfurhexafluoride), they are of concern. Another set of synthesized compounds called HFCs (hydrofluorocarbons) are also considered GHGs, though they are less stable in the atmosphere and therefore have a shorter lifetime and less of an impact. CFCs, CF_4, SF_6, and HFCs have been banned and are no longer available. Therefore, these GHGs are not included further in this analysis.

Potential Effects of Global Climate Change

Climate change could have a number of adverse effects. Although these effects would have global consequences, in most cases they would not disproportionately affect any one site or activity. In other words, many of the effects of climate change are not site-specific. Emission of GHGs would contribute to the changes in the global climate, which would in turn, have a number of physical and environmental effects. A number of general effects are discussed below.

Water Supply. California Health and Safety Code Section 38501(a) recognizes that climate change "poses a serious threat to the economic well-being, public health, natural resources, and the environment of California," and notes, "the potential adverse impacts of [climate change] include…reduction in the quality and supply of water to the state from the Sierra snowpack." As most of the state, including the City of Ontario, depends on surface water supplies originating in the Sierra Nevada, this potential water supply reduction is a concern.

Most of the scientific models addressing climate change show that the primary effect on California's climate would be a reduced snow pack and a shift in stream-flow seasonality. A higher percentage of the winter precipitation in the mountains would likely fall as rain rather than as snow in some locations, reducing the overall snowpack. Further, as temperatures rise, snowmelt is expected to occur earlier in the year. As a result, peak runoff would likely come a month or so earlier. The end result of this would be that the state may not have sufficient surface storage to capture the early runoff, and so, absent construction of additional water storage projects, a portion of the current supplies would flow to the oceans and be unavailable for use in the state's water delivery systems.

Water Quality. Climate change could have adverse effects on water quality, which would in turn affect the beneficial uses (habitat, water supply, etc.) of surface water bodies and groundwater. The changes in precipitation discussed above could result in increased sedimentation, higher concentration of pollutants, higher dissolved oxygen levels, increased temperatures, and an increase in the amount of runoff constituents reaching surface water bodies. Sea level rise, discussed above, could result in the encroachment of saline water into freshwater bodies.

Ecosystems and Biodiversity. Climate change could have effects on diverse types of ecosystems, from alpine to deep sea habitat. As temperatures and precipitation change, seasonal shifts in vegetation would occur, which would potentially have an effect on the distribution of associated flora and fauna species. As the range of species shifts, habitat fragmentation could occur, with acute impacts on the distribution of certain sensitive species. The IPCC states that "20 percent to 30 percent of species assessed may be at risk of extinction from climate change impacts within this century if global mean temperatures exceed 2 to 3°C (3.6 to 5.4°F) relative to pre-industrial levels" (IPCC 2007). Shifts in existing biomes[8] could also make ecosystems vulnerable to invasive species encroachment. Wildfires, which are an important control mechanism in many ecosystems, may become more severe and more frequent, making it difficult for native plant species to repeatedly re-germinate. In general terms, climate change would put a number of stressors on ecosystems, with potentially catastrophic effects on biodiversity.

Human Health Impacts. Climate change may increase the risk of vector-borne infectious diseases, particularly those found in tropical areas and spread by insects—malaria, dengue fever, yellow fever, and encephalitis (USEPA 2008). While these health impacts would largely affect tropical areas in other parts of the world, effects would also be felt in California. Warming of the atmosphere would be expected to increase smog and particulate pollution, which could adversely affect individuals with heart and respiratory problems, such as asthma. Extreme heat events would also be expected to occur with more frequency, and could adversely affect the elderly, children, and the homeless. Finally, the water supply impacts and seasonal temperature variations which could occur as a result of climate change could affect the viability of existing agricultural operations, making the food supply more vulnerable.

Potential Effects of Human Activity on Climate Change

The burning of fossil fuels, such as coal and oil, especially for the generation of electricity and powering of motor vehicles, has led to substantial increases in CO_2 emissions (and thus substantial increases in

[8] A biome is a major ecological community classified by the predominant vegetation, and hence animal inhabitants.

atmospheric concentrations). In 1994, atmospheric CO_2 concentrations were found to have increased by nearly 30 percent above pre-industrial (c.1760) concentrations.

The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential (GWP), and is expressed as a function of how much warming would be caused by the same mass of CO_2. Thus, GHG emissions are typically measured in terms of pounds or tons of CO_2 equivalents (CO_2e), and are often expressed in metric tons (MT CO_2e) or millions of metric tons of CO_2 equivalents (MMT CO_2e).

- **Global Emissions**—Worldwide emissions of GHGs in 2004 were nearly 30 billion tons of CO_2e per year (including both on-going emissions from industrial and agricultural sources, but excluding emissions from land-use changes) (United Nations 2007).
- **U.S. Emissions**—In 2004, the United States emitted 7.1 billion tons of CO_2e. Of the four major sectors nationwide—residential, commercial, industrial, and transportation—transportation accounts for the highest percentage of GHG emissions (approximately 35 to 40 percent); these emissions are entirely generated from direct fossil fuel combustion. In 2008, the United States emitted 6.9 billion tons of CO_2e, with transportation accounting for the highest percentage of GHG emissions, approximately 32 percent (USEPA 2011).
- **State of California Emissions**—In 2004, California emitted approximately 483 million tons of CO_2e, or about 6 percent of the U.S. emissions. This large number is due primarily to the sheer size of California compared to other states. By contrast, California has one of the fourth lowest per-capita GHG emission rates in the country, due to the success of its energy-efficiency and renewable energy programs and commitments that have lowered the state's GHG emissions rate of growth by more than half of what it would have been otherwise. Another factor that has reduced California's fuel use and GHG emissions is its mild climate compared to that of many other states. In 2008, California's GHG emissions were approximately 478 million metric tons CO_2e, generally attributed to the reduced travel, and therefore, transportation emissions (USEPA 2010).
  - The California Energy Commission (CEC) found that transportation is the source of approximately 41 percent of the state's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 23 percent, and industrial sources at 20 percent. Agriculture and forestry is the source of approximately 8.3 percent, as is the source categorized as "other," which includes residential and commercial activities (CEC 2007).

Various aspects of constructing, operating, and eventually discontinuing (demolition and disposal of waste) the use of industrial, commercial, and residential development will result in GHG emissions. Operational GHG emissions result from energy use associated with heating, lighting, and powering buildings (typically through natural gas and electricity consumption), pumping and processing water (which consumes electricity), as well as fuel used for transportation and decomposition of waste associated with building occupants. New development can also create GHG emissions in its construction and demolition phases in connection with the use of fuels in construction equipment, creation and decomposition of building materials, vegetation clearing, and other activities. However, it is noted that new development does not necessarily create entirely new GHG emissions. Occupants of new buildings are often relocating and shifting their operational-phase emissions from other locations.

Regulatory Framework

Federal

U.S. Environmental Protection Agency

The USEPA is responsible for implementing federal policy to address global climate change. The federal government administers a wide array of public-private partnerships to reduce GHG intensity generated by the United States. These programs focus on energy efficiency, renewable energy, methane and other non-CO_2 gases, agricultural practices, and implementation of technologies to achieve GHG reductions.

Federal Mandatory Greenhouse Gas Reporting Rule

On September 22, 2009, USEPA released its final Greenhouse Gas Reporting Rule (Reporting Rule). The Reporting Rule is a response to the fiscal year (FY) 2008 Consolidated Appropriations Act (H.R. 2764; Public Law 110–161), which required USEPA to develop "mandatory reporting of greenhouse gasses above appropriate thresholds in all sectors of the economy …" The Reporting Rule would apply to most entities that emit 25,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) or more per year. Starting in 2010, facility owners were required to submit an annual GHG emissions report with detailed calculations of facility GHG emissions. The Reporting Rule also mandates recordkeeping and administrative requirements in order for USEPA to verify annual GHG emissions reports.

USEPA Endangerment and Cause and Contribute Findings

On December 7, 2009, USEPA signed the Endangerment and Cause or Contribute Findings for GHGs under Clean Air Act (CAA) Section 202(a). Under the Endangerment Finding, USEPA finds that the current and projected concentrations of the six key well-mixed GHGs—carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), perfluorinated carbons (PFCs), sulfur hexafluoride (SF_6), and hydrofluorocarbons (HFCs)—in the atmosphere threaten the public health and welfare of current and future generations. Under the Cause or Contribute Finding, USEPA found that the combined emissions of these well-mixed GHGs from new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare. These findings did not by themselves impose any requirements on specific industries or other entities. However, this action was a prerequisite to finalizing USEPA's CAA Title V permitting regulations known as the "Tailoring Rule" under the for new, large point source emitters and corporate average fuel economy (CAFE) standards for light-duty vehicles for future years.

Clean Air Act Permitting (Tailoring Rule) for GHG Emissions

On January 2, 2011 USEPA required states to implement new pollution control measures designed to reduce GHG emissions from new large emission sources such as power plants and refineries. The new GHG standards fall under CAA Title V; while the USEPA oversees compliance with the CAA, individual states are in control of issuing CAA Title V air permits. All states have adapted their air permit programs to comply with the GHG standards of the CAA except for Arizona and Texas. For these two states, the USEPA will take over the issuing of air permits until such a time that the state can resume compliance. The final rule, called the "Tailoring Rule," established a phased schedule that focuses the GHG permitting programs on the largest sources with the most CAA permitting experience in the first step. Then, in step two, the rule expands to cover large sources of GHGs that may not have been

previously covered by the CAA for other pollutants. The rule also describes USEPA's commitment to future rulemaking that will describe subsequent steps for GHG permitting. The "Tailoring Rule" requires all new sources or modifications of existing sources subject to the New Source Review Prevention of Significant Deterioration (PSD) for another regulated air pollutant under the CAA to also provide Best Available Contract Technology (BACT) if the source has a potential to emit (PTE) at least 75,000 MT/year carbon dioxide equivalents (CO_2e). In addition new sources that are not regulated under the CAA for other air pollutants, but have a PTE of at least 100,000 MT CO_2e/year must provide BACT for GHG emissions.

Updated Corporate Average Fuel Economy (CAFE) Standards

The current Federal CAFE standards (for model years 2011 to 2016) incorporate stricter fuel economy requirements promulgated by the federal government and the state of California into one uniform standard. Additionally, automakers are required to cut GHG emissions in new vehicles by roughly 25 percent by 2016 (resulting in fleet average of 35.5 miles per gallon [mpg] by 2016). Rulemaking to adopt these new standards was completed in 2010. California agreed to allow automakers who show compliance with the national program to also be deemed in compliance with state requirements. The federal government issued new standards in summer 2012 for model years 2017–2025, which will require a fleet average in 2025 of 54.5 mpg.

State

California Air Resources Board

California ARB, a part of the California EPA, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, California ARB conducts research, sets state ambient air quality standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. California ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. California ARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

Executive Order S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels
- By 2020, California shall reduce GHG emissions to 1990 levels
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels

Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing GHGs in California. California ARB has determined the statewide

levels of GHG emissions in 1990 to be 427 MMT CO_2e. California ARB has adopted the Climate Change Scoping Plan, which outlines the state's strategy to achieve the 2020 GHG limit set by AB 32. This Scoping Plan proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health.

Part of California's strategy for achieving GHG reductions under AB 32 are the early action greenhouse gas reduction measures, which include the following: a low carbon fuel standard; reduction of emissions from non-professional servicing of motor vehicle air conditioning systems; and improved landfill methane capture (California ARB 2007).

Assembly Bill (AB) 1493—Pavley Rules

Known as "Pavley I," AB 1493 standards were the nation's first GHG standards for automobiles. AB 1493 requires the California ARB to adopt vehicle standards that will lower GHG emissions from new light-duty autos to the maximum extent feasible beginning in 2009. Additional strengthening of the Pavley standards (referred to previously as "Pavley II", now referred to as the "Advanced Clean Cars" measure) has been proposed for vehicle model years 2017–2025. Together, the two standards are expected to increase average fuel economy to roughly 43 mpg by 2020 (and more for years beyond 2020) and reduce GHG emissions from the transportation sector in California by approximately 14 percent. In June 2009, USEPA granted California's waiver request enabling the state to enforce its GHG emissions standards for new motor vehicles beginning with the current model year. USEPA and the California ARB have worked together on a joint rulemaking to establish GHG emissions standards for model-year 2017–2025 passenger vehicles. As noted above, the federal government completed rulemaking in summer 2012 resulting in adoption of new standards that would lead to fleet average of 54.5 mpg in 2025.

Senate Bill (SB) 1078, SB 107, and SB 2—Renewable Portfolio Standard

SB 1078 and SB 107, California's Renewable Portfolio Standard (RPS), obligates investor-owned utilities (IOUs), energy service providers (ESPs), and Community Choice Aggregations (CCAs) to procure an additional 1 percent of retail sales per year from eligible renewable sources until 20 percent is reached, no later than 2010. The California Public Utilities Commission (CPUC) and California Energy Commission (CEC) are jointly responsible for implementing the program. SB 2 (2011) set forth a longer-range target of procuring 33 percent of retail sales by 2020.

Executive Order S-01-07—Low Carbon Fuel Standard

Executive Order S-01-07 mandates (1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 and (2) that an LCFS for transportation fuels be established in California. The executive order initiated a research and regulatory process at California ARB. California ARB developed the LCFS regulation pursuant to the authority under AB 32 and adopted it in 2009. In late 2011, a federal judge issued a preliminary injunction blocking enforcement of the LCFS, ruling that the LCFS violates the interstate commerce clause (Georgetown Climate Center 2012). The injunction was lifted in April 2012 so that California ARB can continue enforcing the LCFS pending California ARB's appeal of the federal district court ruling.

Senate Bill (SB) 375

SB 375, which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs, such as the Southern California Council of Governments (SCAG), which includes Orange County, will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. SCAG's reduction target for per capita vehicular emissions is 8 percent by 2020 and 13 percent by 2035 (California ARB 2010). The MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule with the SCAG RTP/SCS adopted on April 4, 2012.

Senate Bill (SB) 97

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. In March 2010, the California Office of Administrative Law codified into law CEQA amendments that provide regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emissions, as found in CEQA Guidelines Section 15183.5. To streamline analysis, CEQA provides for analysis through compliance with a previously adopted plan or mitigation program under special circumstances.

Executive Order S-13-08

Executive Order S-13-08, the Climate Adaptation and Sea Level Rise Planning Directive, provides clear direction for how the state should plan for future climate impacts. The first result is the 2009 California Adaptation Strategy (CAS) report which summarizes the best known science on climate change impacts in the state to assess vulnerability and outlines possible solutions that can be implemented within and across state agencies to promote resiliency.

California Code of Regulations (CCR) Title 24

CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to increase the baseline energy efficiency requirements. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions. The 2008 standards are the most recent version which went into effect in January 1, 2010.

CCR Title 24, Part 11 (California's Green Building Standard Code) (CALGreen) was adopted in 2010 and went into effect January 1, 2011. CALGreen is the first statewide mandatory green building code and significantly raises the minimum environmental standards for construction of new buildings in California.

The mandatory provisions in CALGreen will reduce the use of VOC-emitting materials, strengthen water conservation, and require construction waste recycling.

Greenhouse Gas Cap-and-Trade Program

On October 20, 2011, California ARB adopted the final cap-and-trade program for California. The California cap-and-trade program will create a market-based system with an overall emissions limit for affected sectors. The program is currently proposed to regulate more than 85 percent of California's emissions and will stagger compliance requirements according to the following schedule: (1) electricity generation and large industrial sources (2012) and (2) fuel combustion and transportation (2015). The first auction will be in late 2012 with the first compliance year in 2013.

Regional

Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The Southern California Association of Governments (SCAG) regional plans cover San Bernardino County, which includes the City and SOI, and five other counties within Southern California.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors

- Creating significant areas of mixed-use development and walkable, "people-scaled" communities
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM_{10}, $PM_{2.5}$, ultrafine), and carbon monoxide

Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 Regional Transportation Plan (RTP) and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use into transportation planning with an emphasis on transit and other non-vehicle transportation modes. The RTP also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional Transportation Implementation Plan (RTIP) is the vehicle used to implement the RTP and SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region's TCM strategies.

SCAG adopted on April 4, 2012, the 2014 RTP and SCS for their jurisdiction aimed at updating the regional transportation modeling system and keeping on track to achieve the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin, which includes the counties of Los Angeles, Riverside, San Bernardino, and Orange. In order to provide GHG emission guidance to the local jurisdictions within the Basin, the SCAQMD has organized a Working Group to develop GHG emissions analysis guidance and thresholds.

SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds in October 2008. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is the lead agency. SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project's total GHG emissions. The tiered approach defines projects that are exempt under CEQA and projects that are within the jurisdiction of and subject to the policies of a GHG Reduction Plan as less than significant.

Air Quality Management Plan

The SCAQMD and the SCAG are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the Basin. The most recent comprehensive plan is the 2012 AQMP adopted on December 7, 2012. The 2012 AQMP is designed to meet the state and federal CAA planning requirements and focuses on new federal ozone and $PM_{2.5}$ standards. The 2012 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling including transportation conformity budgets that show vehicle miles traveled (VMT) emissions offsets following the recent changes in USEPA requirements.

San Bernardino County GHG Reduction Plan

Following San Bernardino County's adoption of its General Plan in March 2007, the California Attorney General filed a lawsuit alleging that the EIR prepared for the General Plan Update did not comply with the requirements of CEQA in its analysis of GHG emissions and climate change. Subsequently, the

County and the Attorney General entered into an agreement to settle the lawsuit, which included an agreement by the County to (1) prepare an amendment to its General Plan adding a policy that describes the County's goal of reducing those GHG emissions reasonably attributable to the County's discretionary land use decisions and the County's internal government operations and (2) prepare a GHG Emissions Reduction Plan, which includes inventories, a reduction target, and reduction measures to meet the reduction target, by regulating those sources of GHG emissions reasonably attributable to the County's discretionary land use decisions and the County's internal government operations.

The County's GHG Reduction Plan fulfilled the requirements of the settlement agreement and includes a comprehensive analysis and inventory of GHG emissions within the unincorporated County areas and emissions from County government operations within municipalities, 2020 forecasted emissions, a set of reduction measures used to reduce 2020 emission levels down to the reduction targets for the County, and a monitoring and updating framework designed to keep the County on track toward achieving the reduction targets.

The technical data, emission inventory processes, and methodology used in the San Bernardino County GHG Reduction Plan became the foundational inventory processes and methodology used in this Regional Reduction Plan.

Local

Ontario General Plan

The Ontario General Plan policies that are applicable to GHG emissions and reductions[9] are as follows:

Policy ER1-1 *Local Water Supply.* The City increases local water supplies to reduce the dependence on imported water [which in turn, reduces the energy and GHG emissions needed to transport imported water].

Policy ER1-3 *Conservation.* The City requires conservation strategies that reduce water usage [which in turn, reduces energy and GHG emissions needed to deliver water supplies to the end users].

Policy ER2-1 *Waste Diversion.* The City promotes increasing waste diversion rates to meet or exceed AB 939 requirements [which in turn reduces GHG emissions associated with solid waste disposal].

Policy ER3-1 *Conservation Strategy.* The City promotes conservation as the first strategy to be employed to meet applicable energy-saving standards.

Policy ER3-2 *Green Development-Communities.* The City encourages the use of the LEED Neighborhood Development rating system to guide the planning and development of all new communities.

Policy ER3-3 *Building and Site Design.* The City requires new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of daylight, passive solar and natural ventilation.

[9] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Policy ER3-4 *Green Development-Public Buildings.* The City requires all new and renovated City buildings in excess of 10,000 square feet to achieve a LEED Silver Certification standard, as determined by the US Green Building Council.

Policy ER3-5 *Fuel Efficient and Alternative Energy Vehicles and Equipment.* The City should purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.

Policy ER3-6 *Generation—Renewable Sources.* The City promotes the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.

Policy ER4-1 *Land Use.* The City supports the reduction of GHG and other local pollutant emissions through compact, mixed-use, and transit-oriented development and development that improves the regional jobs/housing balance.

Policy ER4-3 *Greenhouse Gases (GHG) Emissions Reductions.* The City actively pursues the reduction of GHG emissions.

Policy ER4-4 *Indoor Air Quality.* The City will comply with State Green Building Codes related to indoor air quality.

Policy ER4-5 *Transportation.* The City promotes mass transit and non-motorized mobility options (walking, biking) to reduce air pollutant emissions.

Policy ER4-6 *Other Agency Collaboration.* The City collaborates with other agencies within the South Coast Air Basin to improve regional air quality at the emission source.

Policy ER4-7 *Tree Planting.* The City protects healthy trees within the City and the planting of new trees to increase carbon sequestration and help the regional/local air quality.

Policy LU1-2 *Sustainable Community Strategy.* The City integrates state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process

Policy LU1-4 *Mobility.* The City promotes development and urban design that reduces reliance on the automobile and capitalizes on multimodal transportation opportunities.

Policy LU1-5 *Jobs/Housing Balance.* The City coordinates land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and sub-regional goals for jobs/housing balance [which in turn reduces GHG emissions by reducing the length of commute trips].

Policy M2-1 *Bikeway Plan.* The City maintains our Multipurpose Trails and Bikeway Corridor Plan to create a comprehensive system of on- and off-street bikeways that connect residential areas, businesses, schools, parks, and other key destination points.

Policy M2-2 *Bicycle System.* The City provides off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances.

Policy M2-3 *Pedestrian Walkways.* The City requires walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.

Policy M2-4 *Network Opportunities.* The City explores opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options.

Policy M3-1 *Transit Partners.* The City maintains a proactive working partnership with transit providers to ensure that adequate public transit service is available.

Policy M3-2 *Transit Facilities at New Development.* The City requires new development to provide transit facilities, such as bus shelters and turnouts, as necessary.

Policy M3-3 *Transit-Oriented Development.* We consider the provision of development-related incentives for projects that promote transit use.

Policy M3-4 *Bus Rapid Transit (BRT) Corridors.* The City works with regional transit agencies to implement BRT service to target destinations and along corridors, as shown in the Transit Plan.

Policy M3-5 *Light Rail.* The City supports extension of the Metro Rail Gold Line to Ontario, and will work to secure station locations adjacent to the Meredith site and at the proposed multimodal transit center.

Policy M3-6 *Metrolink Expansion.* The City advocates expansion of Metrolink service to include the Downtown and the multimodal transit center.

Policy M3-8 *Feeder Systems.* The City works with regional transit agencies to secure convenient feeder service from the Metrolink station and the proposed multimodal transit center to employment centers in Ontario.

Policy M3-9 *Ontario Airport Metro Center Circulator.* The City will explore development of a convenient mobility system, including but not limited to shuttle service, people mover, and shared car system, for the Ontario Airport Metro Center.

Policy M3-10 *Multimodal Transit Center.* The City will explore development of a multimodal transit center near LAONT to serve as a transit hub for local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center circulator, and other future transit modes.

Policy M3-11 *Community-wide Facilities.* The City requires the future development of community-wide serving facilities to be sited in transit-ready areas that can be served and made accessible by public transit.

These policies are also listed in the Ontario chapter of the Regional Reduction Plan and list the policies that apply to each reduction measure chosen by the City of Ontario in the Regional Reduction Plan.

In late spring/early summer of 2009 the California Attorney General's Office made verbal comments voicing concerns about the need to show GHG emissions resulting from buildout of the City, the need for a reduction target, and quantification that City administered GHG reduction measures could achieve the reduction target. In response the City of Ontario prepared additional analysis relating GHG and Global Climate Change and re-circulated the Draft EIR with that supplemental information. Included in the re-circulated Draft EIR was a mitigation measure that committed the City to prepare a Community Climate Action Plan (CAP) that includes emissions inventories for baseline conditions year 2008, and predicted emissions at year 2020.

In this mitigation measure the City also committed to reducing municipal and community-wide GHG emissions by at least 30 percent below the predicted 2020 business as usual GHG emissions inventory. This is the Reduction Target for the City.

To fulfill the commitments in this mitigation measure the City has taken a two-pronged approach. The City is participating in this Regional Reduction Plan. In addition, the City is preparing a Community CAP consistent to, but independent of the Regional Reduction Plan that includes both municipal and community-wide GHG emission inventories and forecasts for year 2020.

Additional details of the City's portion of the Regional Reduction Plan are provided in Section 4.13.0 (Introduction to the Analysis) of this EIR and in the Ontario chapter of the Regional Reduction Plan.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on greenhouse gas emissions if it would do any of the following:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases

Analytic Method

The impact analysis for the Regional Reduction Plan is based on a GHG emissions analysis, which is presented in the environmental analysis, below. The Regional Reduction Plan document includes community-wide GHG emissions inventories for the City of Ontario for the following scenarios: 2008, 2020 business-as-usual, and 2020 reduced. The 2008 inventory is the baseline; this was the most recent year for which adequate data was available and uniform to all the Partnership Cities. The baseline emissions inventory was also used to establish the reduction target for the year 2020.

As stated above the GHG Reduction Target for the City is to reduce the GHG emissions predicted for 2020 business as usual by at least 30 percent.

The 2020 business-as-usual (BAU) scenario represents the forecasted emissions for the City without the incorporation of recently adopted measures to reduce GHG emissions. The 2020 reduced scenario demonstrates the effects of the Regional Reduction Plan reduction measures and their ability to reduce Ontario's emissions to levels at or below the reduction target. The methodology and assumptions used in this analysis are detailed in Appendices A and B of the Regional Plan. Refer to in the Regional Plan (included in Appendix B of this EIR) for model inputs and sources, model output and detailed calculations. A summary of the Regional Reduction Plan methodology is provided below.

The following summarizes the basis of the GHG calculations by emission source. The emissions and emissions reduction calculations performed for the Regional Reduction Plan followed guidance provided

by the California Air Pollution Control Officers Association (CAPCOA), other reference sources (such as the USEPA, California Energy Commission, California Air Resource Board, and Intergovernmental Panel on Climate Change), and ICF International's professional experience obtained from preparing climate action plans for other jurisdictions in California. Baseline emissions inventories were completed by quantifying GHG sources in the region based on information provided by local utility providers, the Southern California Association of Governments (SCAG), and local land use information. These sources were multiplied by GHG emissions factors from a variety of sources, including EMFAC2011, and guidance from the reference sources listed above. 2020 business as usual emissions were estimated based on anticipated growth in the residential and commercial/industrial areas, and the projected increase in VMT determined by SCAG. Refer to Appendices A and B of the Regional Reduction Plan for a detailed methodology of the GHG emissions and emission reduction calculations. The complete Regional Reduction Plan is included in Appendix B of this EIR.

Because the impact each GHG has on climate change varies, a common metric of CO_2e is used to report a combined impact from all of the GHGs. The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential, and is expressed as a function of how much warming would be caused by the same mass of CO_2. Thus, GHG emissions in this analysis are measured in terms of metric tons of CO_2 equivalents (MT CO_2e).

Note that some stationary sources within the City are permitted under CAA Title V. Permitted industrial process such as oil and gas production (combustion), petroleum production and marketing, chemical production, mineral processes, and other permitted industrial processes are strictly regulated under the CAA by SCAQMD, California ARB, and USEPA. The City cannot change in any way the industrial process and BACT emission reduction devises on these permitted sources. Because the City does not have jurisdictional control over these point source industrial processes, GHG emissions from these permitted stationary sources were not included in determining GHG Reduction Target setting or subject to City-administered reduction measures associated with them in the Regional Reduction Plan. However, SCAQMD permit regulations, and in some cases the USEPA Tailoring Rule and California Cap and Trade Program, will regulate and reduce GHG emissions from these permitted industrial process sources. GHG emissions from these permitted stationary sources in the City of Ontario totaled 405,195 MT CO_2e in 2008.

Effects Not Found to Be Significant

Threshold	Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Implementation of the Regional Reduction Plan in the City of Ontario would result in the reduction of GHG emissions over the long term, which would be a beneficial effect. Area source reduction strategies such as landscape strategies, cool roofs, cool pavement, and parking lot shading would reduce GHG emissions. Construction activities, such as building energy retrofits and grading or excavation activities, if required, for installation of energy-generating structures, would result in temporary, short-term emissions of GHGs. These temporary, short-term emissions would not be substantial, and would be offset by the operation of energy-efficiency retrofits and renewable energy projects that are part of the reduction measures in the CAP that would result in an overall reduction in GHG emissions.

Recently, the City has emphasized mixed-use development within infill areas and the Metrolink stations, with pedestrian linkages between land uses. The Regional Reduction Plan would implement additional reduction strategies that build from these existing programs. Table 4.13.7-2 (GHG Emission Inventories and Reductions in the City of Ontario) quantitatively shows the reductions of GHG emissions in 2020 that result would result from implementation of the Regional Reduction Plan in the City of Ontario and compares the reduced emissions with the City Reduction Target.

The reduction measures that reduce GHG emissions down to levels below the Reduction Target are discussed in Section 4.13.0 of this EIR. Regional Reduction Plan Chapter 4 has additional details of these reduction measures.

The Regional Reduction Plan includes emission inventories, forecasted emissions, a reduction target and reduction measures and quantification demonstrating that the reduction measures achieve the reduction target for the City of Ontario.

The proposed project will result in a reduction of GHG emissions. Therefore, this impact is ***less than significant***, and no further mitigation is required.

Threshold	Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The proposed project is a GHG reduction plan and includes a baseline GHG emissions inventory for the year 2008, an emission reduction target for the year 2020, a forecasted emissions inventory under a business-as-usual scenario for 2020, and a reduced 2020 inventory that demonstrates the emissions reductions achieved with the implementation of the Regional Reduction Plan reduction measures. Table 4.13.7-2 summarizes the 2008 GHG emissions for the City. The emissions in 2008 totaled 2.5 million metric tons (MMT) CO_2e. The largest source of emissions was transportation, followed closely by energy use.

The 2020 BAU emissions inventory for the City was estimated in the Regional Reduction Plan using the Ontario General Plan and SCAG growth rates for the City from 2008 to the year 2020. The BAU inventory represents the projected City emissions without the incorporation of recently adopted sustainability measures or reduction measures included in the proposed project. Table 4.13.7-2 summarizes the 2020 BAU emissions inventory. The emissions are an estimated at 3.1 MMT CO_2e, an increase of 573,574 MT CO_2e (or 22.9 percent) from the 2008 baseline. Similar to the 2008 inventory, the largest source of emissions is predicted to be transportation followed closely by emissions associated with energy use. The difference between the BAU-forecasted emissions and the established reduction target for the year 2020 is 923,217 MT CO_2e. This is the amount the City must reduce in order to reach their target. Implementation of the Regional Reduction Plan reduces 934,754 MT CO_2e of emissions in 2020 which exceeds the reduction goal by approximately 11,537 MT CO_2e. This is a reduction of approximately 30.4 percent in 2020. Therefore the Regional Reduction Plan fulfills its own GHG reduction planning.

Table 4.13.7-2 GHG Emission Inventories and Reductions in the City of Ontario

Category	*Metric tons of CO_2e*				
Emission Source	2008	2020 BAU	Plan Reductions	2020 with Plan	% Reduction
Energy	933,718	1,244,079	446,307	797,772	35.9%
On-Road Transportation	942,020	1,169,171	308,445	860,726	26.4%
Off-road Equipment	176,314	229,069	36,130	192,939	15.8%
Wastewater Treatment	6,587	8,781	534	8,247	6.1%
Water Conveyance	29,044	38,575	7,252	31,323	18.8%
Solid Waste	60,000	64,326	26,265	38,061	40.8%
Agriculture	356,131	323,390	79,939	243,450	24.7%
GHG Performance Standard for New Development			29,882		
Total	***2,503,816***	***3,077,390***	***934,754***	***2,142,636***	***30.4%***
Reduction Target			**923,217**	**2,154,173**	**30.0%**
Does the Plan Meet the Reduction Target?			Yes	Yes	Yes
Reductions Beyond Target			***11,537***		
Excluded Stationary Sources under Title V Permits[b]	405,195	511,548			

Values may not sum due to rounding.

a. The GHG Performance Standard for New Development is not a sector of the inventory, but it contributes toward the reduction target by promoting reductions in multiple sectors. See the Regional Reduction Plan Chapter 4 for a complete description of this measure.

b. Excluded from target setting and reductions due to lack of jurisdictional control (see Analytical Method section, above).

AB 32 is implemented through the Scoping Plan which is the statewide plan for the reduction of GHG emissions. The Regional Reduction Plan complements the statewide efforts of the Scoping Plan by building upon the reduction measures administered by the State. For example, the Regional Reduction Plan Reduction Measure Energy-1: Energy Efficiency for Existing Buildings, implements the energy efficiency retrofits contemplated in the Scoping Plan. Solar installation for new and existing housing and commercial buildings shown in the reduction measures of the Regional Reduction Plan, provide additional renewable energy sources beyond what was contemplated in the AB 32 Scoping Plan. In addition, the AB 32 Scoping Plan shows that statewide emissions would be reduced by approximately 29 percent below 2020 BAU. The Ontario chapter of the Regional Reduction Plan demonstrates that the City exceeds that level of reduction. All of the reduction measures in the Ontario chapter of the Regional Reduction Plan complement the reduction efforts of the AB 32 Scoping Plan. Therefore, the Regional Reduction Plan does not conflict with the AB 32 Scoping Plan.

Descriptions of the reduction measures are shown in Section 4.13.0 of this EIR and are described in further detail in Chapter 4 of the Regional Reduction Plan.

SB 375 requires SCAG to provide a Sustainable Communities Strategy (SCS) that will reduce GHG emissions from passenger vehicles and achieve the Regional Reduction Targets for GHG emissions from light-duty autos and trucks in the SCAG area. The SCS achieves the Regional Reduction Targets by providing changes in land use patterns that promote reductions in VMT and vehicle trips including

transit oriented development with a mix of residential and commercial land uses that promote the use of transit rather than individual vehicles. Note that SCAG does not have land use authority in developing a land use pattern that will fulfill the SCS. Because of this, the land use patterns envisioned in the SCAG SCS need to be implemented by the local jurisdictions that have that land use authority.

The Regional Reduction Plan reduction measures for Ontario include On Road Transportation-1—Sustainable Communities Strategy. This reduction measure provides the land use changes within the City of Ontario needed to fulfill Ontario's portion of the Regional SCS land use patterns.

The following is a description of the On-Road Transportation-1 (Sustainable Communities Strategy) in the Regional Reduction Plan:

- **Measure Description:** SB 375 provides for a new planning process that coordinates land use planning, regional transportation plans, and funding priorities in order to help California meet the GHG reduction goals established in AB 32. While Pavley and LCFS seek to reduce fuel consumed and reduce the carbon content of fuel consumed, SB 375 seeks to reduce VMT through land use planning. SB 375 requires regional transportation plans, developed by MPOs to incorporate an SCS in their RTPs. The goal of the SCS is to reduce regional VMT through land use planning and associated transportation patterns. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. The regional GHG reduction target for SCAG is 8 percent by 2020 and 13 percent by 2035, compared to 2005 GHG emissions on a per capita basis. SCAG's 2012–2035 RTP/SCS, if fully implemented would successfully achieve the targets set by California ARB.
- **Entity Responsible for Implementation:** The City of Ontario and SCAG are responsible for implementing this measure. The City of Ontario provides land use density and development patterns consistent with the SCS such as increased density and mixed use development near transit stations that provides transit oriented development. SCAG leads and SANBAG plays a supporting role in enabling transportation improvements, such as extension of the Metrolink line to Redlands and Bus Rapid Transit improvements in San Bernardino County.

The following details each components of On-Road Transportation-1 (Sustainable Communities Strategy) in the Regional Reduction Plan:

- **On-Road-1.1: Improve Transit Travel Time and Connectivity (Regional)**—To the extent feasible, reduce transit passenger travel time through reduced headways and increased speed. In addition, improve intermodal connectivity among transit systems. These goals could be pursued in connection with, and in addition to, adoption of SANBAG's LRTP.
- **On-Road-1.2: Other Transit Improvements (Regional)**—SANBAG and Ontario will work with local and regional transit agencies to secure the following services.
  - > Additional Bus Rapid Transit routes, and other transit choices such as shuttles and rail, beyond what is outlined in the SANBAG LRTP.
  - > Convenient feeder service from multimodal transit center to downtown employment centers.
  - > Regionwide bus/transit passes.
  - > Park-and-ride lots.

> New opportunities to finance further transit service for the elderly, handicapped, and recreational purposes.

> Shuttle service to transport facilities (e.g., park-and-ride lots).

> Idling limits for transit fleets.

- **On-Road-1.4: Public Transit Funding (Regional)**—SANBAG and the City of Ontario will collaborate with a broad range of agencies and organizations to improve and expand funding for public transit infrastructure and operations.
- **On-Road-1.6: Adopt Land Use Patterns to Favor Transit-Oriented Development (Regional)**—The Ontario General Plan provides the changes in land use patterns to further prioritize transit-oriented development along existing and planned transit facilities. This strategy could build on one of the alternatives considered in the LRTP alternative, which redistributes population and employment growth to transit corridors, and promotes transit oriented development at station areas.
- **On-Road-1.7: Nonmotorized Zones (Regional)**—The City of Ontario will encourage opportunities in support of the 2011 San Bernardino Nonmotorized Transportation Plan Urban Non Motorized Zones.
- **On-Road-1.8: Traffic Calming (Local)**—The City of Ontario will provide traffic calming measures to encourage people to walk or bike instead of using a vehicle.
- **On-Road-1.9: Traffic Signal Synchronization (Local)**—The City of Ontario is improving travel speed by enhanced signal synchronization.
- **On-Road-1.12: Employer Provided Fringe Benefits (Regional)**—The City of Ontario is encouraging the use of telecommuting and alternative work schedules for employees and other employer benefits to reduce VMT.
- **On-Road-1.14: Pedestrian Bicycle Lanes (Local/Regional)**—The City of Ontario to coordinate has Created bicycle lanes directed to the location of schools and major employment districts.
- **On-Road-1.15: Pedestrian and Bicycle Network Improvements (Local/Regional)**—The City of Ontario is improving the existing pedestrian and bicycle network as follows:

  > Establish a network of multiuse trails to facilitate safe and direct off-street bicycle and pedestrian travel. Provide bike racks along these trails at secure, lighted locations.

  > Amend or implement a development code to include standards for provision of safe pedestrian and bicyclist accommodations, including "Complete Streets" policies that foster equal access by all users, including pedestrians and bicyclists. Include standards in the design of roadways. As appropriate, require new development and redevelopment projects to address bicycle and pedestrian access internally and to other areas through easements; safe access to public transportation and construction of paths that connect with other nonmotorized routes; and safe road crossings at major intersections for school children and seniors.

  > Apply for regional, state, and federal grants for bicycle and pedestrian infrastructure projects. Consider using state gas tax subventions, sales tax funds, other funding sources, and development exactions/impact fees to provide bicycle and pedestrian facilities.

> Prohibit projects that impede bicycle and walking access, e.g., large parking areas that cannot be crossed by nonmotorized vehicles, and new residential communities that block through-access on existing or potential bicycle and pedestrian routes.

- **On-Road-1.16: Alternative Fuel Infrastructure (Local/Regional)**—SANBAG and the City of Ontario promote the necessary facilities and infrastructure to encourage the use of privately owned low- or zero-emission vehicles such as electric vehicle charging facilities and conveniently locate alternative fueling stations. Convert public transit, street sweeping, and refuse fleets to alternative fuels and provide supporting infrastructure.
- **On-Road-1.17: School Programs and Outreach (Local)**—The City of Ontario collaborates with local public schools districts to expand school bus services and routes. Encourage ridesharing programs in private schools to match parents by geographical location for student transport.

In addition Ontario will participate in the Regional Reduction Plan reduction measure On-Road-2 ("Smart Bus" Technology), which helps implement the SCS within Ontario.

- **On-Road-3 "Smart Bus" Technology**—Collaborate with Omnitrans to implement "Smart Bus" technology, global positioning system (GPS), and electronic displays at all transit stops by 2020 to provide customers with "real-time" arrival and departure time information (California Air Pollution Control Officers Association 2009). Smart Bus Technologies include Automatic Vehicle Location (AVL) systems and real-time passenger information at bus stations. Omnitrans plans to implement these technologies systemwide on all bus routes serving San Bernardino Valley (Omnitrans service area) to enable information sharing, enhance rider services, and attract potential riders. The AVL system has already been implemented. The Bus Arrival Prediction Information System (BAPIS) would be installed in two phases. In Phase I, real-time rider information would be available via text messaging, Quick Response (QR), website, Interactive Voice Response (IVR), and mobile phone devices. Completed implementation is slated for December 2012. In Phase II, Omnitrans will install electronic signs at all major transit hubs and provide General Transit Feed Specification (GTFS) data to the general public to build apps for mobile devices like smartphones and tablet computers. Phase II completion is slated for December 2013. GHG emissions are expected to decrease because the AVL technologies could lead to more fuel efficient bus operations for Omnitrans and the BAPIS technologies could potentially attract more transit riders who may switch modes from automobiles. Omnitrans' Demand Response Services, OmniLink and Access, do not operate on a fixed schedule or route and are not included in this analysis. Omnitrans is primarily responsible for this measure. The City of Ontario will coordinate with Omnitrans as appropriate.

The following discussion summarizes the General Plan policies that correlate with these two reduction measures implementing the SCS within the City of Ontario:

<u>On-Road Transportation-1 (Sustainable Communities Strategy)</u>

Policy LU1-2 *Sustainable Community Strategy.* The City integrates state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.

Policy LU1-4 *Mobility.* The City promotes development and urban design that reduces reliance on the automobile and capitalizes on multimodal transportation opportunities.

Policy M2-1 *Bikeway Plan.* The City maintains our Multipurpose Trails and Bikeway Corridor Plan to create a comprehensive system of on- and off-street bikeways that connect residential areas, businesses, schools, parks, and other key destination points.

Policy M2-2 *Bicycle System.* The City provides off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances.

Policy M2-3 *Pedestrian Walkways.* The City requires walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.

Policy M2-4 *Network Opportunities.* The City explores opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options.

Policy M3-1 *Transit Partners.* The City maintains a proactive working partnership with transit providers to ensure that adequate public transit service is available.

Policy M3-2 *Transit Facilities at New Development.* The City requires new development to provide transit facilities, such as bus shelters and turnouts, as necessary.

Policy M3-3 *Transit-Oriented Development.* We consider the provision of development-related incentives for projects that promote transit use.

Policy M3-5 *Light Rail.* The City supports extension of the Metro Rail Gold Line to Ontario, and will work to secure station locations adjacent to the Meredith site and at the proposed multimodal transit center.

Policy M3-6 *Metrolink Expansion.* The City advocates expansion of Metrolink service to include the Downtown and the multimodal transit center.

Policy M3-8 *Feeder Systems.* The City works with regional transit agencies to secure convenient feeder service from the Metrolink station and the proposed multimodal transit center to employment centers in Ontario.

Policy M3-9 *Ontario Airport Metro Center Circulator.* The City will explore development of a convenient mobility system, including but not limited to shuttle service, people mover, and shared car system, for the Ontario Airport Metro Center.

Policy M3-10 *Multimodal Transit Center.* The City will explore development of a multimodal transit center near LAONT to serve as a transit hub for local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center circulator, and other future transit modes.

Policy M3-11 *Community-wide Facilities.* The City requires the future development of community-wide serving facilities to be sited in transit-ready areas that can be served and made accessible by public transit.

<u>On-Road Transportation-2 ("Smart Bus" Technologies)</u>

Policy M3-4 *Bus Rapid Transit (BRT) Corridors.* The City works with regional transit agencies to implement BRT service to target destinations and along corridors, as shown in the Transit Plan.

The Regional Reduction Plan provides the GHG reductions contemplated by SB 375 by implementing SCAG's SCS strategy in Ontario. Therefore, this impact is ***less than significant***. No mitigation is required.

Cumulative Impacts

The analysis of GHG emissions is cumulative in nature, and no separate analysis is required.

References

California Air Pollution Control Officers Association (CAPCOA). 2009. *Model Policies for Greenhouse Gases in General Plans. A Resource for Local Government to Incorporate General Plan Policies to Reduce Greenhouse Gas Emissions*, June.

———. 2010. *Quantifying Greenhouse Gas Mitigation Measures*, August.

California Air Resources Board (California ARB). 2007. *Proposed Early Actions to Mitigate Climate Change in California*, December 20.

———. 2008. *Climate Change Proposed Scoping Plan*, October.

———. 2010. *Proposed SB 375 Greenhouse Gas Targets: Documentation of the Resulting Emission Reductions based on MPO Data*, August 9.

California Climate Action Registry (CCAR). 2009. *General Reporting Protocol.* Version 3.1, January.

California Climate Change Center (CCCC). 2006a. *Projecting Future Sea Level.* A Report from the California Climate Change Center. CEC-500-2005-202-SF. Prepared by D. Cayan, P. Bromirski, K. Hayhoe, M. Tyree, M. Dettinger, and R. Flick. Table 3 (Projected global sea level rise (SLR) (cm) for the SRES A1fi, A2, and B1 greenhouse gas emission scenarios. SLR for A2 and B1 scenarios is estimated by combining output recent global climate change model simulations with MAGICC projections for the ice melt component. SLR estimates for A1fi estimated from MAGICC based on A2 temperature changes scaled according to those in A1fi), March, p. 19.

———. 2006b. *Climate Warming and Water Supply Management in California: White Paper*. A Report from Climate Change Center. CEC-500-2005-195-SF. Prepared by J. Medelin, J. Harou, M. Olivares, J. Lund, R. Howitt, S. Tanaka, M. Jenkins, K. Madani, and T. Zhu. Chapter 2 (Potential Impacts of Climate Change on California's Water Resources). Table 2-6 (Relative Sea Level Trends for Eight Tide Gauges Along the Coast of California with 50 Years or More of Record), March.

California Energy Commission (CEC). 2007. *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004—Final Staff Report*. Publication # CEC-600-2006-013-SF, Sacramento, CA, December 22, 2006, updated January 23, 2007.

Climate Action Reserve. 2008. *Local Government Operations Protocol: For the quantification and reporting of greenhouse gas emissions inventories*. Version 1.0, September 25. http://www.arb.ca.gov/cc/protocols/localgov/archive/final_lgo_protocol_2008-09-25.pdf.

———. 2010. *Urban Forest Project Protocol.* Version 1.1, March 10.

Georgetown Climate Center. 2012. *Summary of the Federal District Court's Order Enjoining California's Low Carbon Fuel Standard*, January 19.

Intergovernmental Panel on Climate Change (IPCC). 2007. *Climate Change 2007: Impacts, Adaptation, and Vulnerability. Contribution of Working Group II to the Third Assessment Report of the Intergovernmental Panel on Climate Change*. Parry, Martin L., Canziani, Osvaldo F., Palutikof, Jean P., van der Linden, Paul J., and Hanson, Clair E. (eds.). Cambridge, United Kingdom: Cambridge University Press.

Ontario, City of. 2009a. *The Ontario General Plan Final Environmental Impact Report*, July.

———. 2009b. *The Ontario General Plan Re-circulated Portions of the Environmental Impact Report*, November.

———. 2010. *The Ontario General Plan*, January 27.

San Bernardino, County of. 2012. *The San Bernardino County Greenhouse Gas Reduction Plan*, January.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

South Coast Air Quality Management District (SCAQMD). 2008. Rule 445: Wood Burning Devices, March 7.

United Nations Framework Convention on Climate Change (UNFCCC). n.d. Time series—Annex I. Sum of Annex I and Non-Annex I Countries Without Counting Land-Use, Land-Use Change, and Forestry (LULUCF). Predefined Queries: GHG total without LULUCF (Annex I Parties). Bonn, Germany. http://unfccc.int/ghg_emissions__data/predefined_queries/items/3814.php (accessed May 2, 2007).

United States Environmental Protection Agency (USEPA). 1985. *AP-42: Compilation of Air Pollutant Emission Factors*. Fourth Edition, September.

———. 2008. *Climate Change—Health and Environmental Effects*.

———. 2010. *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2008*. EPA# 430-R-10-006, April.

———. 2011. *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2009*. EPA# 430-R-11-005.

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.13.8 Hazards/Hazardous Materials

This section of the EIR analyzes the potential environmental effects on hazards/hazardous materials, including hazardous materials, hazardous waste disposal, airport safety, emergency preparedness, and wildfire potential, in the City of Ontario from implementation of the Regional Reduction Plan. Geologic and flood hazards are addressed separately in Section 4.13.6 (Geology/Soils) and Section 4.13.9 (Hydrology/Water Quality), respectively. Data for this section were taken from the Ontario General Plan (2010), associated environmental documents (2009a and 2009b), and the Technical Background Report to the Safety Element for the City of Ontario (2006). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing hazards/hazardous materials were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Hazardous Materials and Hazardous Waste

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (household cleaners, industrial solvents, paint, pesticides, etc.) and in the manufacturing of products (e.g., electronics, newspapers, plastic products). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses; businesses; hospitals; and households. Accidental releases of hazardous materials can occur from a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

Regulatory Framework

There are many federal, state, and local programs that regulate the use, storage, and transportation of hazardous materials and hazardous waste, and they are constantly changing. Federal and state statutes, as well as local ordinances and plans regulate hazardous waste management. These regulations can reduce the danger hazardous substances may pose to people and businesses under normal daily circumstances and as a result of emergencies and disasters.

Federal

Hazardous Materials and Hazardous Waste

United States Environmental Protection Agency (USEPA)

The USEPA is the primary federal agency that regulates hazardous materials and waste. In general, the USEPA works to develop and enforce regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for issuing permits and for monitoring and enforcing compliance. USEPA programs promote handling hazardous wastes safely,

cleaning up contaminated land, and reducing trash. Under the authority of the RCRA and in cooperation with state and tribal partners, the Waste Management Division manages a hazardous waste program, an underground storage tank program, and a solid waste program that includes development of waste reduction strategies such as recycling.

Resource Conservation and Recovery Act (RCRA)

The Resource Conservation and Recovery Act (RCRA) of 1976 is the principal federal law that regulates the generation, management, and transportation of waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. Treatment is any process that changes the physical, chemical, or biological character of the waste to reduce its potential as an environmental threat. Treatment can include neutralizing the waste, recovering energy or material resources from the waste, rendering the waste less hazardous, or making the waste safer to transport, dispose of, or store.

The RCRA gave the USEPA the authority to control hazardous waste from "cradle to grave," that is, from generation to transportation, treatment, storage, and disposal. The RCRA also set forth a framework for the management of nonhazardous wastes. The 1986 amendments to RCRA enabled the USEPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. It should be noted that RCRA focuses only on active and future facilities and does not address abandoned or historical sites. The federal Hazardous and Solid Waste Amendments are the 1984 amendments to RCRA that required phasing out land disposal of hazardous waste. Some of the other mandates of this strict law include increased enforcement authority for the USEPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, commonly known as the Superfund, was enacted to protect the water, air, and land resources from the risks created by past chemical disposal practices such as abandoned and historical hazardous wastes sites. Through the act, the USEPA was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup. This federal law created a tax on the chemical and petroleum industries that went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA also enabled the revision of the National Contingency Plan, which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priority List (NPL) of sites, which are known as Superfund sites. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.

Superfund Amendments and Reauthorization Act

SARA reauthorized CERCLA to continue cleanup activities around the country. Several site-specific amendments, clarifications, and technical requirements were added to the legislation, including additional enforcement authorities. SARA Title III also authorized the Emergency Planning and Community Right-to-Know Act.

Emergency Planning and Community Right-to-Know Act

EPCRA was enacted by Congress as the national legislation on community safety. This law was designated to help local communities protect public health, safety, and the environment from chemical hazards. The primary purpose of EPCRA is to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored on-site to state and local agencies. These reports help communities prepare to respond to chemical spills and similar emergencies. EPCRA Section 3131 requires manufacturers to report releases to the environment (air, soil, and water) of more than 600 designated toxic chemicals; report off-site transfers of waste for treatment or disposal at separate facilities; pollution prevention measures and activities; and participate in chemical recycling. These annual reports are submitted to the USEPA and state agencies. The USEPA maintains and publishes a database that contains information on toxic chemical releases and other waste management activities by certain industry groups and federal facilities. This online, publicly available, national digital database is called the Toxics Release Inventory (TRI), and was expanded by the Pollution Prevention Act of 1990.

To implement EPCRA, Congress required each state to appoint a State Emergency Response Commission (SERC) to coordinate planning and implementation activities associated with hazardous materials. The SERCs were required to divide their states into Emergency Planning Districts and to name a Local Emergency Planning Committee (LEPC) for each district. In California, the SERC oversees six LEPCs throughout the state. The Governor's Office of Emergency Services (OES) coordinates and provides staff support for the SERC and LEPCs. Broad representation by fire fighters, health officials, government and media representatives, community groups, industrial facilities, and emergency managers ensures that all necessary elements of the planning process are represented.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 was enacted by Congress to give the USEPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. The USEPA repeatedly screens these chemicals and can require reporting or testing of that may pose an environmental or human health hazard. It can ban the manufacture and import of those chemicals that pose an unreasonable risk. Also, the USEPA has mechanisms in place to track the thousands of new chemicals that industry develops each year with either unknown or dangerous characteristics. It then can control these chemicals as necessary to protect human health and the environment. The act supplements other federal statutes, including the Clean Air Act and the TRI under EPCRA.

Airport Hazards

Federal Aviation Administration (FAA)

The basic responsibilities of the Federal Aviation Administration (FAA), under the US Department of Transportation, are the regulation of civil aviation to promote safety, airspace and air traffic management, and the regulation of commercial space transportation. CFR contains standards for aircraft noise emission levels.

Fire Hazards

Federal Emergency Management Agency (FEMA)

The Federal Emergency Management Agency (FEMA) coordinates the federal government's role in preparing for, preventing, mitigating the effects of, responding to, and recovering from all domestic disasters, whether natural or man-made, including fire and acts of terror. The U.S. Fire Administration, a department within FEMA, is the lead Federal agency for fire data collection, public fire education, fire research and Fire Service training.

State

Hazardous Materials and Hazardous Waste

California Department of Toxic Substances Control

California Department of Toxic Substances Control (DTSC) is a department of California Environmental Protection Agency (Cal/EPA), which authorizes DTSC to carry out the RCRA program in California to protect people from exposure to hazardous wastes. The department regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations [CCR] Title 22, Divisions 4 and 4.5). Permitting, inspection, compliance, and corrective action programs ensure that people who manage hazardous waste follow state and federal requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. San Bernardino County, including the City of Ontario, is in DTSC's Southern California region.

DTSC cleans up or oversees approximately 220 hazardous substance release sites at any given time and completes an average of 125 cleanups each year. An additional 250 sites are listed on DTSC's EnviroStor database of properties that may be contaminated. DTSC also maintains a Site Mitigation and Brownfields Reuse Program Database.

Under the DTSC, the Statewide Compliance Division (SCD) administers the technical implementation of the state's Unified Program, a consolidation of six environmental programs at the local level. This program was established under the amendments to the California Health and Safety Code made by Senate Bill 1082 in 1994. The six programs that make up the Unified Program are:

- Hazardous Materials Business Plan/Emergency Response Plan
- Hazardous Waste/Tiered Permitting
- Underground Storage Tanks
- Aboveground Storage Tanks Spill Prevention Control and Countermeasures
- California Accidental Release Prevention Program (CalARP)
- Uniform Fire Code Hazardous Materials Management Plan

The SCD also conducts triennial reviews of Unified Program agencies to ensure their programs are consistent statewide, conform to standards, and deliver quality environmental protection at the local level. SCD also carries out the inspections, enforcement, and complaint response at the state's hazardous waste generators, facilities, and transporters and oversees the hazardous waste generator and on-site waste treatment surveillance and enforcement program carried out by local Unified Programs.

Hazardous Material Spill/Release Notification Guidance

All significant spills, releases, or threatened releases of hazardous materials must be immediately reported. Federal and state emergency notification is required for all significant releases of hazardous materials. Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. Many state statutes require emergency notification of a hazardous chemical release:

- Health and Safety Codes Sections 25270.7, 25270.8, and 25507
- Vehicle Code Section 23112.5
- Public Utilities Code Section 7673 (PUC General Orders #22-B, 161)
- Government Code Sections 51018, 8670.25.5(a)
- Water Code Sections 13271, 13272
- California Labor Code Section 6409.1(b)10

In addition, all releases that result in injuries or workers harmfully exposed must be immediately reported to California Occupational Safety and Health Administration (California Labor Code Section 6409.1(b)). For additional reporting requirements, also refer to the Safe Drinking Water and Toxic Enforcement Act of 1986, better known as Proposition 65, and California Labor Code Section 9030.

Airport Hazards

California Department of Transportation

California Department of Transportation, Division of Aeronautics, is responsible for airport safety in California. The State Aeronautics Act, Public Utilities Code (PUC) Sections 21001 et seq., is the foundation for the Department's aviation policies. The Aeronautics Division issues permits for and annually inspects hospital heliports and public-use airports; makes recommendations regarding proposed school sites within two miles of an airport runway; and authorizes helicopter landing sites at or near schools. Aviation system planning provides for the integration of aviation into transportation system planning on a regional, statewide, and national basis. The Division of Aeronautics administers noise regulation and land use planning laws that foster compatible land use around airports and encourages environmental mitigation measures to lessen aircraft noise, air pollution, and other impacts caused by aviation. The Division of Aeronautics publishes the California Airport Land Use Commission (ALUC) Planning Handbook. The California ALUC Planning Handbook provides planning guidance to ALUCs and counties and cities with jurisdiction over airport area land uses. The purpose of the handbook is to support the State Aeronautics Act. The handbook allows jurisdictions flexibility in determining air safety zones that represent areas of assumed accident potential.

Fire Hazards

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CALFIRE) is dedicated to the fire protection and stewardship of over 31 million acres of California's wildlands. The Office of the State Fire Marshal (OSFM) supports the CDF mission to protect life and property through fire prevention engineering programs, law and code enforcement, and education. The OSFM provides for fire prevention by enforcing fire-related laws in state- owned or -operated buildings, investigating arson fires in California, licensing those who inspect and service fire protection systems, approving fireworks as safe and sane for use in California, regulating the use of chemical flame retardants, evaluating building materials against fire safety standards, regulating hazardous liquid pipelines, and tracking incident statistics for local and state government emergency response agencies.

California Uniform Fire Code

CCR Title 24, Part 9, is based on the 2000 Uniform Fire Code and includes amendments from the State of California fully integrated into the code. The California Fire Code contains fire safety-related building standards that are referenced in other parts of CCR Title 24.

California Fire Plan

The California Fire Plan is the state's road map for reducing the risk of wildfire through planning and prevention to reduce firefighting costs and property losses, increase firefighter safety, and to contribute to ecosystem health. The California Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and CALFIRE.

Regional

Hazardous Materials and Hazardous Waste

Certified Unified Program Agency (CUPA) is a regional or local agency that has been certified by Cal/EPA to implement the local Unified Program. The CUPA can be a county, city, or joint powers authority. A participating agency is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. A designated agency is a local agency that has not been certified by Cal/EPA to become a CUPA but is the responsible local agency that would implement the six Unified Programs until they are certified.

The Unified Program is related to the state SERCs and LEPCs that were established under both federal (EPCRA) and state authority relative to the Hazardous Materials Business Plan/Emergency Response Plan. While the CUPA structure does not specifically incorporate the SERC and LEPCs, both SERC and CUPA have found it beneficial to establish strong communication and coordination on hazardous materials issues. The CUPA board now has a representative on the SERC, and members of LEPCs are also CUPA board members. Common issues include ensuring that hazardous materials, waste, and tank programs maintain strong coordination and communication for maximum consistency in program implementation. Shared data, joint resources, common forms, provision of emergency information, and regulatory review are other interests that are coordinated by the CUPA Board and SERC/LEPCs.

San Bernardino County is a member of the Southern California Hazardous Waste Management Authority, and works on regional level to solve hazardous waste problems. The San Bernardino County Fire Department, Hazardous Materials Division (HMD) is designated by the state as the CUPA for the County of San Bernardino. The fire department focuses on the management of specific environmental programs at the local government level to address the disposal, handling, processing, storage, and treatment of local hazardous materials and waste products. The CUPAs are also responsible for implementing the leak prevention element of the Underground Storage Tank (UST) Program.

UST Program: Releases of petroleum and other products from USTs are the leading source of groundwater contamination in the United States. The RCRA Subtitle I established regulations governing the storage of petroleum products and hazardous substances in USTs and the prevention and cleanup of leaks. In USEPA Region 9 (California, Arizona, Hawaii, Nevada, Pacific Islands, and over 140 tribal nations) the UST program operates primarily through state agency programs with USEPA oversight.

In California, the State Water Resources Control Board (SWRCB), under the umbrella of Cal/EPA, provides assistance to local agencies enforcing UST requirements. The purpose of the UST program is to protect public health and safety and the environment from releases of petroleum and other hazardous substances. The program consists of four elements: leak prevention, cleanup, enforcement, and tank tester licensing. In September 2004, the SWRCB adopted regulations that require electronic submittal of information for groundwater cleanup programs, including groundwater analytical data, the surveyed locations of monitoring wells, and other data. The SWRCB's Geotracker system currently has information submitted by responsible parties for over 10,000 leaking UST (LUST) sites statewide and has been extended to include all SWRCB groundwater cleanup programs including the LUST, non-LUST (Spill, Leaks, Investigation, and Cleanup), Department of Defense, and landfill programs.

The San Bernardino County Fire Department HMD is charged with the responsibility of conducting compliance inspections of regulated facilities in San Bernardino County. Regulated facilities are those that handle hazardous materials, generate or treat hazardous waste, and/or operate an underground storage tank. All new installations of underground storage tanks require an inspection, along with the removal, under strict chain-of-custody protocol, of the old tanks.

County of San Bernardino Hazardous Waste Management Plan

Assembly Bill 2948 (Chapter 1504, Statutes of 1986), commonly known as the Tanner Bill, authorized counties to prepare Hazardous Waste Management Plans (HWMP) in response to the need for safe management of hazardous wastes. The County of San Bernardino HWMP was adopted by the County of San Bernardino Board of Supervisors and approved by the California Department of Health Services in February 1990. The County HWMP serves as the primary planning document for the management of hazardous waste in San Bernardino County. It identifies the types and amounts of wastes generated in the county; establishes programs for managing these wastes; identifies an application review process for the siting of specified hazardous waste facilities; identifies mechanisms for reducing the amount of waste generated in the county; and identifies goals, policies, and actions for achieving effective hazardous waste management. Hazardous materials and waste are managed by the San Bernardino County Fire Department HMD. As further required by the state, all cities in San Bernardino County must also adopt a City HWMP.

Hazardous Materials Disclosure Programs

All businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials, termed a reporting quantity, are required to submit a Hazardous Materials Business Plan to its local CUPA.

According to the San Bernardino County Fire Department HMD guidelines, the preparation, submittal, and implementation of a business plan is required by any business that handles a hazardous material or a mixture containing a hazardous material in quantities equal to, or greater than, those outlined below:

- Any business that uses, generates, processes, produces, treats, stores, emits, or discharges a hazardous material in quantities at or exceeding 55 gallons, 500 pounds, or 200 cubic feet (compressed gas) at any one time in the course of a year
- All hazardous waste generators, regardless of quantity generated; any business that handles, stores, or uses Category I or II pesticides, as defined by the federal Insecticide, Fungicide, and Rodenticide Act, regardless of amount
- Any business that handles DOT Hazard Class 1 (explosives, found in 49 CFR), regardless of amount
- Any business that handles extremely hazardous substances in quantities exceeding the threshold planning quantity; extremely hazardous substances are designated pursuant to the EPCRA Section 302, and are listed in 40 CFR Part 355
- Any business subject to the EPCRA, also known as SARA Title III; generally EPCRA includes facilities that handle hazardous substances above 10,000 pounds or extremely hazardous substances above threshold planning quantities; there are some exceptions, including retail gas stations with up to 75,000 gallons of gasoline or 100,000 gallons of diesel fuel in USTs that meet the 1998 upgrade requirements
- Any business that handles radioactive material that is listed in Appendix B of Chapter 1 of 10 CFR.

Businesses are required to update their business plan with the San Bernardino County Fire Department HMD annually. The entire plan must be reviewed and recertified every three years. In addition, the plan must be revised within 30 days of change of owner, business address, business name, emergency contact information, inventory, or other site conditions that may significantly impact emergency response.

Hazardous Materials Incident Response

Under Title III of SARA, the LEPC is responsible for developing an emergency plan for preparing for and responding to chemical emergencies in that community. This emergency plan must include:

- An identification of local facilities and transportation routes where hazardous material are present
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan)
- A plan for notifying the community that an incident has occurred
- The names of response coordinators at local facilities

- A plan for conducting exercises to test the plan

The plan is reviewed by the SERC and publicized throughout the community. The LEPC is required to review, test, and update the plan each year. The San Bernardino County Fire Department HMD is responsible for coordinating hazardous material coordination and inspection in the City.

Airport Hazards

San Bernardino County

San Bernardino County opted for an alternative to the ALUC and delegated responsibility to prepare an Airport Land Use Compatibility Plan for each airport jurisdiction. Other public agencies also provide policy guidance or promulgate standards that address regional transportation and safety issues related to airport land use compatibility planning. Land use compatibility assessments are part of both the Los Angeles/Ontario International Airport (LAONT) draft Master Plan and the Chino Airport Master Land Use Plan.

Los Angeles World Airports Authority (LAWA)

Currently, the airport authority operating LAONT is LAWA. San Bernardino County Airport Authority

Inland leaders have lobbied for local control of the airport for years. To that end the San Bernardino County Airport Authority was formed in August 2012. The initial role of the Airport Authority is to transfer the LAONT airport authority from LAWA to the San Bernardino County Airport Authority and enable local control of LAONT operations should that occur. The five-member authority board would be made up of two elected leaders from the City of Ontario, the County Supervisor whose district includes the airport and two business leaders chosen by the Ontario City Council.

Fire Hazards

San Bernardino County Office of Emergency Services (OES)

The OES is also a division of the San Bernardino County Fire Department and is responsible for broad disaster planning and emergency services coordination throughout the county, including the City of Ontario. OES looks broadly at emergency responses to wildfires, earthquakes, or other disasters affecting the region. The goal of the OES is to improve public and private sector readiness, and to mitigate local impacts resulting from natural or man-made emergencies through disaster preparedness planning and appropriate response efforts with city departments and local and state agencies. While OES does not directly manage field operations, it manages an Incident Command Post to ensure coordination of disaster response and recovery efforts through its day-to-day program management and during an incident/disaster. The division also manages and operates the Emergency Operations Center (EOC), which is the primary coordination point for disasters and major emergencies. In the event of a disaster or an incident requiring complex coordination, preselected and trained responders report to the San Bernardino County Operational Area EOC. The 100-plus responders have been trained to perform specific functions designated under the Standardized Emergency Management System to coordinate emergency management of disasters. These responders are available 24 hours a day 7 days a week. OES conducts annual exercises in the EOC to test the readiness of various types of disasters and large-scale emergencies.

The OES is also responsible for the countywide Emergency Management Plan (EMP), which is currently under revision. The plan identifies hazards and response, roles and responsibilities, and other key activities of government during a disaster. The office also maintains copies of the EMPs for the 24 cities/towns in the operational area. The OES assists county unincorporated communities and residents by assigning an OES Officer to assist in meeting their local planning goals and needs. These mostly isolated areas of the county may have the need for special considerations in a disaster.

Local

Hazardous Materials and Hazardous Waste

City of Ontario Municipal Code

City of Ontario Municipal Code contains applicable regulations pertaining to hazards and hazardous materials and waste in the City. Title 9 (Development Code), Chapter 1 (Zoning and Land Use Requirements), Part 5 (Overlay District Regulations), Article 28 (Hazardous Waste District), regulates the storage, generation, transfer, treatment, handling, and transportation of hazardous waste for facilities in the Hazardous Waste Overlay District. The Hazardous Waste Overlay District is applied to any property in the General Industrial District, Industrial Park, or Public Facilities land use designations. All land uses within the Hazardous Waste Overlay District are required to conform to the site development standards.

Ontario General Plan

The Ontario General Plan policies that are applicable to hazardous materials[10] are as follows:

Policy S6-1 *Disclosure and Notification.* We enforce disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport.

Policy S6-2 *Response to Hazardous Materials Releases.* We respond to hazardous materials incidents and coordinate these services with other jurisdictions.

Policy S6-3 *Safer Alternatives.* The City minimizes our use of hazardous materials by choosing nontoxic alternatives that do not pose a threat to the environment.

Policy S6-4 *Safe Storage and Maintenance Practices.* The City requires that the users of hazardous materials be adequately prepared to prevent and mitigate hazardous materials releases.

Policy S6-5 *Location of Hazardous Material Facilities.* The City regulates facilities that will be involved in the production, use, storage, transport, or disposal of hazardous materials, pursuant to federal, state, and local regulations so that impacts to the environment and sensitive land uses are mitigated.

Policy S6-6 *Location of Sensitive Uses.* The City prohibits new sensitive land uses from locating near existing sites that use, store, or generate large quantities of hazardous materials.

[10] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Policy S6-7 *Household Hazardous Waste.* The City supports the proper disposal of household hazardous substances.

Policy S6-8 *Mitigation and Remediation of Groundwater Contamination.* The City participates in local and regional efforts directed at cleaning up contaminated groundwater.

Policy S6-9 *Remediation of Methane.* The City requires development to assess and mitigate the presence of methane, per regulatory standards and guidelines.

Airport Hazards

City of Ontario Municipal Code

City of Ontario Municipal Code contains applicable regulations pertaining to airports in the City. Title 9 (Development Code), Chapter 1 (Zoning and Land Use Requirements), Part 5 (Overlay District Regulations), Article 29 (Airport Approach Zone), designates the boundaries of the Airport Hazard Areas and the height limitations as those imposed on the Airport Hazard Areas Map. In accordance with the height limitations, no building or structure shall be erected, structurally altered, enlarged, or maintained; no object shall be placed, projected, or maintained; and no tree shall be planted, allowed to grow, or be maintained within the Airport Approach Zone, Airport Turning Zone, Airport Transition Zone, or Airport Hazard Areas where the height exceeds the permitted heights on the map. In addition, within the airport approach safety zone, buildings cannot exceed one story and a floor area ratio of 0.25, and they shall not cover more than 25 percent of the lot. All development shall be constructed or reconstructed in accordance with Federal Aviation Regulations Part 77. Any building intended for human occupancy within the airport approach safety zones may not exceed a CNEL of 55 and the maximum number of employees in buildings within these zones may not exceed 25 people per acre.

Ontario General Plan

The Ontario General Plan policies that are applicable to airport hazards[11] are as follows:

Policy LU5-1 *Coordination with Airport Authorities.* The City collaborates with FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other stakeholders in the preparation, update, and maintenance of airport-related plans, including this Policy Plan.

Policy LU5-2 *Airport Planning Consistency.* The City coordinates with airport authorities to ensure the General Plan is consistent with airport law and/or adopted master plans and land use compatibility plans for the LAONT and Chino Airports.

Policy LU5-3 *Airport Impacts.* The City works with agencies to mitigate the impacts and hazards related to airport operations.

Policy LU5-6 *Alternative Process.* The City will fully comply with state statutes regarding the establishment of a City-administered Airport Land Use Commission for Los Angeles/Ontario Airport Land Use Commission LAONT.

[11] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Fire Hazards

City of Ontario Municipal Code

City of Ontario Municipal Code contains applicable regulations pertaining to fire hazards in the City. Title 4 (Public Safety), Chapter 4 (Fire Code), prescribes regulations governing fire safety in the City. Flammable or combustible liquids in outside aboveground unprotected tanks and below-grade vaulted tanks are prohibited in all areas unless the fire chief determines that the installation of such tanks will not create a hazard to occupants and property owners in the area. In addition, the City prohibits the storage of liquefied petroleum gas, explosives, and blasting agents; compressed natural gases; and flammable cryogenic fluids in stationary containers in all areas of the City except in industrial zones M2, M2.5, and Public Facility (PF), or as approved by the fire chief.

Ontario General Plan

The Ontario General Plan policies that are applicable to fire hazards,[12] are as follows:

Policy S3-1 *Prevention Services.* The City proactively mitigates or reduces the negative effects of fire, hazardous materials release, and structural collapse by implementing the adopted Fire Code.

Policy S3-3 *Fire and Emergency Medical Services.* The City maintains sufficient fire stations, equipment, and staffing to respond effectively to emergencies.

Policy S3-6 *Interagency Cooperation.* In order to back up and supplement our capabilities to respond to emergencies, the City participates in the California Fire Rescue and Mutual Aid Plan.

Policy S3-7 *Water Supply and System Redundancy.* The City monitors our water system to manage firefighting water supplies.

Policy S3-8 *Fire Prevention through Environmental Design.* The City requires new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings.

Policy S8-1 *State and Federal.* The City maintains emergency management programs that meet the requirements of the State Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS).

Policy S8-2 *Emergency Management Plans.* The City maintains updates and adopts the Emergency Operations Plan (EOP) and the Hazard Mitigation Plan (HMP).

The Ontario Fire Department together with police, library, public works, community services, and finance departments, provide assistance in the development of departmental emergency standard operating procedures and staff training. In addition, community agencies, such as school districts, hospitals, LAONT, Red Cross, and other volunteer organizations rely on fire department programs for services and assistance.

[12] These policies are not a complete listing of all policies contained in the General Plan; rather policies that would be most applicable to the proposed project are included here.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on hazards/hazardous materials if it would do any of the following:

- 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 release of hazardous materials into the environment
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school
- Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment
- If located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area
- If within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan
- Expose people or structures 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

Analytic Method

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would create or increase potential hazards or inhibit the ability to respond to hazards.

Effects Not Found to Be Significant

Threshold	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The Regional Reduction Plan reduces GHG emissions citywide and includes reduction measures such as energy efficiency goals, energy efficiency retrofits, renewable energy generation, the reduction of vehicle trips and vehicle miles traveled to reduce transportation related emissions, waste diversion and water conservation programs. The GHG reductions do not involve the transport or use of hazardous materials. Waste diversion programs focus on recyclable materials and are regulated by current federal and state regulations, City ordinances, and the General Plan. These policies would regulate the handling of

hazardous substances to reduce potential releases; exposure; and risks of transporting, storing, treating, and disposing of hazardous materials and wastes. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be ***less than significant***. No mitigation is required.

Threshold	Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

As stated above, the Regional Reduction Plan reduces GHG emissions citywide and includes reduction measures such as energy efficiency goals, energy efficiency retrofits, renewable energy generation, the reduction of vehicle trips and vehicle miles traveled to reduce transportation related emissions, waste diversion and water conservation programs. These activities do not release hazardous materials or create foreseeable upsets or accidents that would present a significant hazard to the public or the environment. The Regional Reduction Plan includes agricultural related reduction measures to capture and use methane emissions at large dairies, but implementation of these measures would be regulated by the California health and safety code, South Coast Air Quality Management District permits, and City of Ontario health and safety codes. These regulations, permits, and codes reduce the potential for upset conditions and accidents to foreseeable safe conditions within the community. The impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

Implementation of the Regional Reduction Plan will not emit hazardous emissions. Agricultural related reduction measures in the Regional Reduction Plan to capture and use methane emissions at large dairies would reduce fugitive methane emissions currently occurring. Implementation of methane collection systems would be regulated by the California health and safety code, South Coast Air Quality Management District permits, and City of Ontario health and safety codes to ensure that these systems do not emit hazardous emissions. Consequently, any potential impacts associated with emissions during implementation of the Regional Reduction Plan would be reduced to ***less than significant***. No mitigation is required.

Threshold	Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The Regional Reduction Plan does not propose siting reduction measures at particular locations. Siting of renewable energy generation and methane collection systems are reviewed by the City Planning to ensure that implementation of the Regional Reduction Plan does not create a hazard to the public or the environment. The impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project, if located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area?

LAONT is in the central northern portion of Ontario. The majority of the surrounding land uses are industrial, business, and commercial. The runways of LAONT run east to west and the departure and arrival safety zones are at the ends of the runways. Portions of Mission Boulevard, Grove Avenue, Haven Avenue, Carnegie Avenue, Santa Ana Street, and Commerce Way are within the safety zones. Figure 4.13.8-1 (Airport Land Use Compatibility) shows the airport land use safety/overlay zones for Chino Airport and LAONT. It is the policy of the City of Ontario to coordinate with the airport authorities to ensure that proposed land uses within the airport safety zones are consistent with the adopted master land use plans and land use compatibility plans for the Chino Airport and LAONT. The City review of proposed projects such as renewable energy generation during implementation of the Regional Reduction Plan within the airport safety zones and near the airports ensures that implementation of these types of uses near airports does not result in safety hazards to people in the area. The impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project, if within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?

The Regional Reduction Plan does not propose land uses in particular areas. Implementation of reduction measures such as renewable generation facilities would be reviewed by the City to ensure that placement of these types of facilities near a private airstrip or heliport would not create a safety hazard. The impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Regional Reduction Plan reduces GHG emissions citywide and includes reduction measures such as energy efficiency goals, energy efficiency retrofits, renewable energy generation, the reduction of vehicle trips and vehicle miles traveled to reduce transportation related emissions, waste diversion and water conservation programs. None of the reduction measures would alter emergency response or evacuation plans. Improvements to transit, bicycle, and pedestrian infrastructure along roadways that would serve emergency response and evacuation within the City would be reviewed by the City Planning Department to ensure adequate ingress and egress along these roadways. Therefore, the impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project 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?

To help protect the City and its residents from fire hazards, Ontario has building and fire codes that must be followed. The fire chief may also use his/her authority to instate certain building, planning, or landscaping requirements. On a site-specific basis, the fire chief may require the removal of brush in an area 10 feet from a structure, and up to 30 feet from a road or open space (as recommended in the New

Model Colony General Plan Amendment). Where parcels are more than five acres, a 40-foot-wide firebreak may be required along the property boundaries. The City requires that landscaping of developed areas adjacent to open space minimize the use of dense vegetation adjacent to structures. Specifically, 12 to 18 inches of bare ground shall be kept between structures and grasses or other vegetation. All building plans in Ontario must be reviewed by the Ontario Fire Department to ensure their compliance with the City's fire code. Furthermore, the City of Ontario contracts with the San Bernardino County Land Use Services Department for assistance in weed abatement. If uncontrolled or tall weeds, brush, or other prohibited items are present on a property, the Fire Marshal or the County's Code Enforcement Division has the authority to give the property owner of record a notice to abate the hazard.

Facilities and infrastructure built as a result of the Regional Reduction Plan implementation within the City would be reviewed for adherence to the building and fire codes. Therefore, the impact would be ***less than significant***. No mitigation is required.

Cumulative Impacts

Because the Regional Reduction Plan does not create hazards at a project level, implementation of the Regional Reduction Plan will not create impacts related to hazards and hazardous materials that are cumulatively considerable. Therefore, ***cumulative impacts are less than significant***.

References

California Department of Toxic Substances Control (DTSC). 2007. EnviroStor Online Database. http://www.envirostor.dtsc.ca.gov/public/.

———. Hazardous Waste and Substances Site ("Cortese") List. http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm.

California Department of Forestry and Fire Protection (CAL FIRE). 2000. South West San Bernardino County, Natural Hazard Fire Disclosure (Fire). Map NHD-36SW. http://www.fire.ca.gov/ab6/nhd36sw.pdf

Ontario, City of. *City of Ontario Municipal Code*.

———. 1997. *City of Ontario Sphere of Influence (New Model Colony) Final EIR*.

———. 1998 (adopted). *New Model Colony Sphere of Influence General Plan Amendment*.

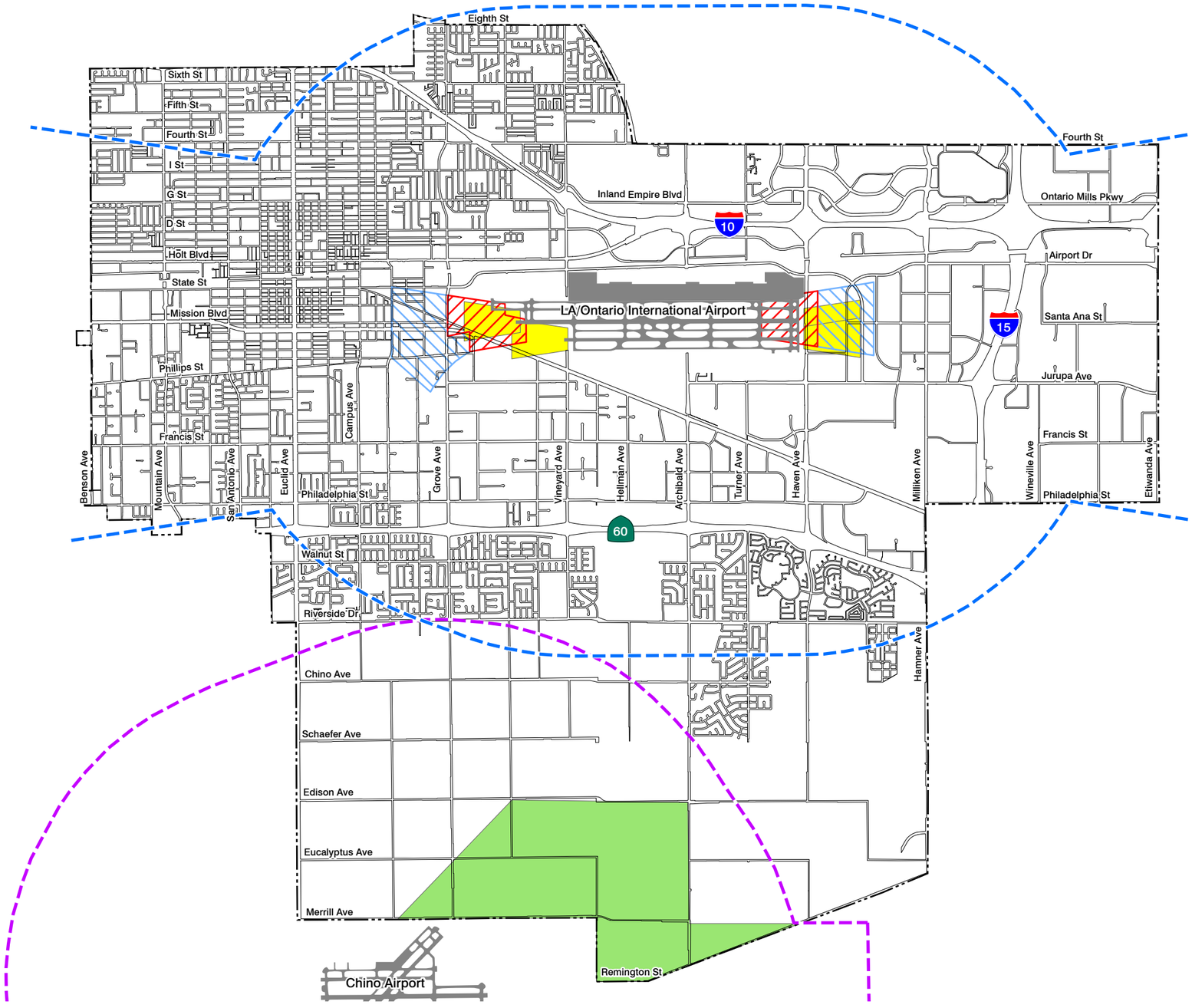
———. 2006. *Technical Background Report for the City of Ontario General Plan Safety Element*, October

———. 2009. *The Ontario General Plan Final Environmental Impact Report*, July.

———. 2010. *The Ontario General Plan*, January 27.

———. n.d. *City of Ontario Municipal Code*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.



LA/Ontario International Airport (2030)

- Runway Protection Zone
- No Build Zone
- Approach Zone
- LA/Ontario Airport Influence Area

Chino Airport

- Chino Airport Influence Area
- Chino Airport Overlay

0 1

NORTH
SCALE IN MILES

Source: The Ontatio Plan FEIR, 2009.

100029894 | San Bernardino County Regional GHG Reduction Plan EIR

Figure 4.13.8-1
Airport Land Use Compatibility

ATKINS

4.13.9 Hydrology/Water Quality

This section of the EIR analyzes the potential environmental effects on hydrology/water quality, including flood hazards, in the City of Ontario from implementation of the Regional Reduction Plan. Data for this section were taken from the Ontario General Plan (2010), associated environmental documents (2009a and 2009b), the Technical Background Report to the Safety Element for the City of Ontario (2006), the Urban Water Management Plan (2011) and the Existing Conditions Report Water Quality Evaluation for the City of Ontario General Plan Update (2006). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing hydrology/water quality were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Regional Drainage

The Santa Ana River Watershed includes portions of San Bernardino, Orange, and Riverside Counties and covers approximately 2,800 square miles. The Santa Ana River is the main surface drainage course in the region, and the largest river in the basin. It is approximately 75 miles long. The City is nearest to Reach 3 of the Santa Ana River, which extends from the Mission Boulevard Bridge in the City of Riverside to Prado Dam, shown in Figure 4.13.9-1 (Chino Watershed). 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.

Local Surface Waters

The City of Ontario is in 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; see Figure 4.13.9-1. The primary direction of drainage flow in the watershed is from the San Gabriel Mountains southward to the Santa Ana River, then southwest in the river. Streams in the watershed flowing north/south include the San Antonio, West Cucamonga, Deer Creek, Day Creek, and Etiwanda Creek Channels, and the Cucamonga Creek Flood Control Channel; see Figure 4.13.9-2 (Flood Hazard Areas). All of these except for the San Antonio Channel pass through the City of Ontario, and all of the channels in the City are engineered concrete channels. West Cucamonga Channel and Deer Creek Channel discharge into the Cucamonga Creek Flood Control Channel, while the Cucamonga Creek Flood Control Channel and San Antonio Channel each discharge into the Santa Ana River.

Some stormwater runoff is diverted for recharge in flood retention and spreading basins, including (from west to east) the Eighth Street, Ely, Turner, Chris, Cucamonga, and Wineville Basins.

Groundwater

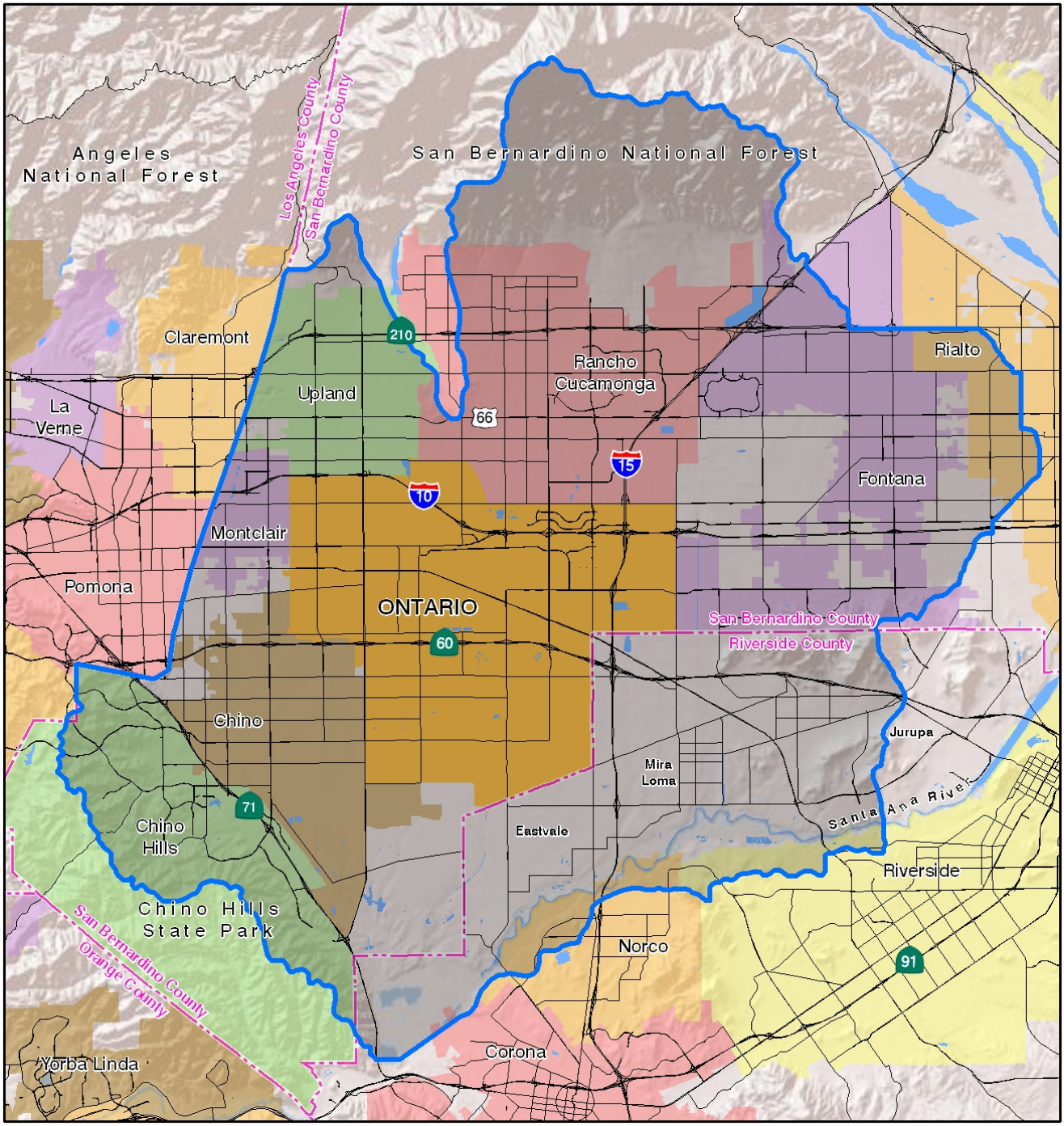
The Chino Basin is one of the largest groundwater basins in southern California, covering approximately 235 square miles of the Upper Santa Ana River Valley. The basin is bounded by the Rialto-Colton Fault on the northeast, the Jurupa Mountains and La Sierra Hills to the southeast, the Central Avenue Fault to the southwest, and the San Jose Fault and Red Hill Fault to the northwest; see Figure 4.13.9-3 (Chino Groundwater Basin). The basin currently contains approximately 5,000,000 acre-feet of water1 and has an unused storage capacity of about 1,000,000 acre-feet. Groundwater is produced from the basin by cities and other water supply entities and by about 300 to 400 agricultural users overlying the basin. Prior to 1978, the basin was in overdraft. After 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 north/south, 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. Generally, TDS exceeds 500 mg/L and nitrate exceeds 50 mg/L south of Riverside Drive. 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. The levels of these pollutants within the groundwater are the result of contamination plumes.

Contamination plumes are water quality anomalies emanating from known point-source discharges and spreading through the groundwater. The known groundwater plumes affecting the City of Ontario's groundwater supply are described below, and are shown in Figure 4.13.9-4 (Areas of Impaired Water Quality in the Chino Groundwater Basin). Three of the plumes originated from sites within Ontario, while the fourth, the Kaiser Steel Fontana Steel site, originated from the former Kaiser Steel facility east of Ontario and west of the City of Fontana.

General Electric Flatiron Facility. This facility occupied the site at 234 East Main Street from the early 1900s to 1982. Its operations primarily consisted of the manufacturing of clothes irons. Currently, the site is occupied by an industrial park. The RWQCB issued an investigative order to General Electric in 1987 after an inactive well in the City of Ontario was found to contain trichloroethylene (TCE) and chromium above drinking water standards. Analytical results from groundwater sampling indicated that VOCs and total dissolved chromium were the major groundwater contaminants. The most common VOC detected at levels significantly above its MCL is TCE, which reached a measured maximum concentration of 3,700 µg/L. Other VOCs periodically detected, but commonly below MCLs, included perchloroethylene (PCE), toluene, and total xylenes.

The plume is up to 3,400 feet wide and extends about 9,000 feet south-southwest (hydraulically downgradient) from the southern border of the site. Between 1999 and 2004, the maximum TCE and total dissolved chromium concentrations in groundwater detected at an individual well in the Flatiron Facility plume were 7,990 µg/L and 1,700 µg/L, respectively.



Chino Watershed

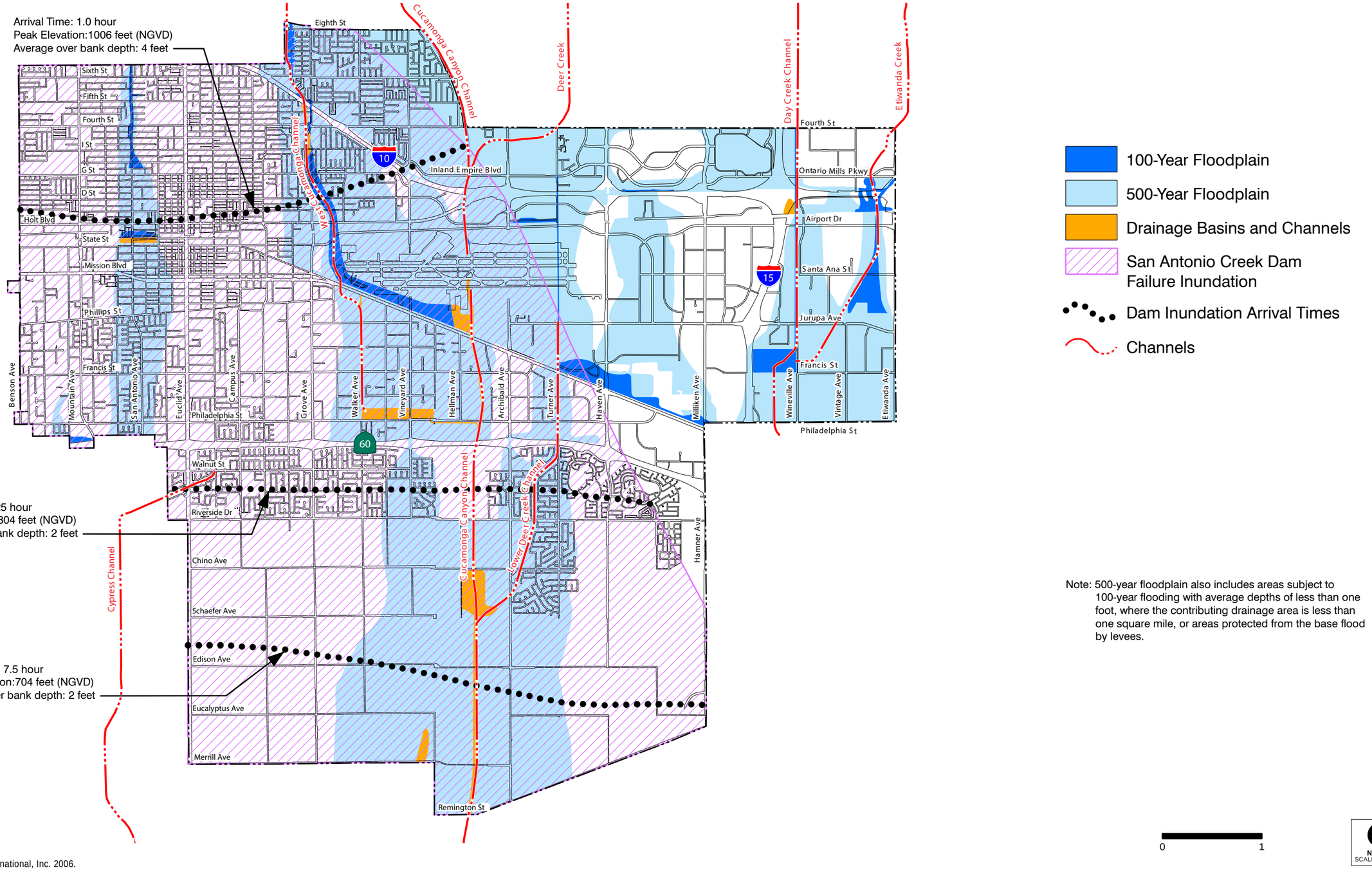
0 4

NORTH
SCALE IN MILES

Source: Cal/EPA 2008.

Figure 4.13.9-1
Chino Watershed

ATKINS

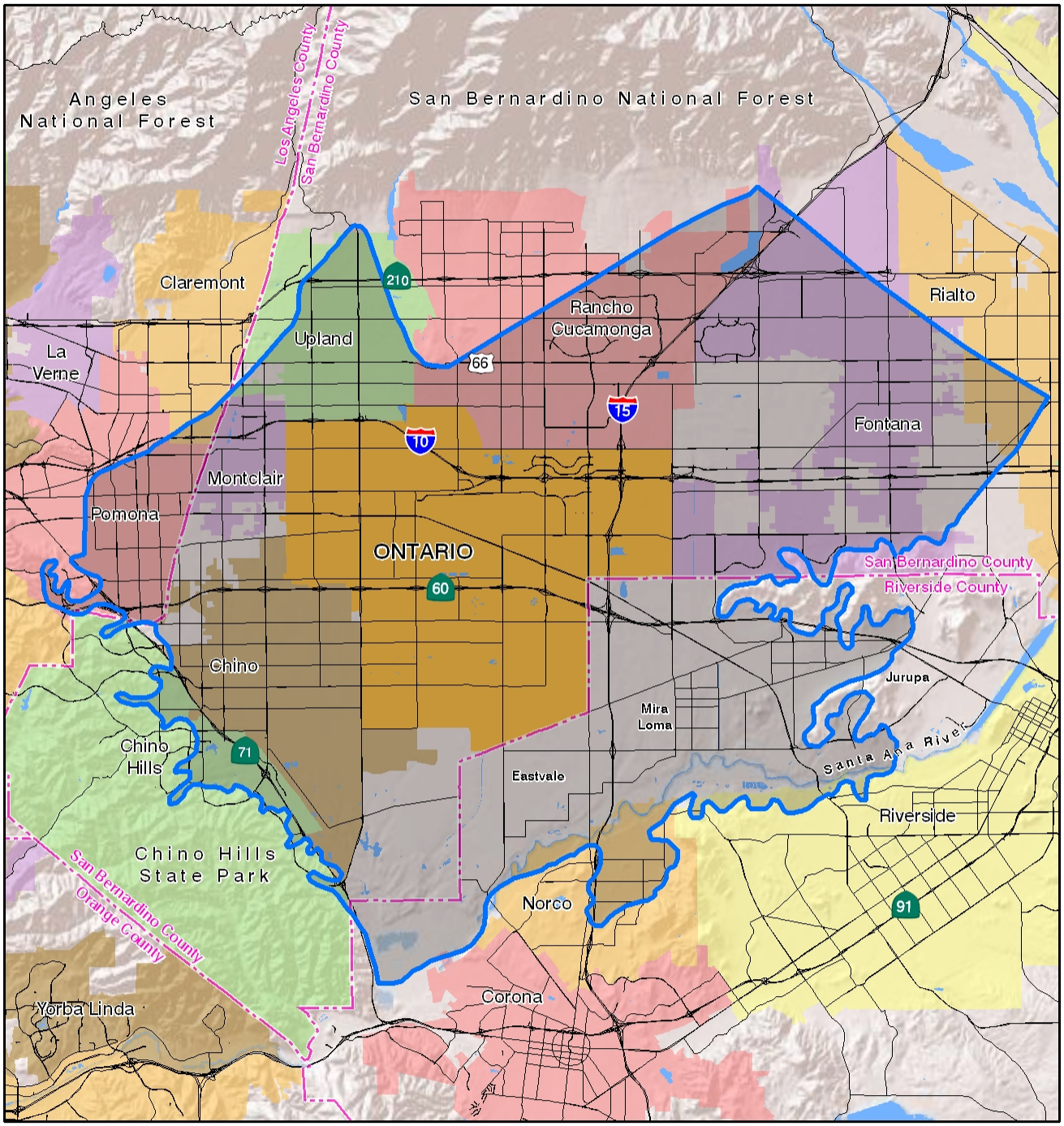


Note: 500-year floodplain also includes areas subject to 100-year flooding with average depths of less than one foot, where the contributing drainage area is less than one square mile, or areas protected from the base flood by levees.

Source: Earth Consultants International, Inc. 2006.

Figure 4.13.9-2
Flood Hazard Areas

ATKINS



Chino Groundwater Basin

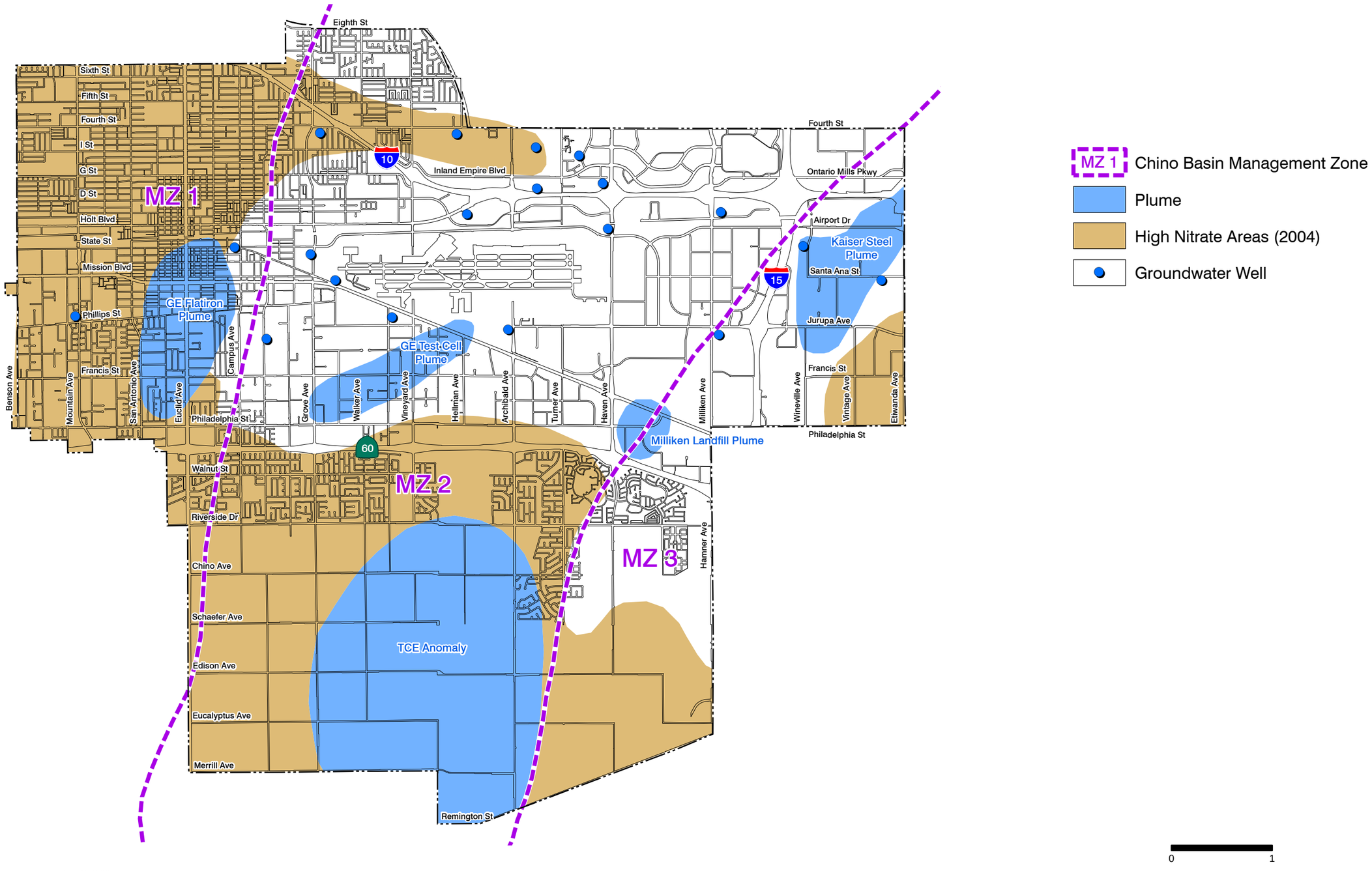
0 4

NORTH
SCALE IN MILES

Source: MWDSC 2007.

Figure 4.13.9-3
Chino Groundwater Basin

ATKINS



Source: Integrated Resource Management, LLC, 2006.

Figure 4.13.9-4

Areas of Impaired Water Quality in the Chino Groundwater Basin

ATKINS

General Electric Engine Maintenance Center Test Cell Facility. This facility is at 1923 East Avon, Ontario, California. Primary operations at the Test Cell Facility are the testing and maintenance of aircraft engines.

A soil and groundwater investigation, followed by a subsequent quarterly groundwater monitoring program, began in 1991. The results of these investigations showed that there are VOCs in the soil and groundwater beneath the Test Cell Facility and that the released VOCs have migrated off-site. Analytical results from subsequent investigations indicated that the most common and abundant VOC detected in groundwater beneath the Test Cell Facility was TCE. Other VOCs detected included PCE, cis-1,2-dichloroethylene (DCE), 1,2-dicholoropropane, 1,1-DCE, 1,1-dichloroethane benzene, toluene, and xylenes. The historical maximum TCE concentration measured at an on-site monitoring well (directly beneath the Test Cell Facility) was 1,240 µg/L. The historical maximum TCE concentration measured at an off-site monitoring well (downgradient) was 190 µg/L.

The plume is oval, up to 2,400 feet wide, and extends approximately 10,300 feet from the Test Cell Facility to the southwest. During the period from 1997 to 2002, the maximum TCE and PCE concentrations in groundwater detected at an individual well within the Test Cell Facility plume were 1,100 µg/L and 29 µg/L, respectively.

Kaiser Steel Fontana Steel Site. Between 1943 and 1983, the Kaiser Steel Corporation operated an integrated steel manufacturing facility on unincorporated land east of Ontario and west of the City of Fontana. During the first 30 years of the facility's operation (1945–1974), a portion of the brine wastewater was discharged to surface impoundments and allowed to percolate into the soil. In the early 1970s, the surface impoundments were lined to eliminate percolation to groundwater.

In July of 1983, Kaiser initiated a groundwater investigation that revealed the presence of a plume of degraded groundwater under the facility. In August of 1987, the RWQCB issued Cleanup and Abatement Order Number 87-121, which required additional groundwater investigations and remediation activities. The results of these investigations showed that the major constituents of the release to groundwater were inorganic dissolved solids and low molecular weight organic compounds. Wells sampled during the groundwater investigations measured concentrations of TDS ranging from 500 to 1,200 mg/L and concentrations of total organic carbon ranging from 1 to 70 mg/L. As of November 1991, the plume had migrated almost entirely off the Kaiser site.

Based on a limited number of wells, including City of Ontario Well No. 30, the plume is up to 3,400 feet wide and extends about 17,500 feet from northeast to southwest.

VOC Anomaly South of the Los Angeles/Ontario International Airport. There is a VOC plume containing primarily TCE south of LAONT. The plume extends approximately from State Route 60 on the north and Haven Avenue on the east to Cloverdale Road on the south and South Grove Avenue on the west. The plume is up to 17,700 feet wide and 20,450 feet long. Between 1999 and 2004, the maximum TCE concentration in groundwater detected at an individual well within this plume was 83 µg/L. This plume is currently being voluntarily investigated by a group of responsible parties (CBWM 2007).

Flood Hazards

been made within Ontario, 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.

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.

The winter floods of 1969 were very damaging in San Bernardino County, particularly in the Cucamonga area. 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.

The winter of 1998 was particularly damaging to sections of Ontario. 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

Potential flooding problems in Ontario are related to high water levels in the larger drainage channels and to sheet flooding on the alluvial fans. Figure 4.13.9-2 shows the FIRM inundation limits for both estimated flood events (flash flood and sheet flow) on West Cucamonga, Cucamonga, Deer, Day, and Etiwanda Creeks. These watercourses are primarily channelized to prevent flood hazards.

As shown in Figure 4.13.9-2, 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. Zone X on Figure 4.13.9-2 shows that 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 that cause ponding.

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 of storage capacity.

Several structures north of Ontario meet this criterion, 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. As shown in Figure 4.13.9-2, the majority of the western portion of the City of Ontario, as well as almost all of the NMC area, lies within the dam inundation area for the San Antonio Dam, a flood control and water conservation project constructed and operated by the US Army Corps of Engineers. Construction of the dam was completed May 1, 1956. The dam is situated at the mouth San Antonio Canyon, at the base of the San Gabriel Mountains (USACE 1997), 4.7 miles north of the northern City boundary.

A less severe inundation scenario is presented by the San Bernardino County Flood Control District for the Cucamonga Creek percolation basins north of Ontario.

As shown in Figure 4.13.9-2, this flood would be contained in the Cucamonga Creek Channel until it reached Holt Boulevard, at which point it would overflow the banks and flood a localized area roughly between Vineyard Avenue and Archibald Avenue, which includes a portion of LA/Ontario International Airport.

Seismically induced inundation can also occur if strong earthquakes cause structural damage to aboveground water tanks. If a tank is not adequately braced and baffled, sloshing water can lift a water tank off its foundation, splitting the shell, damaging the roof, and bulging the bottom of the tank (EERI 1992). Movement can also shear off the pipes leading to the tank, releasing water.

There are five aboveground reservoirs in Ontario. These reservoirs are owned by the City, and together they have a total storage capacity of 39.5 million gallons. Municipal water storage tanks are kept full or nearly full at all times to maintain a water supply for emergencies. The areas that would be inundated in the event of failure of the aboveground tanks or their connections due to an earthquake are not known.

Seiches

A seiche is a surface wave created when an inland body of water is shaken, usually by earthquake activity. Seiches could pose flood hazards due to a wave overtopping a reservoir such as that behind San Antonio Creek Dam, an aboveground reservoir, or percolation basins.

Mudflows

A mudflow is a type of landslide composed of saturated rock debris and soil with a consistency of wet cement. Mudflows could occur in drainage channels in Ontario during flash floods, but are not expected to pose a substantial hazard in the City outside of drainage channels due to the very gently sloping terrain.

Regulatory Framework

Federal

United States Environmental Protection Agency (USEPA)

The USEPA is the primary federal agency that regulates water quality and water resources principally through the Clean Water Act and Safe Drinking Water Act.

Clean Water Act

The federal Water Pollution Control Act (also known as the Clean Water Act [CWA]) is the principal statute governing water quality. The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the USEPA the authority to implement pollution control programs, such as setting wastewater standards for industry. The statute's goal is to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates both the direct and indirect discharge of pollutants into the nation's waters and sets water quality standards for all contaminants in surface waters. It is unlawful for any person to discharge any pollutant from a point source into navigable waters, unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges, requires states to establish site-specific water quality standards, and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA also funded the construction of sewage treatment plants and recognized the need for planning to address nonpoint sources of pollution. CWA Section 402 requires a permit for all point source (a discernible, confined, and discrete conveyance, such as a pipe, ditch, or channel) discharges of any pollutant into waters of the United States.

Safe Drinking Water Act

The federal Safe Drinking Water Act (SDWA) provides regulations on drinking water quality in Ontario. The SDWA gives the USEPA the authority to set drinking water standards, such as the National Primary Drinking Water Regulations (NPDWRs or primary standards). The NPDWRs protect drinking water quality by limiting the levels of specific contaminants that are known to occur or have the potential to occur in water and can adversely affect public health. All public water systems that provide service to 25 or more individuals are required to satisfy these legally enforceable standards. Water purveyors must monitor for these contaminants on fixed schedules and report to the USEPA when a Maximum Contaminant Level (MCL) has been exceeded. MCL is the maximum permissible level of a contaminant in water that is delivered to any user of a public water system. Drinking water supplies are tested for a variety of contaminants, including organic and inorganic chemicals (e.g., minerals), substances that are known to cause cancer, radionuclides (e.g., uranium and radon), and microbial contaminants (e.g., coliform and Escherichia coli). Changes to the MCL list are typically made every 3 years, as the USEPA adds new contaminants or, based on new research or new case studies, revised MCLs for some contaminants are issued. The California Department of Health Services, Division of Drinking Water and Environmental Management, is responsible for implementation of the SDWA in California.

National Pollution Discharge Elimination System

Under the National Pollutant Discharge Elimination System (NPDES) program promulgated under CWA Section 402, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a NPDES permit. The term pollutant broadly includes any type of industrial, municipal, and agricultural waste discharged into water. Point sources include discharges from publicly owned treatment works (POTWs), discharges from industrial facilities, and discharges associated with urban runoff. While the NPDES program addresses certain specific types of agricultural activities, most agricultural facilities are nonpoint sources and are exempt from NPDES regulation. Pollutants come from direct and indirect sources. Direct sources discharge directly to receiving waters, whereas indirect sources discharge wastewater to POTWs, which in turn discharge to receiving waters. Under the national program, NPDES permits are issued only to direct point-source discharges. The National Pretreatment Program addresses industrial and commercial indirect dischargers. Municipal sources are POTWs that receive primarily domestic sewage from residential and commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows, and the Municipal Storm Water Program. Nonmunicipal sources include industrial and commercial facilities. Specific NPDES program areas applicable to these industrial/commercial sources are: Process Wastewater Discharges, Non-Process Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues individual and general permits. Also, the USEPA has recently focused on integrating the NPDES program further into watershed planning and permitting (USEPA 2002).

NPDES has a variety of measures designed to minimize and reduce pollutant discharges. For example, pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, man-made channels and storm drains, designed or used for collecting and conveying stormwater) are regulated by the USEPA's Storm Water Phase II Final Rule. The Phase II Final Rule requires an operator (such as a city) of a regulated small municipal separate storm sewer system (MS4) to develop, implement, and enforce a program (e.g., best management practices [BMPs], ordinances, or other regulatory mechanisms) to reduce pollutants in post-construction runoff to the City's storm drain system from new development and redevelopment projects that result in the land disturbance of greater than or equal to 1 acre. The MS4 permit in effect in the City of Ontario is Order R8-2002-0012 issued by the Santa Ana Regional Water Quality Control Board in April 2002. The City of Ontario Engineering Department is the local enforcing agency of the MS4 NPDES permit.

National Flood Insurance Program

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate the Federal Emergency Management Agency (FEMA) to evaluate flood hazards. FEMA provides Flood Insurance Rate Maps (FIRMs) for local and regional planners to promote sound land use and floodplain development, identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies called flood insurance studies. The most recent study and FIRM were completed and published for Ontario on August 28, 2008. Using information gathered in these studies, FEMA engineers and cartographers delineate Special Flood Hazard Areas on FIRMs.

The Flood Disaster Protection Act requires owners of all structures in identified special flood hazard areas to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. Community members in designated areas are able to participate in the National Flood Insurance Program afforded by FEMA. The program is required to offer federally subsidized flood insurance to property owners in those communities that adopt and enforce floodplain management ordinances that meet minimum criteria established by FEMA. The National Flood Insurance Reform Act of 1994 further strengthened the program by providing a grant program for state and community flood mitigation projects. The act also established the Community Rating System, a system for crediting communities that implement measures to protect the natural and beneficial functions of their floodplains, as well as managing erosion hazards.

The City of Ontario, under the National Flood Insurance Program, has created standards and policies to ensure flood protection. These policies address development and redevelopment, compatibility of uses, required predevelopment drainage studies, compliance with discharge permits, enhancement of existing waterways, and cooperation with the US Army Corps of Engineers and the San Bernardino County Flood Control District for updating, method consistency with the RWQCB, and proposed BMPs.

State

State Water Resources Control Board

The State Water Resources Control Board (SWRCB), a division of the California Environmental Protection Agency (Cal/EPA), regulates water resources including water quality within California. The SWRCB's mission is to preserve, enhance and restore the quality of California's water resources, and ensure their proper allocation and efficient use for the benefit of present and future generations. SWRCB's regulatory authority is based upon USEPA's delegated authority of the NPDES permitting process within the state, and California's Porter-Cologne Water Quality Act. The SWRCB is divided into nine Regional Water Quality Control Boards (RWQCB), each regulating watersheds within their region.

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Control Act (Water Code Sections 13000 et seq.) is the basic water quality control law for California. Under this act, the SWRCB has ultimate control over state water rights and water quality policy. In California, the USEPA has delegated authority to issue NPDES permits to the SWRCB. The state is divided into nine regions related to water quality and quantity characteristics. The SWRCB, through its nine RWQCBs carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a Water Quality Control Plan, or Basin Plan, that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems. The City of Ontario is in the Santa Ana River Basin, Region 8, in the Upper Santa Ana Watershed. The Water Quality Control Plan for this region was adopted in 1995. This Basin Plan gives direction on the beneficial uses of the state waters within Region 8, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the established standards.

Storm Water Pollution Prevention Plans

Pursuant to the CWA, in 2001, the SWRCB issued a statewide general NPDES Permit for stormwater discharges from construction sites (NPDES No. CAS000002). Under this Statewide General Construction Activity permit, discharges of stormwater from construction sites with a disturbed area of 1 acre or more are required to either obtain individual NPDES permits for stormwater discharges or to be covered by the General Permit. Coverage by the General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB and developing and implementing a Storm Water Pollution Prevention Plan (SWPPP). Each applicant under the General Construction Activity Permit must ensure that an SWPPP is prepared prior to grading and is implemented during construction. The SWPPP must list BMPs implemented on the construction site to protect stormwater runoff, and must contain a visual monitoring program, a chemical monitoring program for nonvisible pollutants to be implemented if there is a failure of BMPs, and a monitoring plan if the site discharges directly to a water body listed on the state's 303(d) list of impaired waters.

Regional

County of San Bernardino Stormwater Program

The San Bernardino County Stormwater Program has developed the Model Water Quality Management Plan guidance document to comply with the Santa Ana RWQCB's NPDES permit requirements. This guidance document requires that a project's post-development discharge not exceed predevelopment discharges for 1-, 5-, and 10-year storms; or that a project proponent carry out additional analysis and mitigation to ensure that a project not adversely impact downstream erosion, sedimentation, or stream habitat.

Santa Ana River Basin Water Quality Control Plan

The Water Quality Control Plan for the Santa Ana River Basin, updated in February 2008, establishes water quality standards for groundwater and surface water in the basin; that is, standards for both beneficial uses of specific waterbodies and the water quality levels that must be maintained to protect those uses. The Basin Plan includes an implementation plan describing actions by the Santa Ana RWQCB and others needed to achieve and maintain the water quality standards. The SARWQCB regulates waste discharges to minimize and control their effects on the quality of the region's groundwater and surface waters. The Basin Plan lists water quality problems in the region, along with causes, where they are known. Plans for improving water quality are included for water bodies with quality below the levels needed to enable all the beneficial uses of the water.

Local

City of Ontario Municipal Code

The City of Ontario's Flood Damage Prevention Program (FDPP) is included as City Municipal Code Title 8, Chapter 13 (Flood Damage Prevention Program). 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.

Ontario General Plan

The Ontario General Plan policies that are applicable to hydrology, water quality and flood hazards[13] are as follows:

Policy ER1-1 *Local Water Supply.* The City increases local water supplies to reduce the dependence on imported water.

Policy ER1-2 *Matching Supply to Use.* The City supports matching water supply/quality to the appropriate use.

Policy ER1-3 *Conservation.* The City requires conservation strategies that reduce water usage.

Policy ER1-4 *Supply-Demand Balance.* The City requires that available water supply/demands be balanced.

Policy ER1-5 *Groundwater Management.* The City protects groundwater quality by promoting strategies that prevent pollution, require remediation where necessary, capture and treat urban runoff, and recharge the aquifer.

Policy ER1-6 *Urban Runoff Quantity.* The City encourages the use of low impact development strategies to intercept runoff, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.

Policy ER1-7 *Urban Runoff Quality.* The City requires the control and management of urban runoff, consistent with Regional Water Quality Control Board regulations.

Policy ER1-8 *Wastewater Management.* The City requires the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.

Policy S2-1 *Entitlement and Permitting Process.* The City follows state guidelines and building codes to determine when development proposals require hydrological studies prepared by a state-certified engineer to assess the impact that the new development will have on the flooding potential of existing development down-gradient.

Policy S2-2 *Flood Insurance.* The City limits development in flood plains and participate in the National Flood Insurance Program.

Policy S2-3 *Facilities That Use Hazardous Materials.* The City complies with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of on-site hazardous materials to be located in the 100-year flood zone unless all standards of elevation, flood proofing, and storage have been implemented to the satisfaction of the Building Department.

Policy S2-4 *Prohibited Land Uses.* The City prohibits the development of new essential and critical facilities in the 100-year floodplain.

[13] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Policy S2-5 *Storm Drain System.* The City maintains and improves the storm drain system to minimize flooding.

Policy S6-8 *Mitigation and Remediation of Groundwater Contamination.* The City participates in local and regional efforts directed at cleaning up contaminated groundwater.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on hydrology/water quality if it would do any of the following:

- Violate any water quality standards or waste discharge requirements
- 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 pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, 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 existing or planned stormwater 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
- Place within a 100-year flood hazard area structures that 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
- Inundation by seiche, tsunami, or mudflow

Analytic Method

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would impact hydrology, water quality, create or increase the potential for flood hazards or inhibit the ability to respond to flood hazards.

Effects Not Found to Be Significant

Threshold	Would the project violate any water quality standards or waste discharge requirements?

Water quality degradation in the City from erosion impacts would be specific to future project sites that could be developed and/or retrofitted as a result of implementing reduction measures in the Regional Reduction Plan, and depend largely on the areas affected and the length of time soils are subject to erosion. Although implementation of the Regional Reduction Plan may result in runoff during construction of individual energy-generating facilities, methane capture systems, pedestrian, bicycle, or transit infrastructure that could adversely affect water quality beyond standards specified by the SWRCB, all reduction measure development requiring ground disturbance would be subject to regional and local regulations including the need for an SWPPP under NPDES No. CAS000002. . In addition the City requires the obtainment of a grading permit for all developments that would require grading. In turn, all work requiring a grading permit would be required to have an approved Erosion Control Plan. Compliance with SWRCB's General Construction Activity Stormwater Permit regulations requiring an SWPPP, and the grading permit required by the City would reduce the risk of water degradation within the City from soil erosion related to construction activities associated with the Regional Reduction Plan to less than significant. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be ***less than significant***. No mitigation is required.

Threshold	Would the project 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 pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

Implementation of the Regional Reduction Plan would not result in a substantial (if any) increase in impervious surfaces in the City. The Proposed Project would facilitate development in transit-oriented areas and the bicycle and pedestrian infrastructure as provided for in the Ontario General Plan, which are already developed with impervious surfaces. The Proposed Project would not to substantially increase the impermeable surface area such that groundwater recharge would be substantially affected. Energy retrofits, solar arrays, or wind turbines would not increase impermeable surface area in the City to the point that it would impact groundwater recharge. Therefore, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. The impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site?

Energy retrofits and passive energy-producing components such as photovoltaic arrays would not alter existing drainage patterns in the City, as they would consist of structural alterations, not an increase in overall building footprint. Some renewable energy-generating facilities that could be constructed on vacant land, hillsides, or open space areas could alter existing drainage patterns; however, as noted above,

all construction would be subject to regulations related to water quality, erosion, and stormwater runoff. Individual projects associated with implementation of the Regional Reduction Plan would be subject to review by the City prior to issuance of a grading permit, which process requires preparation of a drainage study and SWPPP. Consequently, any potential impacts associated with emissions during implementation of the Regional Reduction Plan would be reduced to ***less than significant***. No mitigation is required.

Threshold	Would the project 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?

Energy facilities under the Regional Reduction Plan could be constructed in a 100-year flood plain. Major historical floods have occurred in the City, where storm sheet flows resulting from overflows of the local channels and drains have produced a variety of damage. The 100-year flood hazard areas within the City are located along Etiwanda Creek, Dry Creek, and the West Cucamonga Channels. All new development, including facilities constructed pursuant to implementation of the Regional Reduction Plan, would be subject to the provisions of City Municipal Code Title 8, Chapter 13. Recognizing that the flood hazard areas of the City are subject to periodic inundation that can adversely affect the public health, safety and general welfare, the purpose of Title 8, Chapter 13, is to minimize public and private losses due to flood conditions by ensuring proper design of structures to prevent against flood damages. Additionally, Title 8, Chapter 13, also includes provisions for preventing or regulating the construction of flood barriers that would unnaturally divert floodwaters or which may increase flood hazards in other areas. As such, the development of energy facilities within the City's 100-year flood areas would not result in the redirection of flood flows in a manner that would subsequently lead to the loss of adequate flood conveyance in the City. Furthermore, any new development or work within the City that involves the San Bernardino County Flood Control and Water Conservation District's right of way, easements, or facilities would require the obtainment of an encroachment permit from the District. The Ontario General Plan Policies S2.1 through S2.5 reduce the risk from flooding throughout the City. Compliance with General Plan policies is assured through City review of all proposed development. Therefore, the impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The development of any new facilities during implementation of the Regional Reduction Plan within a road right-of-way or other areas that may impact storm drains must be coordinated with the City prior to the beginning of construction. Compliance of City provisions including the Flood Damage Prevention Program (Municipal Code Title 8, Chapter 13) would ensure that people and property are protected from flooding through responsible and efficient stormwater management. Compliance with NPDES permit requirements would ensure that the proposed project would not provide substantial additional sources of polluted runoff. The impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project otherwise substantially degrade water quality?

The Regional Reduction Plan would not otherwise substantially degrade water quality. The impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project 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?

The Regional Reduction Plan does not include a housing component that is within a 100-year flood hazard area. There would be ***no impact***.

Threshold	Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?

Renewable energy generation facilities could be constructed in a 100-year flood hazard area as a result of Regional Reduction Plan implementation. Title 8, Chapter 13, includes provisions for preventing or regulating the construction of structures that would unnaturally divert floodwaters or which may increase flood hazards in other areas. As such, the development of energy facilities within the City's 100-year flood areas would not impede or result in the redirection of flood flows in the City. Furthermore, any new development or work within the City that involves the San Bernardino County Flood Control and Water Conservation District's right of way, easements, or facilities would require the obtainment of an encroachment permit from the District. The General Plan Policies S2.1 through S2.5 reduces the risk from flooding throughout the City. Compliance with the Municipal Code and the General Plan policies is assured through City review of all proposed development. Therefore, the impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project 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?

Transit, pedestrian and bicycle infrastructure, energy retrofits, and passive energy solar arrays built during implementation of the Regional Reduction Plan may have a risk of flooding from dam failure. If wind farms or other energy-producing facilities are built in open space areas, they could be subject to increased risk from dam inundation depending on their location. However, all new development would be subject to the provisions of City Municipal Code Title 8, Chapter 13, designed to minimize public and private losses due to flood conditions by ensuring proper design of structures to prevent against flood damages. The General Plan Policies S2.1 through S2.6 restricts development in areas subject to flooding, as noted, above. These policies identified in the General Plan would minimize the effects of prospective growth from flooding hazards. Therefore, the impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project inundation by seiche, tsunami, or mudflow?

The City is not located within the immediate area of the Pacific Ocean; thus, there would be no impacts associated with inundation by tsunamis. Seiches could occur downstream of reservoirs due to ground

shaking at the reservoirs and mudflows could occur in drainage channels in Ontario during flash floods, but are not expected to pose a substantial hazard in the City, due to the very gently sloping terrain. The City's Flood Damage Prevention Program prohibits encroachments into San Bernardino County Flood Control District's right-of-way (which include drainage channels), with specified exceptions. Drainage channels in the City are maintained by the San Bernardino County Flood Control District, whose approval would be required for any project that proposed alterations to a channel. The Ontario General Plan Policies S2-1 through S2-6 reduce impacts on structures associated with seiche flooding to less than significant. Facilities and infrastructure built as a result of the Regional Reduction Plan implementation within the City are reviewed for adherence to the General Plan policies, the City's Flood Damage Prevention Program, and any San Bernardino County Flood Control District encroachment permits. Therefore, the impact would be ***less than significant***. No mitigation is required.

Cumulative Impacts

Because the Regional Reduction Plan does not significantly impact hydrology, water quality, or create flood hazards at a project level, implementation of the Regional Reduction Plan will not create impacts to hydrology, water quality or flood hazards that are cumulatively considerable. Therefore, ***cumulative impacts are less than significant***.

References

California Department of Water Resources (CDWR). 2004. *California's Groundwater Bulletin 118*. February.

Ontario, City of. 2006a. *Technical Background Report for the City of Ontario General Plan Safety Element*, October.

———. 2006b. *Existing Conditions Report; Water Quality, for the City of Ontario General Plan*, October

———. 2009a. *The Ontario General Plan Final Environmental Impact Report*, July.

———. 2009b. *The Ontario General Plan Re-circulated Portions of the Environmental Impact Report*, November.

———. 2010. *The Ontario General Plan*, January 27.

———. 2011. *Urban Water Management Plan*, June.

———. n.d. *City of Ontario Municipal Code*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.13.10 Land Use/Planning

This section of the EIR analyzes the potential environmental effects on land use/planning in the City of Ontario from implementation of the Regional Reduction Plan. Data for this section were taken from the Ontario General Plan (2010), associated environmental documents (2009a and 2009b), and the California Department of Finance Interim Population Projections for California and Its Counties (2012). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing land use/planning were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Existing Land Use

The City of Ontario developed from a small agricultural town centered mainly on the citrus industry to a suburban community with a large manufacturing and industrial base. The City has a total population of 162,871 residents in 2008 (California Department of Finance, 2012) with the majority of whom live in the developed lands north of Riverside Avenue. This area was the City's boundary prior to the annexation of the New Model Colony (NMC) in 1999 and is called the Original Model Colony (OMC). The area south of Riverside Drive, the NMC, was predominantly used for citrus and dairy agriculture. It is still used for dairy, poultry, and row crop agriculture, and it has some residential land uses. These residential land uses are older, single-family land uses and newer planned communities. Portions of the land are under contract with the City through the Williamson Act of 1964 to preserve agriculture land. However, as the NMC continues to develop, these contracts will expire or will be terminated.

The City's land use patterns can be generally broken down into four physical areas, based on major transportation corridors as well as the type and age of the land uses in those areas. Figure 4.13.1-1 (Neighborhoods/Districts) in Section 4.13.1 (Aesthetics) illustrates the four general areas: Area 1, the area generally west of Grove Avenue; Area 2, the airport and generally east of Grove Avenue and north of State Route 60 (SR-60); Area 3, south of SR-60 and north of Riverside Drive; and Area 4, generally south of Riverside Drive. Descriptions of these areas can be found in Section 4.13.1.

Existing residential areas tend to be in the older portions of the City west of Grove Avenue, between SR-60 and Riverside Drive, and scattered throughout the NMC. Business land uses include commercial and industrial land uses. Commercial land uses are prominent in the historic downtown area, mostly along Euclid and Holt Avenues; around the Los Angeles Ontario International Airport (LAONT) and the business parks and industrial areas surrounding the airport; and around the Ontario Mills commercial and entertainment complex. There is little commercial land use in the NMC at this time outside of neighborhood-serving commercial areas immediately south of Riverside Drive. Industrial and employment-based centers are prominent in Ontario, especially in the eastern portions of the City and areas surrounding the LAONT. In this area, types of businesses include light manufacturing, research and development, and technology development, as well as medical services, entertainment venues, retail stores, galleries, health clubs, financial institutions, day care facilities, and professional offices. Public

open space areas in the City include the Whispering Lakes Golf Course north of Riverside Drive and the Cucamonga-Guasti Regional Park in north Ontario.

Regulatory Framework

Federal

There are no federal regulations pertaining to land use/planning.

State

California Air Resources Board

The California Air Resources Board (ARB), a part of the California EPA (Cal/EPA) is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, California ARB conducts research, sets state ambient air quality standards (California Ambient Air Quality Standards), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. California ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. California ARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

Executive Order S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels
- By 2020, California shall reduce GHG emissions to 1990 levels
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels

The first California Climate Action Team Report to the Governor in 2006 contained recommendations and strategies to help meet the targets in Executive Order S-3-05. In April 2010, the Draft California Action Team (CAT) Biennial Report expanded on the policy oriented 2006 assessment. The new information detailed in the CAT Assessment Report includes development of revised climate and sea-level projections using new information and tools that have become available in the last two years; and an evaluation of climate change within the context of broader social changes, such as land-use changes and demographic shifts (Cal/EPA 2006). The action items in the report focus on the preparation of the Climate Change Adaptation Strategy, required by Executive Order S-13-08, described below.

Assembly Bill 32, the California Global Warming Solutions Act of 2006

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing GHG in California. GHGs as defined under AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32

required California ARB to adopt rules and regulations that would achieve greenhouse gas emissions equivalent to 1990 statewide levels by 2020. On or before June 30, 2007, California ARB was required to publish a list of discrete early action GHG emission reduction measures that would be implemented by 2010. The law further required that such measures achieve the maximum technologically feasible and cost effective reductions in GHGs from sources or categories of sources to achieve the statewide greenhouse gas emissions limit for 2020.

California ARB published its final report for Proposed Early Actions to Mitigate Climate Change in California in October 2007. This report described recommendations for discrete early action measures to reduce GHG emissions. The measures included are part of California's strategy for achieving GHG reductions under AB 32. Three new regulations are proposed to meet the definition of "discrete early action greenhouse gas reduction measures," which include the following: a low carbon fuel standard; reduction of HFC-134a emissions from non-professional servicing of motor vehicle air conditioning systems; and improved landfill methane capture (California ARB 2007b). California ARB estimates that by 2020, the reductions from those three measures would be approximately 13 million to 26 million metric tons carbon dioxide equivalent (MMT CO_2e).

Under AB 32, California ARB has the primary responsibility for reducing GHG emissions. California ARB has published a staff report titled California 1990 GHG Emissions Level and 2020 Emissions Limit (California ARB 2007a) that determined the statewide levels of GHG emissions in 1990 to be 427 MMT CO_2e. Additionally, in December 2008, California ARB adopted the Climate Change Scoping Plan, which outlines the state's strategy to achieve the 2020 GHG limit. This Scoping Plan proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health. The plan emphasizes a cap-and-trade program, but also includes the discrete early actions.

Senate Bill 97 (SB 97)

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. It directed the California Office of Planning and Research (OPR) to develop draft CEQA Guidelines "for the mitigation of GHG emissions or the effects of GHG emissions" and directed the Resources Agency to certify and adopt the CEQA Guidelines.

On April 13, 2009, OPR submitted the proposed amendments to the Secretary for Natural Resources. The Natural Resources Agency conducted formal rulemaking in 2009, certified, and adopted the amendments in December 2009. The California Office of Administrative Law codified into law the amendments in March 2010. The amendments became effective in June 2010 and provide regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emissions.

CEQA Guidelines Section 15183.5 (Tiering and Streamlining the Analysis of GHG Emissions) was added as part of the CEQA Guideline amendments and describes the criteria needed in a Climate Action Plan that would allow for the tiering and streamlining of CEQA analysis for subsequent development projects. The following quote is from the CEQA Guideline amendments:

Section 15183.5. Tiering and Streamlining the Analysis of Greenhouse Gas Emissions.

(a) Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in a general plan, a long range development plan, or a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review. Project-specific environmental documents may rely on an EIR containing a programmatic analysis of greenhouse gas emissions as provided in section 15152 (tiering), 15167 (staged EIRs) 15168 (program EIRs), 15175–15179.5 (Master EIRs), 15182 (EIRs Prepared for Specific Plans), and 15183 (EIRs Prepared for General Plans, Community Plans, or Zoning).

(b) Plans for the Reduction of Greenhouse Gas Emissions. Public agencies may choose to analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of greenhouse gas emissions or similar document. A plan to reduce greenhouse gas emissions may be used in a cumulative impacts analysis as set forth below. Pursuant to sections 15064(h)(3) and 15130(d), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances.

(1) Plan Elements. A plan for the reduction of greenhouse gas emissions should:

(A) Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;

(B) Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;

(C) Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;

(D) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;

(E) Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;

(F) Be adopted in a public process following environmental review.

(2) Use with Later Activities. A plan for the reduction of greenhouse gas emissions, once adopted following certification of an EIR or adoption of an environmental document, may be used in the cumulative impacts analysis of later projects. An environmental document that relies on a greenhouse gas reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. If there is substantial evidence that the effects of a particular project may be cumulatively considerable notwithstanding the project's compliance with the specified requirements in the plan for the reduction of greenhouse gas emissions, an EIR must be prepared for the project.

Executive Order S-13-08

On November 14, 2008, Governor Schwarzenegger issued Executive Order S-13-08, the Climate Adaptation and Sea Level Rise Planning Directive, which provides clear direction for how the State should plan for future climate impacts. Executive Order S-13-08 calls for the implementation of four key actions to reduce the vulnerability of California to climate change:

- Initiate California's first statewide Climate Change Adaptation Strategy (CAS) that will assess the State's expected climate change impacts, identify where California is most vulnerable, and recommend climate adaptation policies
- Request that the National Academy of Sciences establish an expert panel to report on sea level rise impacts in California in order to inform State planning and development efforts
- Issue interim guidance to State agencies for how to plan for sea level rise in designated coastal and floodplain areas for new and existing projects
- Initiate studies on critical infrastructure and land-use policies vulnerable to sea level rise

The 2009 CAS report summarizes the best known science on climate change impacts in the state to assess vulnerability, and outlines possible solutions that can be implemented within and across state agencies to promote resiliency. This is the first step in an ongoing, evolving process to reduce California's vulnerability to climate impacts (CNRA 2009).

California Code of Regulations (CCR) Title 24, Part 6

CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

The Energy Commission adopted 2008 Standards on April 23, 2008, and the Building Standards Commission approved them for publication on September 11, 2008. These updates became effective on August 1, 2009. The Energy Commission adopted the 2008 changes to the Building Energy Efficiency Standards for several reasons:

- To provide California with an adequate, reasonably priced, and environmentally sound supply of energy
- To respond to AB 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its GHG emissions to 1990 levels by 2020
- To pursue California energy policy, which states that energy efficiency is the resource of first choice for meeting California's energy needs
- To act on the findings of California's Integrated Energy Policy Report (IEPR) that concludes that the Standards are the most cost effective means to achieve energy efficiency, expects the Building Energy Efficiency Standards to continue to be upgraded over time to reduce electricity and peak demand, and recognizes the role of the Standards in reducing energy related to meeting California's water needs and in reducing GHG emissions
- To meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of state building codes
- To meet the Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards

Senate Bill 375

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule.

Regional

Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The SCAG regional plans cover San Bernardino County, which includes the City, and five other counties within Southern California.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment, and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reducing emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reversing current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimizing land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM_{10}, $PM_{2.5}$, ultrafine), and carbon monoxide

Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 Regional Transportation Plan (RTP) and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use into transportation planning with an emphasis on transit and other nonvehicle transportation modes. The RTP also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional Transportation Implementation Plan (RTIP) is the vehicle used to implement the RTP and SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region's TCM strategies. SCAG is currently in the process of developing the 2014 RTP and SCS for their jurisdiction aimed at updating the regional transportation modeling system and keeping on track to achieve the reduction targets.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- Mobility—Getting where we want to go
- Livability—Creating positive communities
- Prosperity—Long-term health for the region
- Sustainability—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

South Coast Air Quality Management District (SCAQMD)

The City of Ontario is also located within the South Coast Air Basin (Basin) and is, therefore, within the jurisdiction of the SCAQMD. The 2012 Air Quality Management Plan (AQMP) is a regional and multi-agency effort between the SCAQMD Governing Board, California ARB, Southern California Association of Governments, and the USEPA, and includes control strategies, attainment demonstration, reasonable further progress, and maintenance plans. The AQMP is periodically updated to incorporate more recent scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The AQMP provides guidance to local government about how to incorporate these strategies into land use plans and decisions about development.

SCAG is responsible for generating the socio-economic profiles and growth forecasts on which land use, transportation, air quality management and implementation plans are based. The growth forecasts provide the socioeconomic data used to estimate vehicle trips and vehicle miles traveled (VMT). Emission estimates can then be forecast by SCAQMD based on these projected estimates. Reductions in emissions due to changes in the socio-economic profile of the region are an important way of taking account of changes in land use patterns. For example, changes in jobs/housing balance induced by changes in urban form and transit-oriented development induce changes in VMT by more closely linking housing to jobs. Thus, socio-economic growth forecasts are a key component to guide the Basin toward attainment of the National Ambient Air Quality Standards (NAAQS).

The current 2012 AQMP establishes a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the Basin. The 2012 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling including transportation conformity budgets that show VMT emissions offsets following the recent changes in USEPA requirements.

Local

City of Ontario Development Code

The Development Code for the City of Ontario is meant to assist in the implementation of the goals and policies of the Ontario General Plan in order to promote public health, safety, comfort, convenience, prosperity, and general welfare. Currently, the Ontario Development Code identifies six special policy overlay zones: Planned Residential District (PRD), Euclid Avenue Corridor Combined (EA), Special Area Combined (SA), Vintage Overlay (VI), Agricultural Overlay (AG), and Hazardous Waste Overlay (HW). The land uses and regulations allowed in each of these overlay zones are outlined in the Development Code.

Ontario General Plan

The Ontario General Plan provides a framework for the City's physical, economic, social, and environmental development and addressing all geographic areas in the City and includes all the required elements of a general plan. California law requires that other local government programs be consistent with the general plan. The City's zoning and subdivision regulations, capital improvement programs, specific plans, development agreements, housing programs, redevelopment programs, and economic development activities further the achievement of general plan goals. The Ontario General Plan provides guidance on how City programs and activities should be changed or strengthened to best implement the policies. Relevant General Plan policies are summarized in Table 4.13-2 (Ontario General Plan Policies).

Habitat Conservation Plans

Habitat Conservation Plans (HCP) are federally recognized plans implemented by the US Fish and Wildlife Service (USFWS) to protect federally or state-listed endangered and threatened species under the Endangered Species Act. The purpose of an HCP is to allow for economic development while still protecting the habitat of endangered species. Careful planning and detailed analysis allows collaboration between the landowner and the USFWS to develop a conservation plan.

San Bernardino Kangaroo Rat Critical Habitat

The San Bernardino kangaroo rat (*Dipodomys merriammiparvus*) was emergency listed as endangered in January 1998. Approximately 145 acres in the northeastern corner of the City, associated with Etiwanda Creek and the Etiwanda Conservation Basin, are within the very southern portion of Critical Habitat Unit 4 Etiwanda Alluvial Fan and Wash (see Figure 4.13.4-1 [Areas of Potential Occurrence of Sensitive Species] in Section 4.13.4 [Biological Resources]). There may be some potential for remnant suitable habitat for the San Bernardino kangaroo rat; however, the area is disturbed and surrounded by developed industrial uses. There is very low potential for the species to occur within the City.

Delhi Sands Flower-Loving Fly

The most prominent sensitive wildlife species noted in the region is the Delhi sands flower-loving fly (DSFLF) (Rhaphiomidas terminatus), a federally listed endangered species. The DSFLF is restricted (endemic) to the Colton Dunes (consisting of Delhi soil series). It has not been observed in the City, but

there is an occurrence recorded in the California Natural Diversity Database outside and southeast of Ontario.

The DSFLF was emergency listed on September 23, 1993, because extinction within the foreseeable future was likely, as the present distribution of the DSFLF at that time encompassed less than 2 percent of its former range. Critical habitat has not been designated for this species. All existing populations of the DSFLF occur within 8 miles of each other. The distribution straddles I-10 in the vicinity of Colton and Rialto and Riverside and San Bernardino Counties on county, public utility, and private lands. In 1998, only six sites, totaling less than 45 acres, were known to be occupied and only one is permanently protected. The Draft Recovery Plan for the DSFLF was prepared in 1997. The plan delineated actions required to recover and/or protect the listed species. The former range of the species was divided into three recovery units: Jurupa, Colton, and Ontario. Approximately 60 percent of the Ontario recovery unit is in the City of Ontario, comprising 21.7 square miles of the City. According to the Draft Recovery Plan, there is restorable habitat for the DSFLF along the Southern California Edison (SCE) right-of-way, along a shallow wash in southwestern Ontario (West Cucamonga Channel), and at a few other locations in the Ontario recovery unit. The planned recovery of the DSFLF is partially dependent upon the restoration, management, and preservation of such areas.

There is one approved HCP in the City. The Oakmont Industrial Group HCP was established for the protection of the DSFLF on approximately 19 acres adjacent to the intersection of Greystone Drive and Stanford Avenue near the eastern City boundary (USFWS 2008).

Airport Master Plans

Los Angeles Ontario International Airport Master Plan

Los Angeles Ontario International Airport (LAONT) is owned by Los Angeles World Airports (LAWA) and commenced development of a Master Land Use Plan that would provide a framework for the airport's development and use through the year 2030, although it was never adopted. A tentative proposal of the Airport Master Plan (AMP) involved reconfiguration of the runway system, shifting both runways south and east of their present positions. This reconfiguration is regarded necessary to enable the runway system to accommodate the volume of aircraft operations associated with the numbers of airline passengers and air cargo expected to use the airport by 2030. Before the new AMP could be completed and adopted, however, the nationwide economic downturn, coupled with local factors, resulted in a substantial decline in activity at ONT. With this decline, the urgency for completion of the AMP largely disappeared and, consequently, LAWA suspended work on the plan development in late 2008. The ultimate reconfiguration of the airport would be able to accommodate approximately 465,000 operations. This forecast assumes roughly 33.4 million passengers and 3.26 million tons of air cargo enplaned and deplaned annually. The forecast of 33.4 million passengers is based on the assumption that any terminal expansion would be restricted to the north side of the airport provided that the airfield is capable of accommodating it (ALUCP 2011).

Chino Airport Master Plan

The Chino Airport is adjacent to the southern boundary of the City of Ontario. It is owned and operated by the San Bernardino County Airports Department. The Airport Master Plan for Chino Airport was

prepared in December 2003 with collaboration with the Federal Aviation Administration (FAA), San Bernardino County, the City of Chino, and the City of Ontario.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on land use/planning if it would do any of the following:

- Physically divide an established community
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect
- Conflict with any applicable habitat conservation plan or natural community conservation plan

Analytic Method

The programs and measures contained in the Regional Reduction Plan were compared to applicable land use plan policies to determine if any inconsistency exists. These land use plans include the SCAQMD 2012 Air Quality Management Plan, Habitat Conservation Plans, SCAG's Regional Comprehensive Plan and Guide (RTP and Compass Growth Visioning), the Ontario General Plan, City Zoning Code, specific plans adopted by the City, City of Ontario ALUCP, Draft LAONT Airport Master Plan, and the Chino Airport Master Plan.

Effects Not Found to Be Significant

Threshold	Would the project physically divide an established community?

As identified in Chapter 5 of the Ontario General Plan Final EIR, the City of Ontario is an urbanized area and implementation of the General Plan would not physically divide an established community. As stated in the Housing Element, neighborhood identity and preservation is encouraged (see Housing Element Policies 1.2, 1.5, and 2.6, listed below). The Land Use Element has specific policies for compatibility that would reduce the amount of conflict between contradicting land uses (see Land Use Policies LU2-3, LU2-4, LU2-5, and LU2-6 listed below). The facilities proposed under the Regional Reduction Plan would not include any physical barriers that could divide an established community. There would be ***no impact***. Further analysis is not required.

Threshold	Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Several regionally and locally adopted land use plans, policies, and regulations would be applicable to development of infrastructure and renewable generation under the proposed Regional Reduction Plan.

These include the 2012 Air Quality Management Plan, SCAG's Regional Comprehensive Plan and Guide, 2012 RTP and SCS, City Zoning Code, City of Ontario ALUCP, Draft LAONT Airport Master Plan, and the Chino Airport Master Plan.

To fulfill the purposes of the Regional Reduction Plan, the City identified the following goals:

- Provide a list of specific actions that will reduce GHG emissions, with the highest priority given to actions that provide the greatest reduction in GHG emissions and benefits to the community at the least cost.
- Reduce the City of Ontario community GHG emissions to a level that is 30 percent below its projected emissions level in 2020.
- Establish a qualified reduction plan for which future development within the City can tier and thereby streamline the environmental analysis necessary under the California Environmental Quality Act (CEQA).

The City of Ontario is unique from other Partnership cities in that they are completing a comprehensive Climate Action Plan (CAP), in parallel to the Regional Reduction Plan. Using the reduction tools for this Regional Reduction Plan, the City identified similar measures to those that will likely form Ontario's actual CAP. The reductions identified below are considered to be representative of the likely reductions Ontario will be able to achieve with their CAP.

The City will meet and exceed their goal through a combination of state (~65 percent) and local (~35 percent) efforts. The Pavley vehicle standards, the state's low carbon fuel standard, the RPS, and other state measures will reduce GHG emissions in Ontario's on-road and building energy sectors in 2020. An additional reduction of 328,439 MT CO_2e will be achieved primarily through the following local measures, in order of importance: Methane Capture at Large Dairies (Agriculture-1); Solar Energy for Warehouse Space (Energy-6); and Implement SBX 7-7 (Water-4). Ontario's Plan has the greatest impacts on GHG emissions in the solid waste management, building energy, and on-road transportation sectors.

The bars in Figure 4.13-2 (Emissions Reduction Profile for Ontario) in Section 4.13.0 show Ontario's 2008 GHG emissions total, 2020 BAU emissions forecast total, and the total emissions remaining after meeting the city's emissions reduction target (i.e., 30 percent below its projected emissions level in 2020). The contribution of state/county and local reductions are overlaid on the 2020 BAU emissions forecast total ("2020 Plan"), representing the total emissions reductions achieved in 2020. As stated above, state/county reductions account for the majority (~65 percent) of the total reductions needed to achieve the 2020 target.

Figure 4.13-3 (Emissions by Sector for Ontario) in Section 4.13.0 presents emissions by sector, for both the 2020 BAU and the 2020 reduction or Regional Reduction Plan scenarios. The largest emissions contributions are in the on-road transportation, building energy, and agriculture emissions sectors.

Table 4.13-3 (Emission Reduction by Sector for Ontario) in Section 4.13.0 summarizes the 2008 inventory, 2020 BAU forecast, and GHG reduction ("Plan") results by sector. It shows the percent reduction in each sector's emissions in 2020 and demonstrates that Ontario exceeds its emissions

reduction goal. Emissions sectors with the greatest percent reduction include the solid waste management, building energy, and on-road transportation sectors.

Figure 4.13-4 (Emission Reductions by Control and by Sector for Ontario) in Section 4.13.0 presents emission reductions by sector and by control (i.e., state/county control versus local or city control). As stated previously, the majority of emissions reductions are due to state/county measures. Of the state/county measures, the majority of reductions are in the building energy and on-road transportation sectors. Of the local measures, the majority of reductions are in the building energy sector due to Solar Energy for Warehouse Space (Energy-6), although the Methane Capture at Large Dairies (Agriculture-1) measure has the largest reduction of any local measure.

The Regional Reduction Plan reduction measure Transportation-1, Sustainable Communities Strategy, includes mixed use development and transit oriented development. Mixed land use (i.e., residential developments near work places, restaurants, and shopping centers) with access to public transportation has been shown to save consumers up to 512 gallons of gasoline per year. It is estimated that households in transit-oriented developments drive 45 percent less than residents in auto-dependent neighborhoods. With this reduction, there is less overall energy consumption and fewer greenhouse gas emissions from personal vehicles. Going hand-in-hand with mixed-use development is the development of pedestrian corridors and bike trails that connect residents to work sites, shops, and recreational opportunities, which can also realize a reduction of personal vehicle use and fuel consumption.

The Regional Reduction Plan reduction measures Energy-1 through Energy-6 include more efficient use of energy and renewable energy within buildings, often called green building technology. Green buildings can significantly reduce local environmental impacts, regional air pollutant emissions, and global greenhouse gas emissions. Green building standards involve everything from energy efficiency and use of renewable resources to reduced waste generation and water usage. For example, water-related energy use consumes 19 percent of the state's electricity, and the residential sector accounts for 48 percent of both the electricity and natural gas consumption associated with urban water use. Thus, energy-efficiency and green building practices can result in a substantial reduction in the use of energy and associated greenhouse gas emissions.

Policies in the applicable land use plans identified above are designed to promote sustainability in land use planning. For example, SCAG's RTP provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from increased transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The current AQMP establishes a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the Basin. In addition to setting minimum acceptable exposure standards for specified pollutants, the AQMP incorporates SCAG's growth management strategies that can be used to reduce vehicle trips and VMT, and hence air pollution. These include, for example, co-location of employment and housing, and mixed-use land patterns that allow the integration of residential and non-residential uses. The goals of the General Plan promote sustainability. The goals of the MSHCP are to conserve biological resources in

land use planning, which can be achieved, in part, by locating development outside of sensitive biological areas.

The proposed project furthers the goals and policies in the identified land use plans by providing specific measures and programs that reduce greenhouse gas emissions, improve air quality, and facilitate transit-oriented development, thus reducing VMT. The Regional Reduction Plan facilitates mixed-use development in identified corridors near transit, as identified in the General Plan, and does not provide for development in sensitive biological areas, consistent with the policies of these plans.

While a separate document, the Regional Reduction Plan will be utilized as a companion document to the General Plan to provide a more comprehensive and detailed framework for land-based policy decisions to reduce greenhouse gas emissions from existing and future development. The Regional Reduction Plan will further the goals and policies of the General Plan with regard to energy conservation and sustainable development by implementing, in addition to City programs already in place, measures and programs to reduce greenhouse gas emissions and facilitate transit-oriented development. Policies CD2-2, CD2-4, and CD2-7 of the Ontario General Plan provide for sustainable mixed use development of walkable neighborhoods oriented around transit. Policy CD2-3 reinforces the City's existing urban form and pattern of viable commercial and business centers. Policies CD3-1 through CD3-7 provide pedestrian walkways and infrastructure connecting land uses within the City. All of the land use policies in the General Plan are written to maximize efficient use of resources, maintain a high quality of life, enhance job opportunities, promote sustainability, and facilitate access to transportation facilities. Policies related to historic resources are designed to protect and preserve recognized historic resources, and any facilities constructed or energy retrofits performed pursuant to the Regional Reduction Plan would be required to be consistent with those policies.

Implementation of the Regional Reduction Plan may result in retrofit and energy-generating projects throughout the City that would be subject to the guidelines and policies of the applicable Specific Plan(s). The specific plans within the City promote mixed uses and pedestrian-oriented and accessible development. The Regional Reduction Plan does not propose any specific development. Any energy-efficiency retrofits or energy-generating facilities that would be constructed in the specific plan areas would require consistency with the applicable specific plans. Thus, there would be no inconsistency with implementation of the Regional Reduction Plan.

Any facilities developed adjacent to or within the safety zones of the LAONT or Chino Airport pursuant to the Regional Reduction Plan would be required to be consistent with the City of Ontario ALUCP, Draft LAONT or Chino Airport Master Plan policies for land uses adjacent to or within the airport safety zones to obtain approval. In addition, because the proposed Regional Reduction Plan furthers the goals of the identified land use plans, including the General Plan, it is consistent with these plans. This impact is considered ***less than significant***, and no mitigation is required. Implementation of the proposed project would ensure compliance with AB 32, which is a beneficial impact of the project.

Threshold	Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

See discussion in Section 4.13.4 (Biological Resources). City ordinance ensures compliance with the provisions of the habitat conservation plans. Implementation of the Regional Reduction Plan would be required to be consistent with these policies. This impact is considered ***less than significant***, and no mitigation is required.

Cumulative Impacts

The geographic context for land use impacts with respect to consistency with applicable land use plans is San Bernardino County, which assumes buildout to a horizon year of 2030 in the County General Plan. While the County is part of the larger SCAG region, compliance with SCAG policies is voluntary, and individual municipalities are not required, although they aim to, conform to SCAG policies. In addition, land use decisions are subject to the jurisdiction of the SCAQMD, which implements the AQMP for the South Coast Air Basin, of which the County is a part. All development in this geographic context is required to be consistent with the applicable General Plan, and any inconsistencies with the AQMP must be identified as impacts in the environmental analysis. The Regional Reduction Plan with respect to consistency with land use plans would be ***less than significant***.

References

California Department of Finance. 2012. *Interim Population Projections for California and Its Counties 2010-2050*. http://www.dof.ca.gov/research/demographic/reports/projections/interim/view.php. Accessed August 2012.

California Environmental Protection Agency (Cal/EPA). 2006. *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, March.

California Air Resources Board (California ARB). 2007a. *California 1990 GHG Emissions Level and 2020 Emissions Limit*, November.

———. 2007b. *Proposed Early Actions to Mitigate Climate Change in California*, October.

California Natural Resources Agency (CNRA). 2009. 2009 California Climate Adaption Strategy: A Report to the Governor in Response to Executive Order S-13-2008, December 2. http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.pdf.

Los Angeles World Airports (LAWA). 2010. *Ontario Airport Master Plan Study*.

Ontario, City of. 2010. T*he Ontario General Plan*, January 27.

———. 2009a. T*he Ontario General Plan Final Environmental Impact Report*, July.

———. 2009b. T*he Ontario General Plan Re-circulated Portions of the Environmental Impact Report*, November.

———. 2006. *Biological Resources Report for the City of Ontario General Plan Update and EIR*, October.

———. n.d. *City of Ontario Municipal Code*.

———2011. Los Angeles/Onatrio International Airport Land Use Compatibility Plan (ALUCP).

San Bernardino, County of. 2007. *San Bernardino County General Plan*, April 12.

———.2012. *The Chino Airport Master Plan*, October.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

South Coast Air Quality Management District (SCAQMD). 2012. *Final 2012 Air Quality Management Plan*, December.

Southern California Association of Governments (SCAG). 2004. *Southern California Compass Growth Visioning*.

———. 2009. *2008 Regional Comprehensive Plan*.

———. 2012. *Regional Transportation Plan/SCS*, April.

4.13.11 Mineral Resources

This section of the EIR analyzes the potential environmental effects on mineral resources in the City of Ontario from implementation of the Regional Reduction Plan. Data for this section were taken from the Ontario General Plan (2010), associated environmental documents (2009a and 2009b), and the Existing Conditions Report Natural Resources Evaluation for the City of Ontario General Plan Update (2006). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing mineral resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

A mineral is an element or chemical compound that is normally crystalline and that has been formed by geological processes. Minable minerals are deposits of ore or mineral having a value materially in excess of the cost of developing, mining, and processing the mineral and reclaiming the project area.

The California Geological Survey Mineral Resources Project provides information about California's nonfuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources, as mandated by the Surface Mining and Reclamation Act (SMARA) of 1975. Nonfuel mineral resources include metals such as gold, silver, iron, and copper; industrial materials such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt, and dimension stone; and construction aggregate such as sand, gravel, and crushed stone. Development generally results in a demand for minerals, especially construction aggregate. Urban preemption of prime deposits and conflicts between mining and other uses throughout California led to passage of the SMARA, which requires all cities and counties to incorporate into their general plans the mapped designations approved by the State Mining and Geology Board.

The classification process involves the determination of Production-Consumption (P-C) Region boundaries, based on identification of active aggregate operations (production) and the market area served (consumption). The P-C regional boundaries are modified to include only those portions of the region that are urbanized or urbanizing and are classified for their aggregate content. An aggregate appraisal further evaluates the presence or absence of significant sand, gravel, or stone deposits that are suitable sources of aggregate. The classification of these mineral resources is determined jointly by the state and the local governments. It is based on geologic factors and requires that the State Geologist classify the mineral resources area as one of the four Mineral Resource Zones (MRZs), Scientific Resource Zones (SZ), or Identified Resource Areas (IRAs), described below:

- **MRZ-1**—Adequate information indicates that no significant mineral deposits are present or likely to be present.
- **MRZ-2**—Adequate information indicates that significant mineral deposits are present or there is a likelihood of their presence, and development should be controlled.
- **MRZ-3**—The significance of mineral deposits cannot be determined from the available data.
- **MRZ-4**—There is insufficient data to assign any other MRZ designation.

- **SZ Areas**—Containing unique or rare occurrences of rocks, minerals, or fossils that are of outstanding scientific significance.
- **IRA Areas**—Areas identified by the county or the State Division of Mines and Geology, where adequate production and information indicates that significant minerals are present.

As part of the classification process, an analysis of site-specific conditions is utilized to calculate the total volume of aggregates within individually identified Resource Sectors, those MRZ-2 areas identified as having regional or statewide significance. Anticipated aggregate demand in the P-C Regions for the next 50 years is then estimated and compared to the total volume of aggregate reserves identified in the P-C Region.

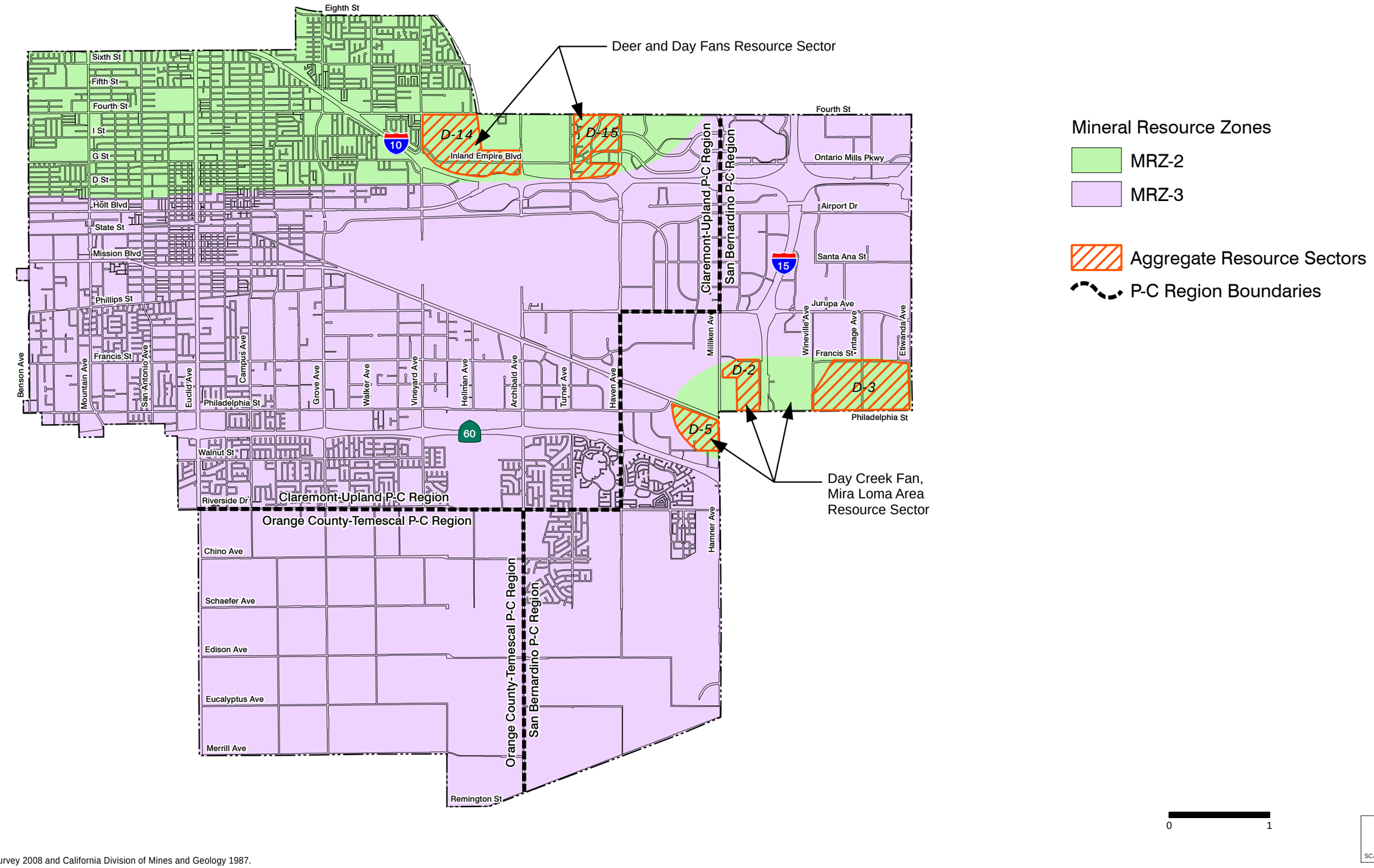
Two areas in the City are classified as MRZ-2: one is in the northwestern portion of the City and the second is along the eastern City boundary. These two areas total approximately 6,132 acres, or approximately 19 percent of the City's area; see Figure 4.13.11-1 (Mineral Resource Zones).

The remainder of the City, approximately 81 percent of its area, is MRZ-3, where the significance of mineral deposits is unknown. Mineral resources in the City are limited to construction aggregates such as sand and gravel. There are currently no permitted mining operations in the City.

The City consists of portions of three Production-Consumption Regions of mineral resources. The northwestern portion of the City is in the Claremont-Upland Region, the eastern portion of the City is in the San Bernardino Region, and the southwestern section of the City is in the Orange County-Temescal Region, as shown on Figure 4.13.11-1. All three of these regions are within the Greater Los Angeles Sand and Gravel Resource Area.

There are two areas in the City of Ontario that are designated by the California Geological Survey as Resource Sectors containing construction aggregate of "regional significance" (SMARA 2006). These are the Deer and Day Fans Resource Sector and the Day Creek Fan, Mira Loma Area Resource Sector, which are shown on Figure 4.13.11-1.

As defined by SMARA Section 2726, an area of regional significance is "an area which is known to contain a deposit of minerals, the extraction of which is judged to be of prime importance in meeting future needs for minerals in a particular region of the state within which the minerals are located and which, if prematurely developed for alternate incompatible land uses, could result in the permanent loss of minerals that are of more than local significance." Land uses inherently incompatible with mining include residential, commercial, public facilities, and geographically limited but impact-intensive industrial. According to SMARA Section 2762, prior to permitting a use that would threaten the potential to extract minerals in that area, the City of Ontario would be required to prepare a statement specifying its reasons for permitting the proposed use, and consider the importance of these minerals to their market region as a whole and not just their importance to the City.



Source: California Geological Survey 2008 and California Division of Mines and Geology 1987.

Figure 4.13.11-1
Mineral Resource Zones

ATKINS

Deer and Day Fans Resource Sector (Sectors D-14 and D-15)

The Deer and Day Fans Resource Sector consists of the urbanized portions of Deer and Day fans in the Claremont-Upland P-C Region. The Deer and Day Fans Resource Sector spans an area of 9,546 acres, comprising portions of the cities of Rancho Cucamonga, Fontana, and Ontario. Mineral Resource Sectors D-14 and D-15 in the City of Ontario constitute approximately 434 acres of the Deer and Day Fans Resource Sector. Limited data indicate that sand and gravel resources may only extend from the surface to 30 or 40 feet below ground surface. Nonpermitted aggregate resources are estimated at 680 tons in the entire Deer and Day Fans Resource Sector. Industrial parks and residential areas have already encroached into much of this Resource Sector. In fact, since the mineral land classification was conducted in 1987, Resource Sector D-15 has been developed with nonmineral land uses and is no longer available for mineral extraction. Only Resource Sector D-14, spanning approximately 268 acres, remains vacant. However, urban development surrounds this Resource Sector on all sides and resource extraction may not be feasible due to the proximity of the neighboring residences.

Day Creek Fan, Mira Loma Resource Sector (Sectors D-1, D-2, D-3, and D-5)

The Day Creek Fan, Mira Loma Area Resource Sector covers an area of 975 acres and is in the San Bernardino P-C Region. The southern portion of Day Creek Fan, Mira Loma Area Resource Sector is partially in the City of Ontario: Mineral Resource Sectors D-2, D-3, and D-5 in the City comprise approximately 473 acres of the Day Creek Fan. An inactive sand and gravel pit operated by Triangle Rock Products, Inc., outside the City, indicates that the thickness of suitable aggregate is approximately 35 feet. Nonpermitted aggregate resources in the Day Creek Fan, Mira Loma Area Resource Sector are estimated at 70 tons.

Since the mineral land classification was conducted in 1987, much of the Day Creek Fan, Mira Loma Area Resource Sector has been developed for industrial park and warehousing uses. Mineral Resource Sectors D-3 and D-5, totaling 385 acres, have been developed entirely with nonmineral uses and only small parcels remain, interspersed with existing industrial/warehousing buildings in Resource Sector D-2. While industrial uses in Resource Sector D-2 do not necessarily preclude mining activities, significant structural improvements in this portion of the City may inhibit development of the Day Creek Fan, Mira Loma Area Resource Sector for mineral extraction.

Regulatory Framework

The following describes the regulatory framework of mineral resources and gives context in evaluating the impacts to mineral resources.

Federal

United States Department of the Interior

Office of Surface Mining, Reclamation and Enforcement

The Office of Surface Mining Reclamation and Enforcement (OSM) is a bureau within the United States Department of the Interior. OSM is responsible for establishing a nationwide program to protect society and the environment from the adverse effects of surface coal mining operations, under which OSM is

charged with balancing the nation's need for continued domestic coal production with protection of the environment. OSM was created in 1977 when Congress enacted the Surface Mining Control and Reclamation Act. OSM works with the State and Indian tribes to assure that citizens and the environment are protected during coal mining and that the land is restored to beneficial use when mining is finished. OSM and its partners are also responsible for reclaiming and restoring lands and water degraded by mining operations before 1977.

Surface Mining Control and Reclamation Act

The Surface Mining Control and Reclamation Act of 1977 (SMCRA) is the primary federal law that regulates the environmental effects of coal mining in the United States. SMCRA created two programs: one for regulating active coal mines and a second for reclaiming abandoned mine lands. SMCRA also created the Office of Surface Mining, an agency within the Department of the Interior, to promulgate regulations, to fund state regulatory and reclamation efforts, and to ensure consistency among state regulatory programs. Under SMCRA, the federal government can approve a program, which gives the state the authority to regulate mining operations, if the state demonstrates that it has a law that is at least as strict as SMCRA, and that they have a regulatory agency with the wherewithal to operate the program. OSM has delegated authority to the California Department of Conservation for enforcement of SMCRA through California Public Resources Code (PRC) Sections 2710–2796.

State

California Department of Conservation

The California Department of Conservation provides services and information that promote environmental health, economic vitality, informed land-use decisions and sound management of our state's natural resources including mineral resources. The California Department of Conservation maintains information on mineral resources within the state through the California Geological Survey Mineral Resources Project. The California Department of Conservation regulates mining of mineral resources through the Office of Mining Reclamation (OMR), which enforces the Surface Mining and Reclamation Act.

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act of 1975 (SMARA) (PRC Sections 2710–2796) provides a comprehensive surface mining and reclamation policy with the regulation of surface mining operations to assure that adverse environmental impacts are minimized and mined lands are reclaimed to a usable condition. SMARA also encourages the production, conservation, and protection of the state's mineral resources. PRC Section 2207 provides annual reporting requirements for all mines in the state, under which the State Mining and Geology Board is also granted authority and obligations. SMARA, Chapter 9, Division 2 of the PRC, requires the State Mining and Geology Board to adopt State policy for the reclamation of mined lands and the conservation of mineral resources. These policies are prepared in accordance with the Administrative Procedures Act (Government Code) and are found in California Code of Regulations Title 14, Division 2, Chapter 8, Subchapter 1.

Regional

There are no regional regulations pertaining to mineral resources.

Local

Ontario General Plan

The Ontario General Plan policies that are applicable to mineral resources[14] are as follows:

Policy ER5-5 *Mining Operations.* The City prohibits future mining operations where resource extraction is incompatible with existing or proposed adjacent land uses.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on mineral resources if it would do any of the following:

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

Analytic Method

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would impact mineral resources.

Effects Not Found to Be Significant

Threshold	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Active mines or quarries producing construction aggregates within the City are currently located predominantly at the east of the City in the Deer and Day Fans Resources Sectors D-14 and D-15, and the Day Creek Fan, Mira Loma Area Resources Sectors D-2, D-3, and D-5. All of these existing active mines within the City would continue to operate upon implementation of the proposed Regional Reduction Plan. The City is only required to analyze mineral resource recovery areas that have been designated by the State as MRZ-2 (significant existing or likely mineral deposits). Both the Deer and Day Fan Resource Sector and the Day Creek Fan, Mira Loma Resource Sector are designated as MRZ-2 within the city. The land use designations within General Plan still allow for mining operations to extract minerals in the MRZ-2 areas. The proposed Regional Reduction Plan would not change the land use designations or affect the ability of mining operations to extract minerals in the MRZ-2 area. Any energy

[14] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

efficiency retrofits or renewable energy generation as a result of implementing the Regional Reduction Plan in the MRZ-2 designated areas would require City review to ensure that mining operations are not affected. Therefore, this impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The locally important mineral resource recovery sites delineated in General Plan are shown on Figure 4.13.11-1 and labeled as the Deer and Day Fans Resources Sectors D-14 and D-15, and the Day Creek Fan, Mira Loma Area Resources Sectors D-2, D-3, and D-5. As stated above, any energy efficiency retrofits or renewable energy generation as a result of implementing the Regional Reduction Plan in these MRZ-2 designated areas would require City review to ensure that mining operations are not affected. . Therefore, this impact would be ***less than significant***. No mitigation is required.

Cumulative Impacts

Because the Regional Reduction Plan does not significantly impact mineral resources at a project level, implementation of the Regional Reduction Plan will not create impacts to mineral resources that are cumulatively considerable. Therefore, ***cumulative impacts are less than significant***.

References

California Division of Mines and Geology (CDMG). 1987. *Mineral Lands Classification of the Greater Los Angeles Area*.

California Geological Survey (CGS). 2008. *Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption Region, San Bernardino and Riverside Counties, California*.

Ontario, City of. 1998. *Ontario Sphere of Influence (New Model Colony) General Plan Amendment*.

———. 2006. *Existing Conditions Report Natural Resources Evaluation for the City of Ontario General Plan Update*.

———. 2009. *The Ontario General Plan Final Environmental Impact Report*, July.

———. 2010. *The Ontario General Plan*, January 27.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

4.13.12 Noise

This section of the EIR analyzes the potential environmental effects on noise in the City of Ontario from implementation of the Regional Reduction Plan. Data for this section were taken from the Ontario General Plan (2010) and associated environmental documents (2009a and 2009b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing noise were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Noise Terminology and Effects

Noise is defined as unwanted or objectionable sound. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment. The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the "A weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A weighted measurements are written dB(A) or dBA. Decibels are measured on a logarithmic scale, which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling a traffic volume, would increase the noise level by 3 dBA; a halving of the energy would result in a 3 dBA decrease Table 4.13.12-1 (Sound Levels of Typical Noise Sources and Noise Environments) shows the relationship of various noise levels to commonly experienced noise events.

Average noise levels over a period of minutes or hours are usually expressed as dB L_{eq}, or the equivalent noise level for that period of time. For example, $L_{eq(3)}$ would represent a 3-hour average. When no period is specified, a one hour average is assumed. Noise standards for land use compatibility, which are addressed in the Ontario General Plan Noise Element and Noise Control Ordinance, are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level (L_{dn}). CNEL is a 24-hour weighted average measure of community noise. The computation of CNEL adds 5 dBA to the average hourly noise levels between 7:00 PM and 10:00 PM (evening hours), and 10 dBA to the average hourly noise levels between 10:00 PM and 7:00 AM (nighttime hours). This weighting accounts for the increased human sensitivity to noise in the evening and nighttime hours. L_{dn} is a very similar 24-hour weighted average which weights only the nighttime hours and not the evening hours.

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increases or decreases; that a change of 5 dBA is readily perceptible, and that an increase (decrease) of 10 dBA sounds twice (half) as loud (Caltrans 1998).

Table 4.13.12-1 Sound Levels of Typical Noise Sources and Noise Environments

Noise Source (at a Given Distance)	*Noise Environment*	*Scale of A-Weighted Sound Level in Decibels*	*Human Judgment of Noise Loudness (Relative to a Reference Loudness of 70 dB*)*
Military Jet Take-off with After-burner (50 ft)	Carrier flight deck	140	Hearing damage without protection 128 times as loud
Civil Defense Siren (100 ft)		130	64 times as loud
Commercial Jet Take-off (200 ft)	Airport Runway	120	Threshold of Pain 32 times as loud
Pile Driver (50 ft) Rock & Roll Band (50 ft)	Construction Site Rock Concert	110	16 times as loud
Ambulance Siren (100 ft) Newspaper Press (5 ft) Power Lawn Mower (3 ft) Motorcycle (25 ft) Propeller Plane Flyover (1000 ft) Diesel Truck, 40 mph (50 ft) Garbage Disposal (3 ft)	Boiler Room Printing Press Plant High Urban Ambient Sound	100 90 89	Very Loud 8 times as loud 4 times as loud 2 times as loud
Passenger Car, 65 mph (25 ft) Living Room Stereo (15 ft) Vacuum Cleaner (3 ft) Electronic Typewriter (10 ft)	Busy Shopping Mall Indoor Sports Park	70	Moderately Loud * 70 dB (Reference Loudness)
Normal Conversation (5 ft) Air Conditioning Unit (100 ft)	Data Processing Center Department Store	60	½ as loud
	Office	50	¼ as loud
	Lower Limit of Urban Ambient Sound	40	Quiet ⅛ as loud
Bird calls (distant)	Rural Residential Area	30	
Soft Whisper (5 ft)	Quiet Bedroom	20	Just Audible
		10	Threshold of Hearing

Existing Setting

The City of Ontario is impacted by a multitude of noise sources, many of them directly connected with major interstate commerce and intrastate thoroughfares that divide the City. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in most communities. In addition, the City of Ontario is home to LAONT and major rail lines operated by the Union Pacific Railroad (UPRR), which also contribute significant noise. Other major transportation sources include Interstate 10 (I-10), I-15, State Route 60 (SR-60), Euclid Avenue (SR-83), and the Chino Airport. Secondarily, land uses throughout the City generate stationary-source noise. Figure 4.13.12-1 (Existing Noise Levels in Ontario from Surface Transportation) shows noise levels from major roadway transportation sources.

On-Road Vehicles

Noise from motor vehicles is generated by engine vibrations, the interaction between tires and the road, and the exhaust system. Reducing the average motor vehicle speed reduces the noise exposure of receptors adjacent to the road. Each reduction of 5 miles per hour reduces noise by about 1.3 dBA. In addition to local traffic volumes, regional roadways in the City of Ontario accommodate large volumes of traffic that support the movement of people and goods for the southern California region Major regional roadways such as I-10, I-15, SR-60, Mission Boulevard, and Milliken Avenue accommodate very large volumes of traffic and are responsible for a significant contribution to the noise environment in Ontario.

These roadways accommodate a large amount of truck traffic, which adds significantly to the noise environment. Local roadways primarily accommodate local traffic for the City and include both major arterials and smaller collector streets. While local roadways are not a major source of noise for the City as a whole, they contribute a large proportion of the ambient noise at the neighborhood level.

Train Noise

Two major UPRR rail lines traverse the City of Ontario going east/west. The northern route through the City is the UPRR Alhambra Line, which begins at the Los Angeles/Long Beach ports and runs through Pomona and Colton to points farther east. The southern route is the UPRR Los Angeles Subdivision Line, which also begins at the Los Angeles/Long Beach ports and runs through Pomona, but travels southeast to Riverside and points farther east. Noise generated by the train traffic on the Alhambra and the Los Angeles Lines contributes to the ambient noise environment along these two transportation routes. Noise from trains on the UPRR is generated by warning horns and crossing bells at at-grade crossings, engines, exhaust systems, cooling fans, and other mechanical gear noise. The interaction of steel wheels and rails generates rolling noise due to continuous contact: impact noise when a wheel encounters a discontinuity, such as a rail joint, turnout, or crossover; and squeals generated by friction on tight curves. Trains are required by the Federal Railroad Administration to sound a warning horn at 0.25 mile from all at-grade crossings and at a maximum 110 dBA, as measured at 100 feet, except those that have established a Quiet Zone. A Quiet Zone is a segment of rail line where locomotive horns are not routinely sounded. There are no Quiet Zones established for the City of Ontario. Figure 4.13.12-2 (Existing 65 dBA CNEL Train Noise Contour) shows the existing 65 dBA CNEL train noise contours.

Aircraft Noise

Noise from aircraft at LAONT and the Chino Airport is produced by takeoffs, flyovers/overflights, approaches, and landings. Each of these events results in noise exposure to sensitive receptors near the airports. California Public Resources Code (PRC) Section 21096 requires that when preparing an environmental impact report for any project within an airport influence area as defined by an airport land use compatibility plan, the lead agency shall utilize the California Airport Land Use Planning Handbook as a technical resource with respect to airport noise and safety compatibility issues. The basis for compatibility zone delineation for airports is the CNEL contours created with the Federal Aviation Administration Integrated Noise Model for private and public airports.

Los Angeles Ontario International Airport

The airport contributes a large majority of the ambient noise environment of the City. LAONT is centrally located in the City, and few areas are unaffected by noise generated by the airport or aircraft over-flights. The airport is a medium-hub, full-service airport. Traffic at the airport includes general aviation, commercial passenger aviation, and air cargo freight movement. LAONT is a member of the Los Angeles World Airport (LAWA) system. A tentative proposal of the Airport Master Plan (AMP) involved reconfiguration of the runway system, shifting both runways south and east of their present positions. This reconfiguration is regarded necessary to enable the runway system to accommodate the volume of aircraft operations associated with the numbers of airline passengers and air cargo expected to use the airport by 2030. Before the new AMP could be completed and adopted, however, the nationwide economic downturn, coupled with local factors, resulted in a substantial decline in activity at ONT. With this decline, the urgency for completion of the AMP largely disappeared and, consequently, LAWA suspended work on the plan development in late 2008. The ultimate reconfiguration of the airport would be able to accommodate approximately 465,000 operations. This forecast assumes roughly 33.4 million passengers and 3.26 million tons of air cargo enplaned and deplaned annually. The forecast of 33.4 million passengers is based on the assumption that any terminal expansion would be restricted to the north side of the airport provided that the airfield is capable of accommodating it (ALUCP 2011).

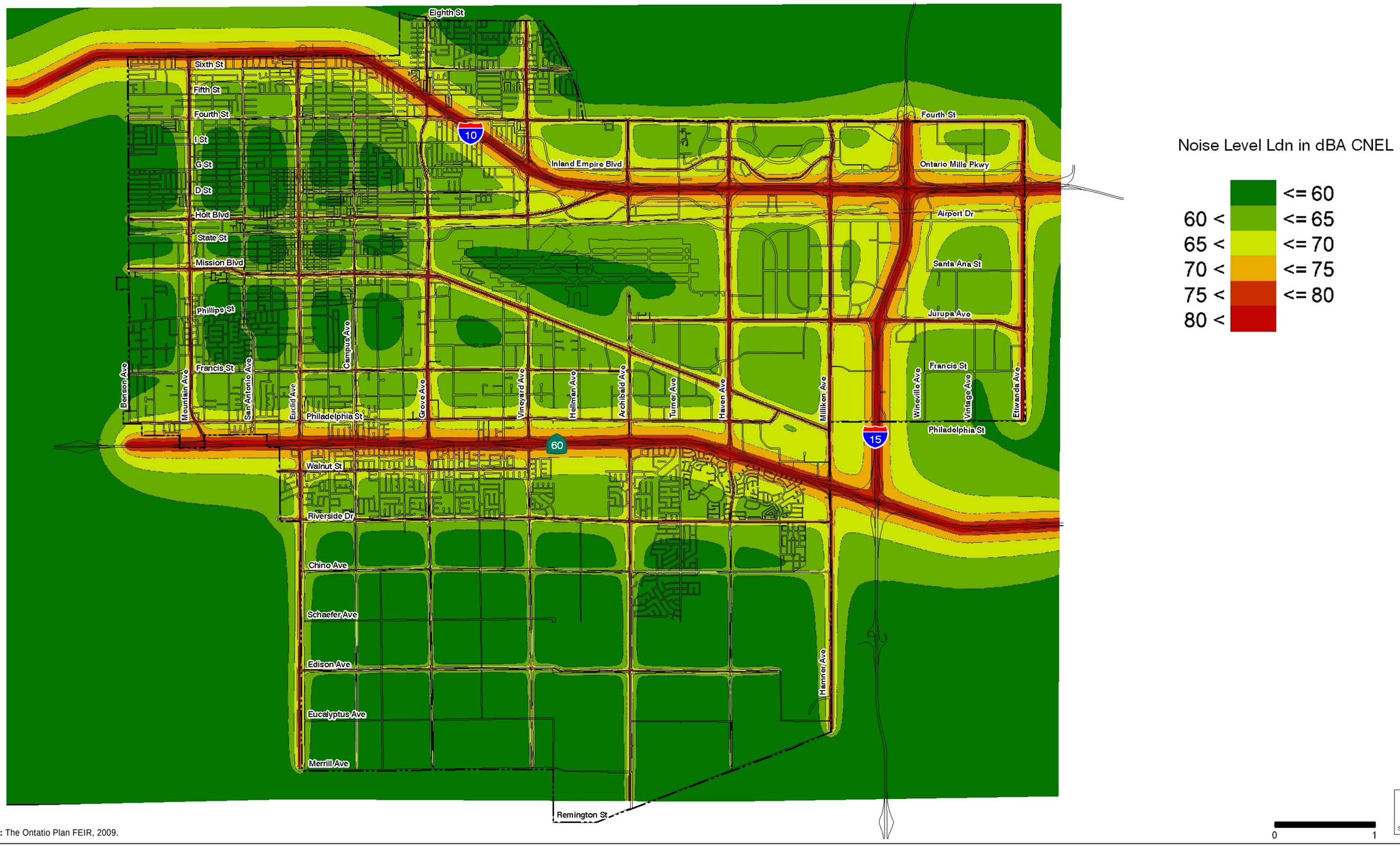
Figure 4.13.12-3 (Airport Noise Contours) shows the noise contour map for LAONT, which describes average annual noise levels generated by the airport in terms of dBA CNEL through 2030. While technological improvements have resulted in less noisy aircraft than older models, as the LAONT increases its capacity and number of flights per day, the number of noise interruptions from single-event sound exposure levels (SEL), such as that generated from a jet engine aircraft, will increase in frequency. The 94 dBA SEL noise contour is the interior noise environment at which 10 percent of residents in the surrounding airport area would be awakened/interrupted due to aircraft overflights when windows are open.

Chino Airport

The Chino Airport is just outside the City of Ontario, adjacent to the southwestern boundary of the City near the New Model Colony. The Chino Airport is the largest general aviation airport in the County of San Bernardino and home to the Planes of Fame Museum. The airport noise contour for Chino Airport does not extend into the City of Ontario (see Appendix G).

Heliports

There are no heliports for public use in the City of Ontario; however, one private heliport is proposed under the Ontario Gateway Specific Plan for hospital uses. Helicopter operations in the city are not frequent. Use of helipads for emergency purposes generates noise during take-offs and landings in the immediate vicinity of the helipad. Unlike fixed-wing aircraft, helicopters produce noise not only from the engine but also from the relatively slowly turning main rotor. This sound modulation is called blade slap. According to the Airport Land Use Compatibility Handbook (Caltrans 2002), to a listener on the ground, helicopter noise is most audible as the aircraft approaches. Noise from emergency use of helipads contributes minimally to the ambient noise environment in the City. However, single-event noise from helicopter over-flights can substantially elevate noise levels.

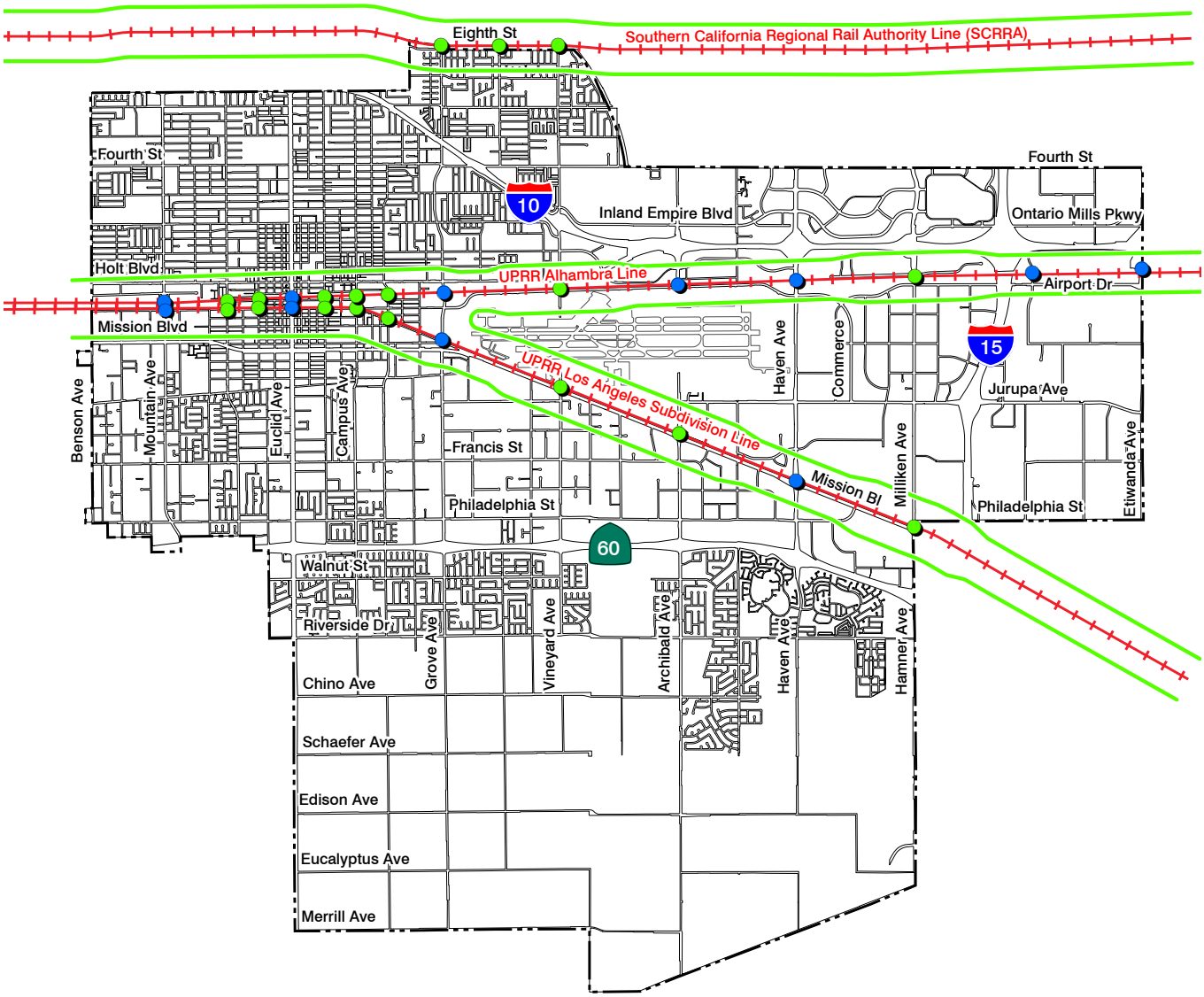


Source: The Ontatio Plan FEIR, 2009.

Figure 4.13.12-1

Existing Noise Levels in Ontario from Surface Transportation

ATKINS



65 dBA CNEL Train Noise Contour

Railroad

Grade-Separated Crossing

At-Grade Crossing

0 8,500

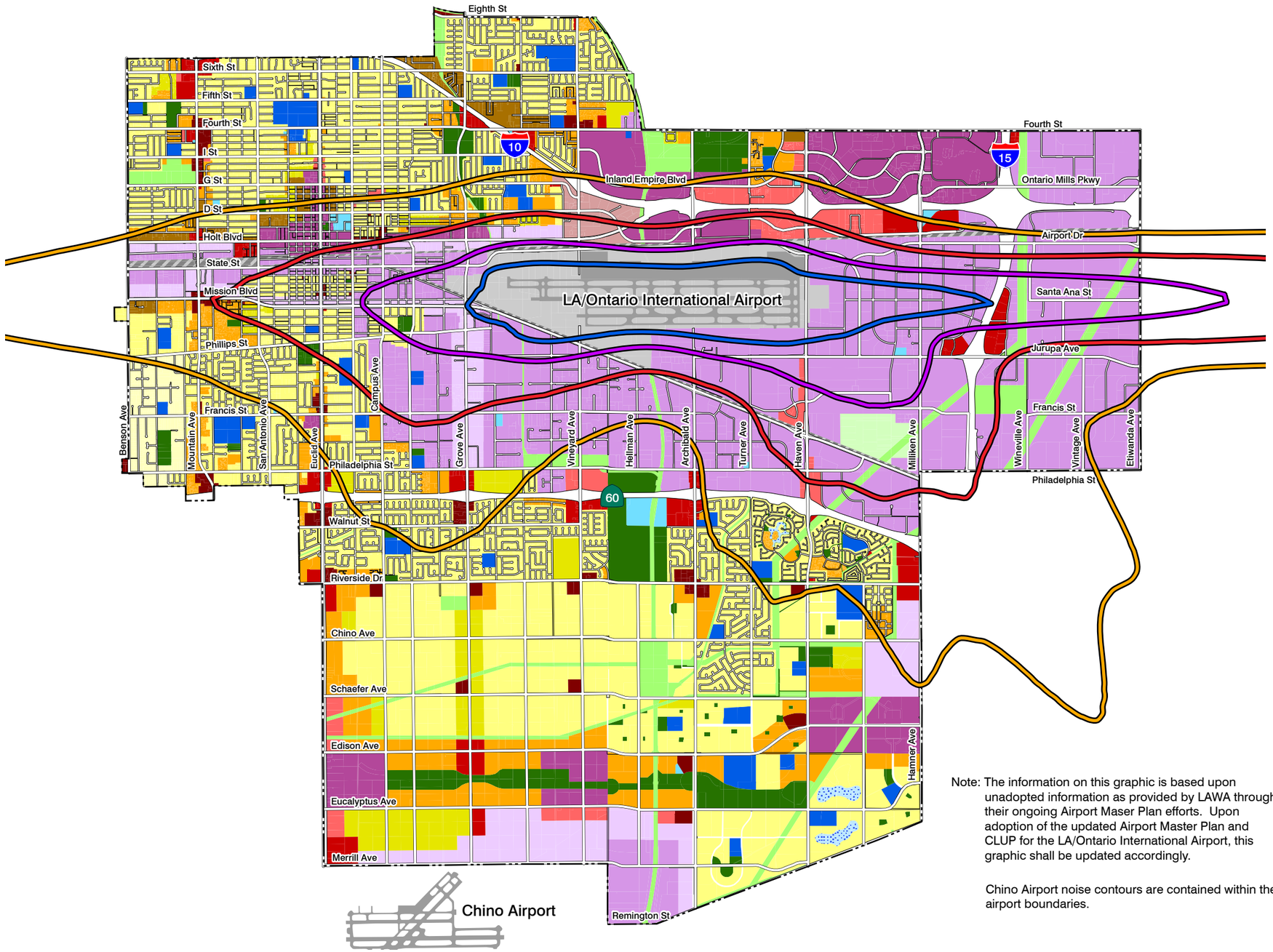
NORTH
SCALE IN FEET

Source: The Ontario Plan FEIR, 2009.

Figure 4.13.12-2

Existing 65dBA CNEL Train Noise Contour

ATKINS



Note: The information on this graphic is based upon unadopted information as provided by LAWA through their ongoing Airport Maser Plan efforts. Upon adoption of the updated Airport Master Plan and CLUP for the LA/Ontario International Airport, this graphic shall be updated accordingly.

Chino Airport noise contours are contained within the airport boundaries.

LA/Ontario International Airport (2030)

- 60 dB CNEL
- 65 dB CNEL
- 70 dB CNEL
- 75 dB CNEL

Residential

- Rural (0 - 2 du/ac)
- Low Density (2.1 - 5 du/ac)
- Low-Medium Density (5.1 - 11 du/ac)
- Medium Density (11.1 - 25 du/ac)
- High Density (25.1 - 45 du/ac)

Mixed Use

- Mixed Use

Retail/Service

- Neighborhood Commercial (.4 FAR)
- General Commercial (.4 FAR)
- Office/Commercial (1.0 FAR)
- Hospitality (1.0 FAR)

Employment

- Business Park (.6 FAR)
- Industrial (.55 FAR)

Other

- Open Space - Non-Recreation
- Open Space - Parkland
- Open Space - Water
- Public Facility
- Public School
- LA/Ontario International Airport
- Railroad
- Landfill

0 1

NORTH
SCALE IN MILES

Source: The Ontatio Plan FEIR, 2009.

100029894 | San Bernardino County Regional GHG Reduction Plan EIR

Figure 4.13.12-3
Airport Noise Contours

ATKINS

Stationary sources of noise include commercial and industrial equipment and activities. Whereas mobile source noise affects many receptors along an entire length of roadway, stationary noise sources affect only their immediate areas. Major stationary sources in the City are industrial and warehousing operations and schools (train noise from sounding of bells and whistles at at-grade crossings is considered mobile-source noise).

Industrial and Warehousing Operations

The northeastern side of the City of Ontario is characterized by industrial warehousing operations, many of which are associated with the LAONT and the City's integral role in the nation's goods movement. In addition to on-site mechanical equipment, warehousing and industrial land uses generate substantial truck traffic that results in additional sources of noise on local roadways in the vicinity of industrial operations.

Noise-Sensitive Receptors

Certain land uses are particularly sensitive to noise and vibration. These uses include residential, school, and open space/recreation areas where quiet environments are necessary for enjoyment, public health, and safety. In the City of Ontario, sensitive noise receptors are primarily located in residential areas of the City. Commercial and industrial uses are not considered noise- and vibration-sensitive uses.

Schools

Schools are considered noise-sensitive because of the necessity for quiet in the classroom to provide an adequate environment for learning. However, outdoor activities that occur on school campuses throughout the City generate noticeable levels of noise. While it is preferable to have schools in residential areas to support the neighborhood, noise generated on both the weekdays (by physical education classes and sports programs) and weekends (by use of the fields by youth organizations) can elevate noise levels.

Regulatory Framework

Federal

Federal Highways Administration

The Federal Highways Administration (FHWA) administers the protocols and methods of analyzing traffic noise. United States Code of Federal Regulations Title 23, Part 772 (23 CFR 772), provides the procedures for analysis and abatement of highway traffic noise and construction noise. It provides technical assistance to state authorities, in conjunction with other local and federal authorities, to prepare and execute appropriate noise review and abatement programs for roadway and highway construction noise impacts. The maximum highway-related noise level considered acceptable for land uses along highways is 65 dBA CNEL.

Federal Aviation Administration

The primary responsibility of the Federal Aviation Administration (FAA) in regard to noise is the enforcement of the FAA Noise Standards (Title 14, Part 150), which prescribes the procedures, standards and methodology governing the development, submission, and review of airport noise

exposure maps and airport noise compatibility programs, including the process for evaluating and approving or disapproving those programs. Title 14 also identifies those land uses which are normally compatible with various levels of exposure to noise by individuals. It provides technical assistance to airport operators, in conjunction with other local, state, and federal authorities, to prepare and execute appropriate noise compatibility planning and implementation programs. The FAA establishes the 65 dB CNEL contour of an airport as the threshold for evaluation of potential noise impacts. The maximum airport-related noise level considered compatible with NSLU is 65 dBA CNEL.

Federal Transit Administration

The Federal Transit Administration (FTA) establishes noise impact criteria to be used in evaluating noise impacts from mass transit projects, including railroads, in the Transit Noise and Vibration Impact Assessment published in 2006. The FTA criteria do not establish a screening level for potential impacts. Rather, the FTA noise impact criteria are based on comparison of the existing outdoor noise levels and the future outdoor noise levels from the transit project. The noise level that would result from a proposed transit project's implementation is evaluated as having either a low, moderate or severe impact based on the existing noise level and sensitivity of the affected land use. Lands set aside for serenity and quiet are considered the most sensitive land uses (Category 1), followed by residences and buildings where people normally sleep (Category 2), and institutional land uses with primarily daytime and evening use (Category 3).

State

California Department of Transportation

The California Department of Transportation (Caltrans) administers the FHWA requirements for analysis and abatement of highway traffic noise and construction noise (23 CFR 772) in California. Caltrans also has additional technical methodologies for analysis of roadway and highway construction noise in California. The Caltrans Traffic Noise Analysis Protocol (CATNAP) and Technical Noise Supplement (TENS) provide the methodology and procedures for analysis and abatement of roadway noise in the state.

California Noise Control Act of 1973

California Health and Safety Code Sections 46000 through 46080, known as the California Noise Control Act, finds that excessive noise is a serious hazard to public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. It also finds that there is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the state to provide an environment for all Californians that is free from noise that jeopardizes their health or welfare.

California Noise Insulation Standards

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for multi-family residential buildings (California Code of Regulations Title 24, Part 2). Title 24

establishes standards for interior room noise (attributable to outside noise sources). The regulations also specify that acoustical studies must be prepared whenever a multi-family residential building or structure is proposed to be located near an existing or adopted freeway route, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source, and where such noise source or sources create an exterior CNEL (or L_{dn}) of 60 dBA or greater. Such acoustical analysis must demonstrate that the residence has been designed to limit intruding noise to an interior CNEL (or L_{dn}) of at least 45 dBA.

California Airport Noise Standards

The 1990 California Airport Noise Standards require airport proprietors, aircraft operators, local governments, pilots, and the California Department of Transportation Division of Aeronautics to work cooperatively to diminish noise. This requirement is accomplished by controlling and reducing noise in the communities in the vicinity of airports. The level of noise acceptable to a person residing in the vicinity of an airport is established as a CNEL value of 65 dBA. The limitation on airport noise in residential communities is established to be 65 dBA CNEL for proposed new airports, active military airports being converted to civilian use, and existing civilian airports.

Regional

There are no regional regulations related to noise.

Local

City of Ontario Municipal Code

The City of Ontario regulates noise sources within the City through the City's Municipal Code (Title 5, Chapter 29 [Noise]). The City of Ontario Municipal Code has established noise standards for stationary source noise levels, as shown in Table 4.13.12-2 (City of Ontario Maximum Permissible Exterior Noise Levels), at various categories of land uses in the City. The City applies the Noise Control Ordinance standards to non-transportation noise sources. These standards do not gauge the compatibility of developments in the noise environment, but provide restrictions on the amount and duration of noise generated at a property, as measured at the property line of the noise receptor. According to the City's municipal code, no person shall operate or cause to operate any source of sound or noise at any location within the city, or allow the creation of any noise on property to exceed the levels shown in Table 4.13.12-2 at the receiving land use. In general, noise complaints related to the noise standards of the Municipal Code are enforced by the City of Ontario Code Enforcement Department.

The City of Ontario restricts construction activities to the weekday hours of 7:00 AM to 6:00 PM and 9:00 AM to 6:00 PM on Saturday and Sunday. However, construction activities may occur outside of these hours if the City determines that the maintenance, repair, or improvement is necessary to maintain public services, cannot feasibly be conducted during normal business hours, or if construction activities comply with the stationary-source noise standards of the Municipal Code (see Table 4.13.12-2).

Table 4.13.12-2 City of Ontario Maximum Permissible Exterior Noise Levels

Noise Receiving Land Use Categories	*Nighttime (10:00 PM to 7:00 AM)*		*Day and Evening (7:00 AM to 10:00 PM)*	
	dBA L_{25}	*dBA L_{max}*	*dBA L_{25}*	*dBA L_{max}*
Single-Family Residential	45	65	65	85
Multifamily Residential and Mobile Homes	50	70	65	85
Mixed-use Residential Portion[a]	60	80	65	85
Commercial	70	90	70	90
Manufacturing, Industrial, and other uses	70	90	70	90

SOURCE: *City of Ontario Municipal Code*, Title 5, Chapter 29, Section 5.29-04 (Exterior Noise Standards).

Noise levels when measured at the property line of the noise receiving land use. When two or more dissimilar land uses occur on a single property, the more restrictive noise standard applies. If the ambient background noise levels exceed the standard, the ambient background noise level becomes the standard.

a. Applies to that portion of the residential property falling within 100 feet of a commercial property use, if the noise originates from the commercial property use.

City of Ontario Land Use Compatibility Criteria

The Ontario General Plan establishes noise and land use compatibility standards and outlines goals and policies to achieve these standards. New projects in the City are required to meet the Noise Compatibility Guidelines listed in Table 4.13.12-3 (Noise Compatibility Guidelines) to determine the compatibility of land uses when evaluating proposed development project. A land use located in an area identified as "normally acceptable" indicates that standard construction methods would attenuate exterior noise to an acceptable indoor noise level and that people can conduct outdoor activities with minimal noise interference. Land uses that fall into the "conditionally acceptable" noise environment should prepare an acoustical study that considers the type of noise source, the sensitivity of the noise receptor, and the degree to which the noise source has the potential to interfere with sleep, speech, or other activities characteristic of the land use. For land uses where the exterior noise level falls within the "conditionally unacceptable" range, new construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made with noise insulation features included in the design. For land uses where the exterior noise levels fall within the "clearly unacceptable" range, new construction generally should not be undertaken.

Table 4.13.12-3 Noise Compatibility Guidelines

Land Use Category	*Use*	*Exterior Noise Level (CNEL)*						
		55	*60*	*65*	*70*	*75*	*80*	
Residential/Lodging	Single-Family/Duplex							
	Multi-Family							
	Mobile Homes							
	Hotel/Motel							
Public/Institutional	Schools/Hospitals							
	Churches/Libraries							
	Auditoriums/Concert Halls							
Commercial	Offices							
	Retail							
Industrial	Manufacturing							
	Warehousing							
Recreational/Open Space	Parks/Playgrounds							
	Golf courses/Stables							
	Outdoor Sports							
	Amphitheaters							
	Livestock/Wildlife							
	Crop Agriculture							

SOURCE: City of Ontario, *The Ontario General Plan* (2010).

CLEARLY ACCEPTABLE—Specified land use is satisfactory, based upon the assumption that buildings involved are of normal conventional construction, without any special noise insulation requirements.

NORMALLY ACCEPTABLE—New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.

NORMALLY UNACCEPTABLE—New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with noise insulation features included in the design.

CLEARLY UNACCEPTABLE—New construction or development clearly should not be undertaken.

Ontario General Plan

The Ontario General Plan policies that are applicable to noise[15] are as follows:

Policy S4-1 *Noise Mitigation.* The City utilizes the Noise Ordinance, building codes, and subdivision and development code regulations to mitigate noise impacts.

Policy S4-2 *Coordination with Transportation Authorities.* The City collaborates with airport owners, FAA, Caltrans, SANBAG, SCAG, neighboring jurisdictions, and other transportation providers in the preparation, maintenance, and updates of transportation-related plans to minimize noise impacts and provide appropriate mitigation measures.

[15] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Policy S4-3 *Airport Noise Mitigation.* The City aggressively pursues funding and utilize programs to reduce effects of aircraft noise in impacted areas of our community.

Policy S4-4 *Truck Traffic.* The City manages truck traffic to minimize noise impacts on sensitive land uses.

Policy S4-5 *Roadway Design.* The City designs streets and highways to minimize noise impacts.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on noise if it would do any of the following:

- Result in the 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
- Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project
- If located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels
- If within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels

Analytic Method

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would impact noise-sensitive receptors.

Effects Not Found to Be Significant

Threshold	Would the project result in the 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?

Implementation of the Regional Reduction Plan would reduce VMT, thus reducing the total vehicular noise in the City. The Regional Reduction Plan would not result in intensification of development around transit corridors beyond what has been previously identified in the Ontario General Plan. Implementation of the policies and programs of the Regional Reduction Plan would augment existing City programs and policies with regard to transit-oriented development. Energy retrofits would likely reduce impacts from vehicular noise to occupants of the particular buildings, since increased insulation

and double- or triple-paned windows would also act to buffer exterior noise levels. The location or extent of new renewable energy-generating facilities structures such as solar arrays and wind turbines that would potentially be developed under the Regional Reduction Plan and their locations, are not specifically identified in the Regional Reduction Plan. Solar arrays would not generate noise. Commercially based wind turbines range in size, from small single assemblies to the large turbines seen on vast wind farms. The range of noise generated by commercial wind turbines varies dramatically and can be as high as 105.4 dBA based on wind speed and blade pitch. The Public Health and Safety Element of the Ontario General Plan provides land use noise compatibility information and specifies maximum interior and exterior noise standards for various land use types. All development, including energy-generating facilities, would be required to be designed in such a way, e.g., through setbacks or shielding, that future noise levels do not exceed these standards. Therefore, installation of these energy-generating structures would likely be constructed away from sensitive uses, and would not result in any adverse noise impacts. Ontario Municipal Code Title 5, Chapter 9; The Ontario Land Use Compatibility Criteria (Table 4.13.12-3); and General Plan Policies S4-1 through S4-5 would ensure that noise impacts to sensitive uses would be avoided or minimized. Each specific development project would undergo evaluation prior to project approval for consistency with General Plan policies and standards. Therefore, this impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Construction vibration that could occur during energy-efficiency retrofit or installation of photovoltaic arrays or wind turbines would not be substantial, and if these activities were to occur on or near fragile buildings, all appropriate measures would be required per the Ontario Municipal Code to reduce the effect of any groundborne vibration at the sensitive receptor. The Municipal Code further restricts construction activities that occur in close proximity to noise- or vibration-sensitive uses to specific days of the week and hours of the day. Specific limits on the noise levels associated with construction and mechanical equipment that can be measured at sensitive uses are identified and subject to enforcement. Therefore, this impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Implementation of the Regional Reduction Plan would not result in a substantial increase in noise levels over what was analyzed in the Ontario General Plan Final EIR (also see noise impact discussion above). Ontario Municipal Code Title 5, Chapter 9; The Ontario Land Use Compatibility Criteria (Table 4.13.12-3); and General Policies S4-1 through S4-5 would ensure that noise impacts to sensitive uses would be avoided or minimized. Each specific development project that implements the Regional Reduction Plan would undergo evaluation prior to project approval for consistency with General Plan policies and standards. Therefore, this impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Implementation of the Regional Reduction Plan would not result in a substantial temporary increase in noise levels over what was analyzed in the Ontario General Plan Final EIR (also see noise impact discussion above). Ontario Municipal Code Title 5, Chapter 9; The Ontario Land Use Compatibility Criteria (Table 4.13.12-3); and General Plan Policies S4-1 through S4-5 would ensure that construction noise impacts to sensitive uses would be avoided or minimized. Each specific development project that implements the Regional Reduction Plan would undergo evaluation prior to project approval for consistency with General Plan policies and standards. Therefore, this impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project, if located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels?

The Regional Reduction Plan does not provide housing or workplaces that would bring people into the vicinity of the Draft LAONT and Chino Airport Master Plan areas. Implementation of the Regional Reduction Plan would not result in a substantial increase in noise levels over what was analyzed in the Ontario General Plan Final EIR (also see noise impact discussion above). Ontario Municipal Code Title 5, Chapter 9; The Ontario Land Use Compatibility Criteria (Table 4.13.12-3); General Plan Policies S4-1 through S4-5; and airport compatibility review by the City would ensure that noise impacts to sensitive uses within the vicinity of the airports would be avoided or minimized. Each specific development project that implements the Regional Reduction Plan would undergo evaluation prior to project approval for consistency with General Plan policies and standards and airport compatibility. Therefore, this impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project, if within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels?

Ontario Municipal Code Title 5, Chapter 9; The Ontario Land Use Compatibility Criteria (Table 4.13.12-3); General Policies S4-1 through S4-5; and airport compatibility review by the City would ensure that noise impacts to sensitive uses within the vicinity of the airports would be avoided or minimized. Each specific development project that implements the Regional Reduction Plan would undergo evaluation prior to project approval for consistency with General Plan policies and standards and airport compatibility. Therefore, this impact would be ***less than significant***. No mitigation is required.

Cumulative Impacts

Because the Regional Reduction Plan does not create significant noise and groundborne vibration impacts at a project level, implementation of the Regional Reduction Plan will not create impacts that are cumulatively considerable. Therefore, ***cumulative impacts are less than significant***.

References

California Department of Transportation (Caltrans). 1998. *Technical Noise Supplement*.

———. 2002. *Transportation Related Earthborne Vibration: Caltrans Experiences*. Technical Advisory, Vibration. TAV-02-01-R9601, February 20.

Federal Interagency Committee on Aviation Noise (FICAN). 1997. *Effects of Aviation Noise on Awakenings from Sleep*, June

Federal Interagency Committee on Noise (FICON). 1992. *Federal Agency Review of Selected Airport Noise Analysis Issues*, August

Federal Transit Administration (FTA). 2006. *Transit Noise and Vibration Impact Assessment. United States Department of Transportation*. FTA-VA-90-1003-06, May.

Los Angeles World Airports (LAWA). 2007. Draft *Los Angeles Ontario International Airport Master Plan and EIR*.

Ontario, City of. 1998. *Ontario Sphere of Influence (New Model Colony) General Plan Amendment*.

———. 2009. *The Ontario General Plan Final Environmental Impact Report*, July.

———. 2010. *The Ontario General Plan*, January 27.

———. n.d. *City of Ontario Municipal Code*.

———. 2011. *Los Angeles/Ontario International Airport Land Use Compatibility Plan (ALUCP)*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

Society of Automotive Engineers, Inc. (SAE). 1971. *House Noise—Reduction Measurements for Use in Studies of Aircraft Flyover Noise. AIR 1081*, October.

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.13.13 Population/Housing

This section of the EIR analyzes the potential environmental effects on population/housing in the City of Ontario from implementation of the Regional Reduction Plan. Data for this section were taken from the Ontario General Plan (2010), associated environmental documents (2009a and 2009b), the United States Census Bureau 2010 Census, and the California Department of Finance Interim Population Projections for California and Its Counties (2012). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing population/housing were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Existing Population and Housing

Ontario's population in 2010 was 163,924 (162,871 in 2008) making Ontario the third largest city in the county and the 29th largest city in California. The population is expected to grow to 215,765 by 2020, an increase of 32 percent compared to 2008, and employment by a similar amount. Among the Partnership cities, only the city of Adelanto is projected to have a larger increase in population before 2020.

Table 4.13.13-1 (Socioeconomic Data for Ontario) presents socioeconomic data for Ontario, including population, housing (single-family and multifamily), and employment (agricultural, industrial, retail, and nonretail).

Table 4.13.13-1 Socioeconomic Data for Ontario

Category	*2008*	*2020*
Population	162,871	215,765
Housing (du)	44,639	61,128
Single-Family (du)	26,395	36,02
Multifamily (du)	18,244	25,102
Employment (jobs)	114,339	151,279
Agricultural (jobs)	796	866
Industrial (jobs)	39,335	50,611
Retail Commercial (jobs)	34,529	42,602
Non-Retail Commercial (jobs)	39,679	57,200

du = dwelling unit

Regulatory Framework

Federal

United States Department of Housing and Urban Development (HUD)

The United States Department of Housing and Urban Development's (HUD) mission is to create strong, sustainable, inclusive communities and quality affordable homes within the United States. HUD is working to strengthen the housing market to bolster the economy and protect consumers; meet the need for quality affordable rental homes: utilize housing as a platform for improving quality of life; build inclusive and sustainable communities free from discrimination; and transform the way HUD does business. HUD is responsible for enforcement of the Federal Fair Housing Act.

Federal Fair Housing Act

In April 1968, at the urging of President Lyndon B. Johnson, Congress passed the federal Fair Housing Act (codified at 42 USC 3601–3619, penalties for violation at 42 USC 3631), Title VIII of the Civil Rights Act of 1968. The primary purpose of the Fair Housing Law of 1968 is to protect the buyer/renter of a dwelling from seller/landlord discrimination. Its primary prohibition makes it unlawful to refuse to sell, rent to, or negotiate with any person because of that person's inclusion in a protected class. The goal is a unitary housing market in which a person's background (as opposed to financial resources) does not arbitrarily restrict access. Calls for open housing were issued early in the twentieth century, but it was not until after World War II that concerted efforts to achieve it were undertaken.

State

California Housing Element Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department estimates the relative share of California's projected population growth that would occur in each county in the state based on California Department of Finance (DOF) population projections and historical growth trends. Where there is a regional council of governments, the Housing and Community Development Department provides the regional housing need to the council. The council then assigns a share of the regional housing need to each of its cities and counties. The process of assigning shares provides cities and counties the opportunity to comment on the proposed allocations. The Housing and Community Development Department oversees the process to ensure that the council of governments distributes its share of the state's projected housing need.

The California housing element law (Government Code Sections 65580 to 65589) requires that each City and County identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community commensurate with local housing needs. State law recognizes the vital role local governments play in the supply and affordability of housing.

To that end, the Government Code requires that the housing element achieve legislative goals to identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including persons with disabilities; remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for persons of all incomes including those with disabilities; assist in the development of adequate housing to meet the needs of low and moderate income households; conserve and improve the condition of housing and neighborhoods, including existing affordable housing; promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability; and preserve for lower income households the publicly assisted multifamily housing developments in each community.

Senate Bill 375

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. These regional targets are met within each region through the drafting, adoption, and implementation of a sustainable community strategy (SCS). The SCS outlines the region's plan for combining transportation resources, such as roads and mass transit, with a realistic land use pattern, in order to meet a state target for reducing greenhouse gas emissions. The strategy must take into account the region's housing needs, transportation demands, and protection of resource and farm lands. The Metropolitan Planning Organization (MPO) for each region is responsible for drafting, adoption and implementation of the SCS for that region. SB 375 also modified Housing Element Law to achieve consistency between the land use pattern outlined in the SCS and Regional Housing Needs Assessment allocation. The legislation also substantially improved cities' and counties' accountability for carrying out their housing element plans. After submitting the SCS to the California Air Resources Board, the MPO allocates the Regional Housing Needs Assessment numbers to localities, based on the development pattern shown in the SCS and the existing allocation factors in housing element law. SB 375 extended the duration of housing elements from 5 to 8 years in order to align them with RTP deadlines. One housing element will be completed for every two RTPs. The bill also set the housing element due date at 18 months after the MPO estimates it will adopt the SCS. The MPO for this region is the Southern California Association of Governments (SCAG).

Regional

Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The Southern California Association of Governments (SCAG) regional plans cover San Bernardino County, which includes the City, and five other counties within Southern California.

Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 Regional Transportation Plan (RTP) and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction

in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use and housing into transportation planning with an emphasis on transit and other nonvehicle transportation modes.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

Local

Ontario General Plan

The Ontario General Plan provides a framework for the City's physical, economic, social, and environmental development and addressing all geographic areas in the City and includes all the required elements of a general plan. California law requires that other local government programs be consistent with the general plan. Policies pertinent to population and housing include:

Policy CD2-2 *Neighborhood Design.* The City creates 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:

- A pattern of smaller, walkable blocks that promote access, activity, and safety
- Variable setbacks and parcel sizes for a diversity of housing types
- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable fire protection and traffic flows
- Landscaped parkways with sidewalks separated from the curb

Policy H1-1 *Housing Rehabilitation.* The City supports the rehabilitation, maintenance, and improvement of single-family, multiple-family, and mobile homes through code compliance, removal of blight where necessary, and provision of rehabilitation assistance where feasible.

Policy H1-2 *Neighborhood Conditions.* The City directs 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.

Policy H1-3 *Community Amenities.* The City shall provide adequate public services, infrastructure, open space, parking and traffic management, pedestrian and bicycle routes, and public safety for neighborhoods consistent with City master plans and neighborhood plans.

Policy H1-4 *Historical Preservation.* The City supports the preservation and enhancement of residential structures, properties, street designs, lot configurations, and other reminders of Ontario's past that are considered to be local historical or cultural resources.

Policy H1-5 *Neighborhood Identity.* The City strengthens neighborhood identity through parks and recreational outlets, sponsoring neighborhood events, and encouraging resident participation in the planning and improvement of their neighborhood.

Policy H2-1 *Corridor Housing.* The City revitalize transportation corridors by encouraging the production of higher density residential and mixed uses that are architecturally, functionally, and aesthetically suited to corridors.

Policy H2-2 *Historic Downtown.* The City foster a vibrant historic downtown through facilitating a wide range of housing types and affordability levels for households of all ages, housing preferences, and income levels.

Policy H2-3 *Ontario Airport Metro Center.* The City 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.

Policy H2-4 *New Model Colony.* The City support a premier lifestyle community in the New Model Colony, distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.

Policy H2-5 *Housing Design.* The City require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices, and other best practices.

Policy H2-6 *Infill Development.* The City support the revitalization of neighborhoods through the construction of higher density residential developments on underutilized residential and commercial sites.

Policy H5-1 *Senior Housing.* The City support the development of accessible and affordable senior housing and provide financial assistance for seniors to maintain and improve their homes.

Policy H5-2 *Family Housing.* The City 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.

Policy H5-3 *Disabled People.* The City increase the supply of permanent, affordable, and accessible housing for people with disabilities, and provide assistance to allow them to maintain and improve their homes.

Policy H5-4 *Homeless People*. The City partner with nonprofit partners to provide emergency shelters, transitional housing, permanent supportive housing, and supportive services for people who are homeless.

Policy H5-6 *Partnerships*. The City collaborate with nonprofit organizations, private developers, employers, government agencies, and other interested parties to develop affordable housing and provide support services.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on population/housing if it would do any of the following:

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere

Analytic Method

The programs and measures contained in the Regional Reduction Plan were compared to applicable housing policies to determine if any inconsistency exists.

Effects Not Found to Be Significant

Threshold	Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Implementation of the Regional Reduction Plan would not induce substantial population growth that could exceed local and regional growth projections either directly or indirectly. The project includes transit oriented development that has a residential component (On-Road-1) but this would not result in an increased demand for housing beyond what was already contemplated in the General Plan. The impacts from the housing and residents due to transit-oriented development under the Regional Reduction Plan are the same as the impacts already analyzed in the EIR for the General Plan. The Regional Reduction Plan would not result in any new additional impacts from those described in the EIR for the General Plan. Therefore, the impact of the Regional Reduction Plan would be ***less than significant***. No mitigation is required.

Threshold	Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

The Regional Reduction Plan includes transit oriented development that has a residential component (On-Road-1) but this would not displace existing housing. Implementation of the Regional Reduction Plan would include energy efficiency retrofits of existing housing, which would improve the living conditions within the retrofitted homes, but would not displace existing housing. There would be ***no impact***. Further analysis is not required.

Threshold	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The Regional Reduction Plan includes transit oriented development that has a residential component (On-Road-1) but this does not displace housing. Implementation of the Regional Reduction Plan would not displace people. There would be ***no impact***. Further analysis is not required.

Cumulative Impacts

Because the Regional Reduction Plan does not create significant impacts to population and housing at a project level, implementation of the Regional Reduction Plan will not create impacts that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

References

California Department of Finance. 2012. *Interim Population Projections for California and Its Counties 2010-2050*. http://www.dof.ca.gov/research/demographic/reports/projections/interim/view.php. Accessed August 2012.

Ontario, City of. 2010. *The Ontario General Plan*, January 27.

———. 2009a. *The Ontario General Plan Final Environmental Impact Report*, July.

———. 2009b. *The Ontario General Plan Re-circulated Portions of the Environmental Impact Report*, November.

Southern California Association of Governments (SCAG). 2012. *Regional Transportation Plan/SCS*. April.

———. 2009. *2008 Regional Comprehensive Plan*.

———. 2004. *Southern California Compass Growth Visioning*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

U.S. Census Bureau. 2011. 2010 Census. State & County QuickFacts. http://censtats.census.gov/qfd/states/.

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.13.14 Public Services

This section of the EIR analyzes the potential environmental effects on public services (fire protection and emergency medical response services, police protection services, schools, and libraries) in the City of Ontario from implementation of the Regional Reduction Plan. Park services are addressed in Section 4.13.15 (Recreation). Public and private utilities and service systems, including water, wastewater, and solid waste services and systems, are addressed in Section 4.13.17 (Utilities/Service Systems). Data for this section were taken from the Ontario General Plan (2010) and associated environmental documents (2009a and 2009b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing public services were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Fire Protection and Emergency Medical Response Services

San Bernardino County Fire Department

The San Bernardino County Fire Department is responsible for firefighting operations within San Bernardino County and coordinates with the City of Ontario Fire Department for local needs within the City. The Office of Emergency Services (OES), a division within the San Bernardino County Fire Department is responsible for broad emergency services coordination throughout the county, including the City of Ontario. OES looks broadly at emergency responses affecting the region. The goal of the OES is to improve public and private sector readiness, and to mitigate local impacts resulting from natural or man-made emergencies through disaster preparedness planning and appropriate response efforts with city departments and local and state agencies. While OES does not directly manage field operations, it manages an Incident Command Post to ensure coordination of emergency response and recovery efforts through its day-to-day program management and during an incident/disaster. The division also manages and operates the Emergency Operations Center (EOC), which is the primary coordination point for major emergencies. In the event of an incident requiring complex coordination, preselected and trained responders report to the San Bernardino County Operational Area EOC. The 100-plus responders have been trained to perform specific functions designated under the Standardized Emergency Management System to coordinate emergency management of disasters. These responders are available 24 hours a day 7 days a week. OES conducts annual exercises in the EOC to test the readiness of various types of disasters and large-scale emergencies.

Ontario Fire Department

The City of Ontario Fire Department has eight stations, each with its own fire district, that serve the City's 173,690 residents. The Ontario Fire Department employs a total of 132 sworn personnel, with 7 support staff and 4 administrative personnel. Each station has one fire engine and one company (4 personnel) on duty at any given time. The location of the police and fire stations are shown in Figure 4.13.14-1 (Fire and Police Station Locations).

California Emergency Medical Service Authority (EMSA)

The California Emergency Medical Service Authority (EMSA) is responsible for coordinating the planning, development, and implementation of 32 local Emergency Management Services systems throughout California. EMSA has established a standard response time not to exceed 5 minutes at least 90 percent of the time from receipt of the emergency call to on-scene-arrival for basic life support and CPR-capable first responder. Advanced life support response should not exceed 8 minutes at least 90 percent of the time, which is lower than National Fire Protection Association (NFPA) standards.

Police Protection Services

San Bernardino County Sheriff's Department

The San Bernardino County Sheriff's Department is the regional law enforcement agency in San Bernardino County. The City of Ontario has its own police department that has jurisdiction within the City limits but will coordinate with the San Bernardino County Sheriff's Department on law enforcement actions that are regional or require inter-jurisdictional coordination.

Ontario Police Department

The Ontario Police Department is a full-service police agency providing a wide range of crime suppression, education, and prevention services to the community. The Ontario Police Department has three main service bureaus: the Uniform Bureau, Investigations Bureau, and Service 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.

Schools

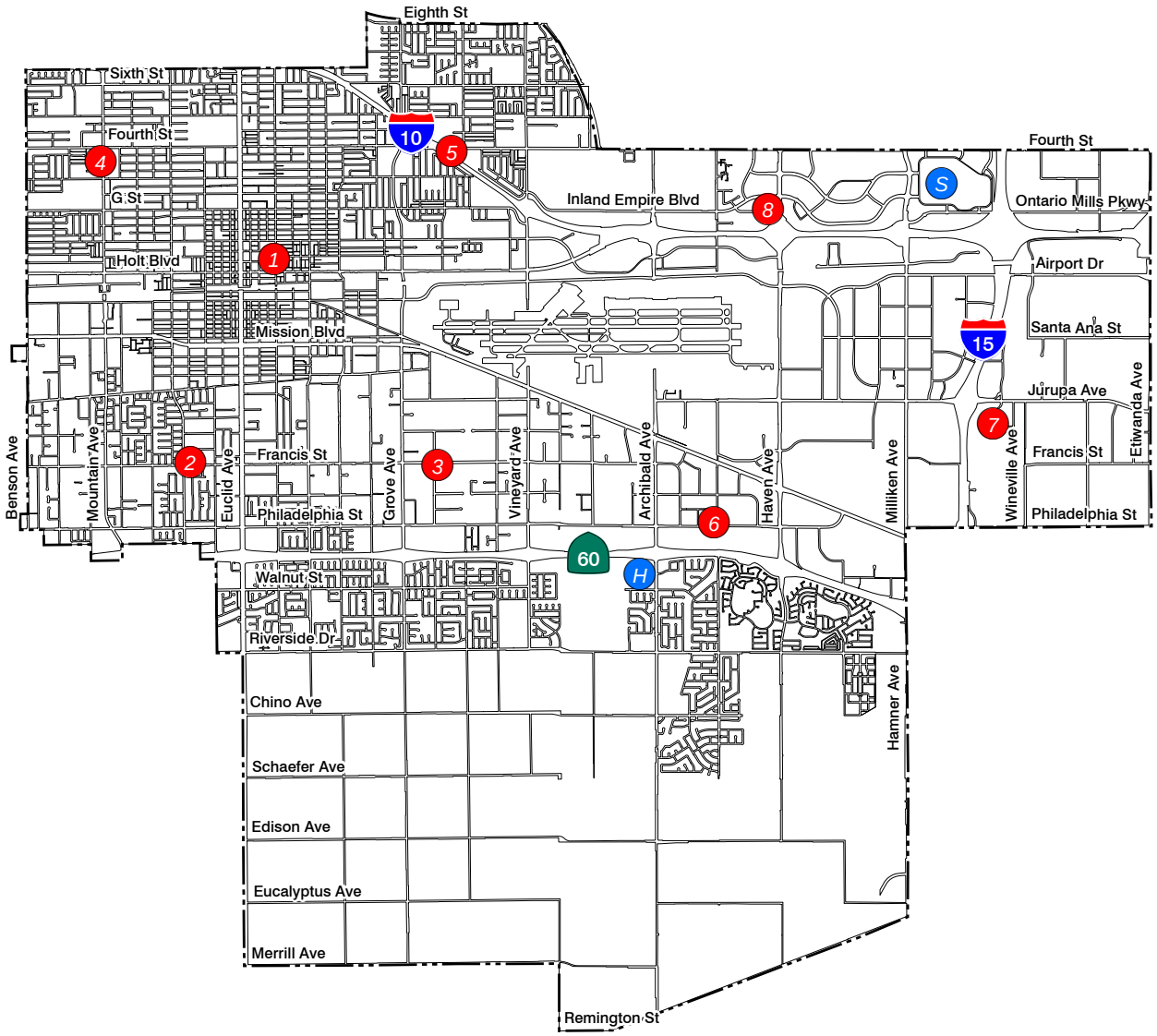
Local School Districts

There are 36 public schools and ten private schools in the City of Ontario providing through 12 grade education. Figure 4.13.14-2 (Ontario School Districts) shows the jurisdictions of the school districts within Ontario. Chaffey Joint Union High School District (CJUHSD) oversees all 5 of the high schools. Ontario-Montclair School District (OMSD) serves the western portion of the City and provides the majority (23) of the elementary and middle schools. Cucamonga School District (CSD) has 1 school (The Ontario Center School) within the City's boundaries. Mountain View School District (MVSD) has 4 elementary and middle schools in Ontario. Chino Valley Unified School District (CVUSD) has 3 elementary and middle schools in Ontario.

Libraries

City of Ontario Public Libraries

The Ontario City Council appoints a Board of Trustees that is responsible for the services and activities of the library. The library system has a main library and one branch library: the Main Library at 215 East C Street and the Colony High Branch Library at 3850 East Riverside Drive. The locations of these libraries are shown in Figure 4.13.14-3 (Ontario Public Libraries).



Fire Station

H - Headquarters

T - Fire Training Facility

Police Station

H - Headquarters
S - Substation

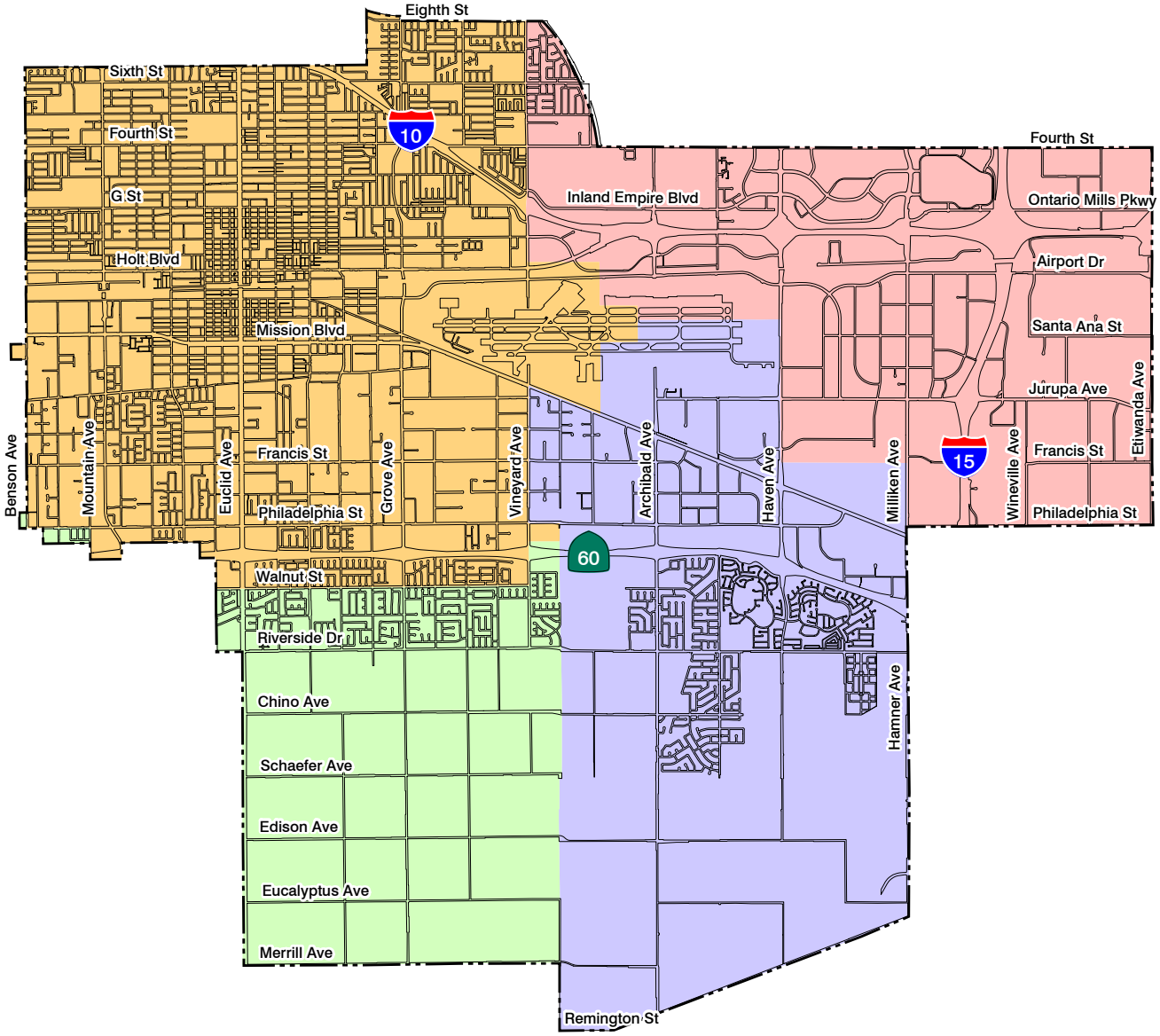
0 7,500

NORTH
SCALE IN FEET

Source: The Ontario Plan FEIR, 2009.

Figure 4.13.14-1
Police and Fire Station Locations

ATKINS



Ontario-Montclair Elementary School District

Cucamonga Elementary School District

Mountain View Elementary School District

Chino Valley Unified School District

Note: The Chaffey Joint Union High School District covers the entire City of Ontario.

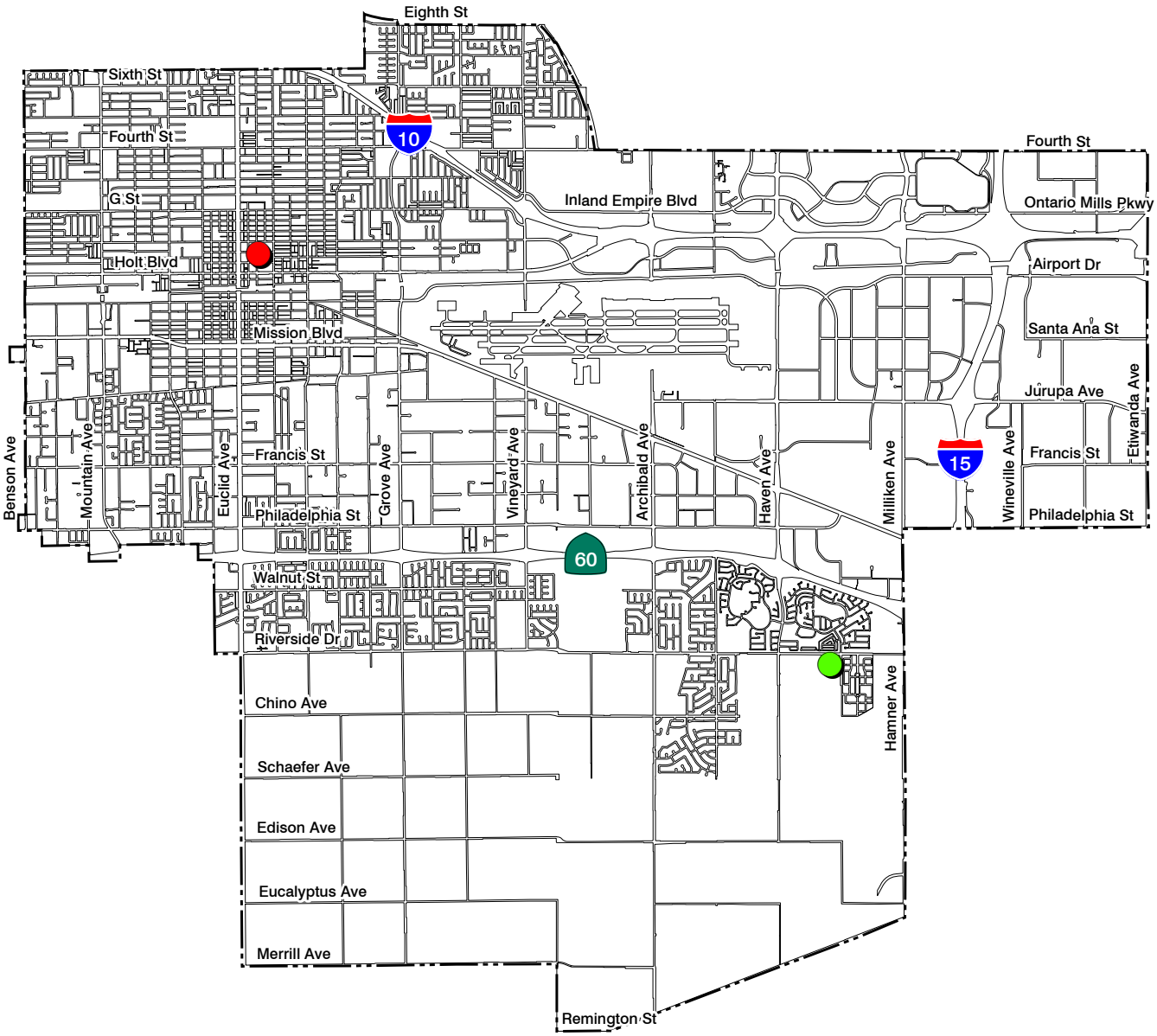
0 7,500

NORTH
SCALE IN FEET

Source: The Ontario Plan FEIR, 2009.

Figure 4.13.14-2
Ontario School Districts

ATKINS



Main Library

Colony High Branch Library

NORTH
NOT TO SCALE

Source: The Ontario Plan FEIR, 2009.

Figure 4.13.14-3
Ontario Public Libraries

ATKINS

100029894 | San Bernardino County Regional GHG Reduction Plan EIR

The library system provides the citizens of Ontario with over 184,000 books, 450 magazine subscriptions, 25 newspaper subscriptions, 14,000 videocassettes, 2,500 compact discs, a government document depository, and pamphlet files. The Ontario library system is also a member of the Inland Library System, which includes 19 independent libraries and other resources in San Bernardino, Riverside, and Inyo Counties. This allows Ontario library members to use the interlibrary loan between the participating libraries.

The City of Ontario uses a rough standard of 0.6 square foot (sf) per capita for determining library needs. The current facilities total 72,000 sf (a 58,000 sf main library and a 14,000 sf branch library). The approximate current population of Ontario is 173,690. At 0.6 sf per capita, this would require about 104,214 sf of library space.

Regulatory Framework

Public services within the City of Ontario tend to grow proportionally with the population. Recent economic constraints have caused the City to prioritize emergency services such as fire and police protection, keeping these services in pace on a per capita basis with population growth. The following discussion of regulations helps to understand how public services are evaluated.

Federal

Federal Fire Protection Standards

National Fire Protection Association Code 1710, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments

The NFPA Code contains minimum requirements relating to the organization and deployment of fire suppression operations, emergency medical operations, and special operations to the public by substantially all career fire departments. The requirements address functions and objectives of fire department emergency service delivery, response capabilities, and resources. The code also contains general requirements for managing resources and systems, such as health and safety, incident management, training, communications, and pre-incident planning. The code addresses the strategic and system issues involving the organization, operation, and deployment of a fire department and does not address tactical operations at a specific emergency incident.

State

California Education Codes

California Senate Bill 50 modifies Government Code Section 65995 to limit the acquisition of development fees by local agencies to three levels set in Government Code Sections 65995, 65995.5, and 65995.7 and prohibits a local agencies from denying a legislative or adjudicative action under CEQA involving real estate development on the basis of the inadequacy of school facilities.

California Education Code Section 17620 gives school districts the authority to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the

purpose of funding the construction or reconstruction of school facilities, subject to any limitations set forth in Government Code Title 7, Division 1, Chapter 4.9 (commencing with Section 65995).

California Education Code Sections 18900–18965, adopted in Ontario through Section 1, Ordinance 103, allow the City of Ontario to operate its library system separately from the county through a Board of Trustees appointed by the Ontario City Council.

Regional

There are no regional regulations applicable to public services.

Local

City of Ontario Municipal Code

In 2005 The City of Ontario provided the City of Ontario Development Impact Fee Calculation and Nexus Fee Schedules within the City's Municipal Code. The Development Impact Fee Calculation and Nexus Fee Schedules are used to determine the fee charged for new development within the City to pay for new public services such as fire and police protection services.

Ontario General Plan

The Ontario General Plan provides a framework for the City's physical, economic, social, and environmental development and addressing all geographic areas in the City and includes all the required elements of a general plan. California law requires that other local government programs be consistent with the general plan. Policies pertinent to public services[16] include:

Policy S3-1 *Prevention Services.* The City proactively mitigates or reduces the negative effects of fire, hazardous materials release, and structural collapse by implementing the adopted Fire Code.

Policy S3-2 *Community Outreach.* The City provides education to local schools and community groups to promote personal and public safety.

Policy S3-3 *Fire and Emergency Medical Services.* The City maintains sufficient fire stations, equipment, and staffing to respond effectively to emergencies.

Policy S3-4 *Special Team Services.* The City maintains effective special rescue services.

Policy S3-5 *Emergency Communication Services.* The City maintains a 9-1-1 emergency communication and dispatch center

Policy S3-6 *Interagency Cooperation.* In order to back up and supplement our capabilities to respond to emergencies, the City participates in the California Fire Rescue and Mutual Aid Plan.

Policy S3-7 *Water Supply and System Redundancy.* The City monitors our water system to manage firefighting water supplies.

[16] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Policy S3-8 *Fire Prevention through Environmental Design.* The City requires new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings.

Policy S7-1 *Police Unit Response.* The City responds to calls requiring service in a timely manner.

Policy S7-2 *Community Oriented Problem Solving (COPS).* We support and maintain the mission of COPS to identify and resolve community problems.

Policy S7-3 *Prevention Services.* The City provides crime prevention programs targeted to youth, parents, seniors, businesses, and neighborhoods.

Policy S7-4 *Crime Prevention through Environmental Design (CPTED).* The City requires new development to incorporate CPTED in the design of streetscapes, sites, open spaces and buildings.

Policy S7-5 *Interdepartmental Coordination.* The City utilizes all City departments to help reduce crime and promote public safety.

Policy S7-6 *Partnerships.* The City partners with other local, state, and federal law enforcement agencies and private security providers to enhance law enforcement service to Ontario.

Policy S7-7 *Resource Allocation.* The City analyzes crime data to evaluate the effectiveness of crime prevention and reduction strategies and allocate resources accordingly.

Policy S8-1 *State and Federal.* The City maintains emergency management programs that meet the requirements of the State Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS).

Policy S8-2 *Emergency Management Plans.* The City maintains updates and adopts the Emergency Operations Plan (EOP) and the Hazard Mitigation Plan (HMP).

Policy SR2-1 *Educational Partners.* The City partners with educational institutions throughout the region in order to expand the range and quality of educational offerings available to the community.

Policy SR2-3 *Joint Use of Facilities.* The City partners with public and private educational institutions to jointly use facilities for both City and educational purposes.

Policy SR2-4 *Access to Schools.* The City works with local and regional partners to improve the safety in and around schools and improve access for citizens of all ages and abilities to schools and community services.

Policy SR2-5 *School Facilities.* The City plans and coordinates with school districts for designing and locating school facilities to meet the City's goals, such as for health, walkability, and safety, and to minimize impacts to existing neighborhoods.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on public services if it would do any of the following:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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 any of the following public services:
  - Fire protection and emergency medical response
  - Police protection
  - Schools
  - Libraries

Analytic Method

The programs and measures contained in the Regional Reduction Plan were compared to applicable public service policies to determine if any inconsistency exists.

Effects Not Found to Be Significant

Threshold	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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 protection and emergency medical response?

The Regional Reduction Plan would not increase resident population in the City. Demand for fire protection services is based on population. The nature of the project would not affect the demand for fire services. Therefore, there would be ***no impact***. No further analysis is required.

Threshold	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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 police protection?

The Regional Reduction Plan would not increase resident population in the City. Demand for police protection services is based on population. The nature of the project would not affect the demand for police services. Therefore, there would be ***no impact***. No further analysis is required.

Threshold	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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 schools?

The Regional Reduction Plan would not increase resident population in the City. Demand for schools and school services is based on population. The nature of the project would not affect the demand for schools or school services. Therefore, there would be ***no impact***. No further analysis is required.

Threshold	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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 libraries?

The Regional Reduction Plan would not increase resident population in the City. Demand for public services is based on population. The nature of the project would not affect the demand for public services. Therefore, there would be ***no impact***. No further analysis is required.

Cumulative Impacts

Because the Regional Reduction Plan does not create significant impacts to public services at a project level, implementation of the Regional Reduction Plan will not create impacts that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

References

National Fire Protection Association (NFPA). 2013. NFPA 1710 website. http://www.nfpa.org/aboutthecodes/AboutTheCodes.asp?DocNum=1710 (accessed February 20, 2013).

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.13.15 Recreation

This section of the EIR analyzes the potential environmental effects on public parks and other recreational facilities in the City of Ontario from implementation of the Regional Reduction Plan. Data for this section were taken from the Ontario General Plan (2010) and associated environmental documents (2009a and 2009b). Full reference-list entries for all cited materials are provided at the end of this section.

One comment letter stating that the Regional Reduction Plan should include a comprehensive regional bicycle path master plan was received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Parks and Recreational Facilities in the City of Ontario

The City of Ontario provides a variety of recreational opportunities in the City and nearby open space areas, including City parks, county parks, community centers, school recreation facilities, private parks, private golf courses, and recreational trails for bicycles, horses, and hiking. Open space provides many benefits to the community, including park and recreation areas, recreational trails, conservation of natural and significant resources, buffers between land uses, and the preservation of scenic views. The City of Ontario has convenient access to several active and passive open space areas. Active recreation areas typically include facilities such as tailored playing surfaces, buildings, parking areas, and similar modifications to a natural site. Passive recreation areas accommodate less-structured recreational pursuits and typically include minor modifications such as trails, service vehicle access improvements, enhanced landscape materials, and similar nonintrusive changes to the site. Figure 4.13.15-1 (Existing and Proposed Park Facilities) shows the location of existing and future parklands in and around the City.

Figure 4.13.15-2 (Multipurpose Trails and Bikeway Corridor Plan) depicts the current trail system in the City of Ontario and the proposed trails and parkways in the NMC. Current trail opportunities are in the northern portions of the City (north of Riverside Drive). City and private trails are localized in the northeastern corner of the intersection at Philadelphia Street and Benson Avenue in the City. There are approximately 3.7 miles of equestrian trails in neighborhoods north of Benson Avenue and Francis Street. The West Cucamonga Creek Trail provides 1.3 miles of equestrian trails and 2.4 miles of paved hiking and bicycle trails. In addition, the Home Briggs Memorial Park provides equestrian facilities.

Greenways allow for recreational access and open space. The City of Ontario has numerous greenways that range approximately 15 linear miles. Most trail use is restricted to flood control channels and other informal trails. A number of greenways are utility easements interspersed throughout the City. However, greenway utility easements are not linked to the larger regional trails network. The Euclid Avenue Parkway is a 35-acre greenbelt, stretching the entire length of the City. In addition, Mission Boulevard provides a 66-acre undeveloped greenway that transverses the City.

Regulatory Framework

A variety of National Forests, state recreational areas, regional parks, and local recreational opportunities exist in the region. The following section describes the regulatory framework and current recreational opportunities in and near the City of Ontario.

Federal

United States National Park Service

The National Park Service was founded in 1916 to maintain and care for the 400 national parks within the United States. The closest National Park is over 100 miles from the City of Ontario.

United States Forest Service and National Forests

Established in 1905, the Forest Service is an agency of the U.S. Department of Agriculture. The Forest Service manages public lands in national forests and grasslands. The San Bernardino National Forest is the nearest maintained national recreational area within the region.

San Bernardino National Forest

San Bernardino National Forest (SBNF) is northeast of Ontario. It is situated in the San Gabriel, San Bernardino, San Jacinto, and Santa Rosa mountains and includes the vacation resort areas of Big Bear Lake, Lake Arrowhead, Mount San Jacinto, and the San Gorgonio Wilderness. The US Forest Service manages the 665,753-acre SBNF, 456,928 acres of which are in San Bernardino County. The SBNF consists of 500 miles of trails. Aside from camping, SBNF provides outdoor activities like hunting, fishing, recreational shooting, hiking, backpacking, mountain biking, horseback riding, and boating in the warmer months; and cross-country skiing, snowboarding, and snowmobiling in the winter months. Also associated with SBNF activities are volunteer organizations and trails associations.

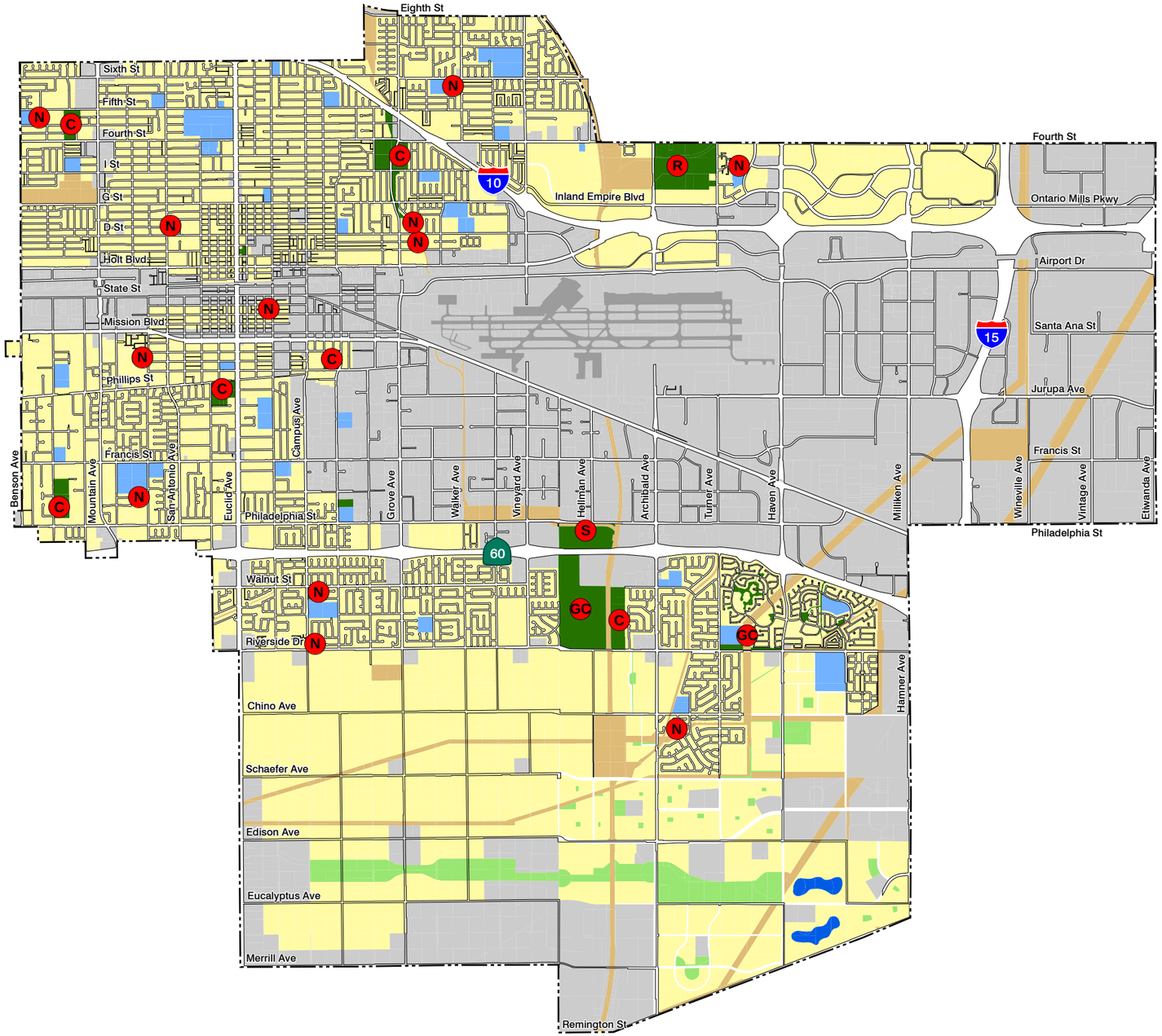
State

Quimby Act

The Quimby Act (California Government Code 66477) is state legislation that requires the dedication of land and/or fees for park and recreational purposes as a condition of approval of tentative map or parcel map. The Quimby Act establishes procedures that can be used by local jurisdictions to provide neighborhood and community parks and recreational facilities and services for new residential subdivisions.

California Department of Park and Recreation and State Parks

California Department of Parks and Recreation maintains 280 state park units throughout California. State Parks within the region includes the Silverwood Lake and Chino Hills State Recreational Areas.



Residential
Nonresidential
Schools*
Water*
Green Belt/Drainage/
Other Open Space
Proposed Parks/Recreation*
Existing Parks/Recreation

Existing
R = Regional
C = Community
N = Neighborhood
GC = Golf Course
S = Special Use Parks

*Parks, schools, and water in New Model Colony are conceptual and will be detailed in required specific plans.

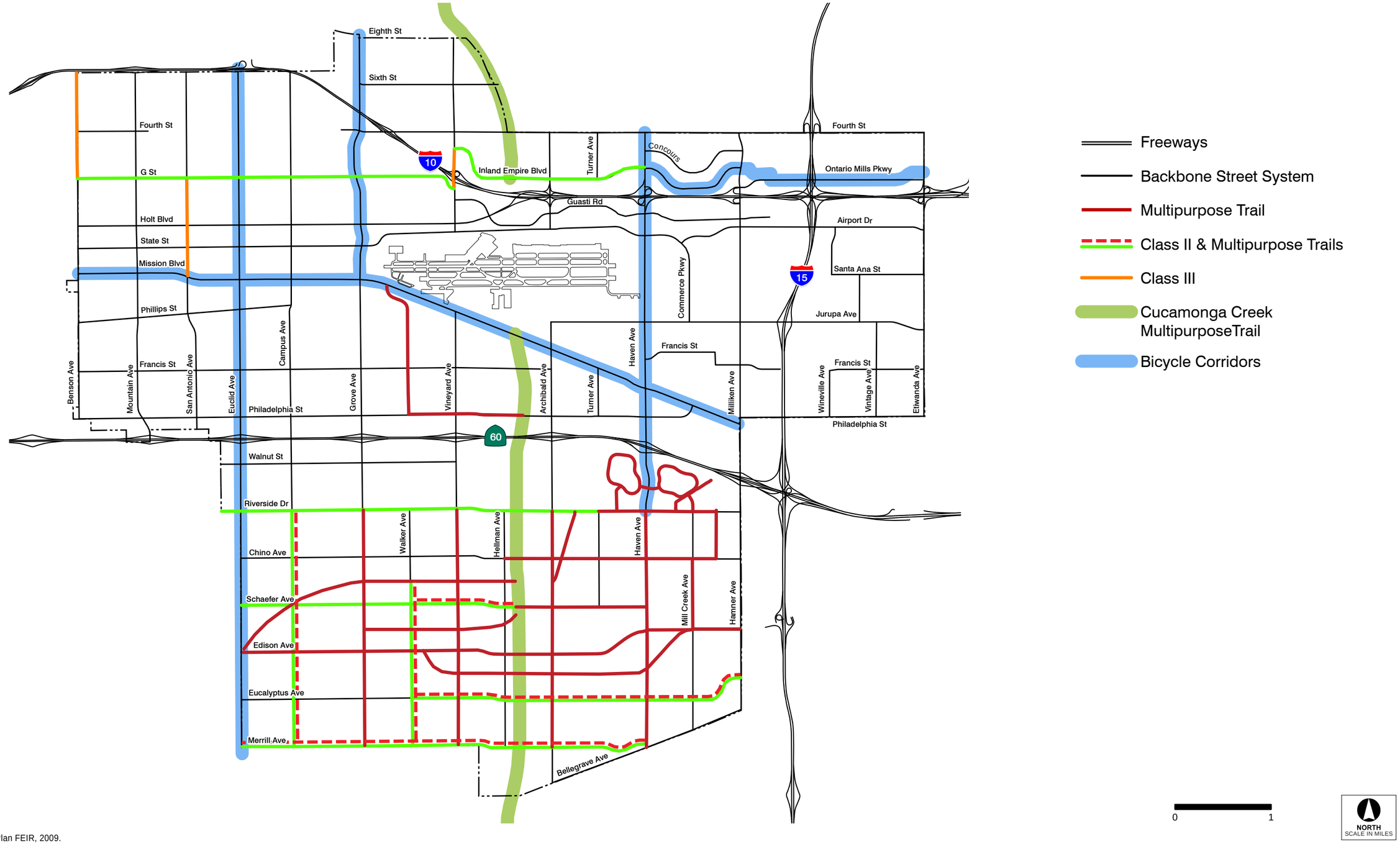
0 1

NORTH
SCALE IN MILES

Source: The Ontatio Plan FEIR, 2009.

Figure 4.13.15-1
Existing and Proposed Park Facilities

ATKINS



Source: The Ontatio Plan FEIR, 2009.

Figure 4.13.15-2

Multipurpose Trails and Bikeway Corridor Plan

ATKINS

Silverwood Lake State Recreation Area

Silverwood Lake State Recreation Area is adjacent to the SBNF, along Highway 138, approximately 35 miles northeast of Ontario. Silverwood Lake was formed by the 249-foot Cedar Springs Dam, and at 3,350 feet, it is the highest reservoir in the State Water Project. Silverwood Lake State Recreation Area is approximately 2,000 acres, and includes a stretch of the Pacific Crest Trail, which is a national scenic trail spanning 2,650 miles from Mexico to Canada. Activities at Silverwood Lake State Recreation Area include camping, hiking trails, swimming, boating, waterskiing, and fishing. Silverwood Lake State Recreation Area is managed by the California State Parks Department.

Chino Hills State Recreation Area

Chino Hills State Recreation Area is approximately 15 miles southwest of Ontario, off of State Route 91 (SR-91) to Highway 71 North. This state park encompasses approximately 12,452 acres and accommodates such activities as hiking, biking, horseback riding, and camping.

Regional

San Bernardino County Regional Parks Division

The San Bernardino County Regional Parks is administered by the San Bernardino County Regional Parks Division and the San Bernardino County Regional Parks Advisory Commission. The seven-member commission provides a citizen body responsible to communities and the people of San Bernardino County to recommend policy regarding the development and operation of a well-balanced system of Regional Parks. The Regional Parks Commission oversees the establishment and administration of appropriate policies and informs the County Board of Supervisors of activities related to the Regional Parks Department. Regional Parks in the vicinity of the City of Ontario include the Cucamonga-Guasti and Prado Regional Parks. The Santa Ana River Trail is a multi-agency administered regional recreational trail system. San Bernardino County Regional Parks Division is responsible for the 18 miles of trail running through the County between the SBNF boundary and the Riverside and Orange County boundary lines.

Cucamonga-Guasti Regional Park

The Cucamonga-Guasti Park is a day-use park near the Ontario Convention Center, Ontario Mills, and Los Angeles/Ontario International Airport (LAONT). Cucamonga-Guasti Park consists of approximately of 180 acres and offers two lakes, a swim complex, water slide, splash pool, vineyards, and hiking trails. The park offers activities such as swimming, fishing, hiking, mountain biking, boating, volleyball, picnicking, and various other activities.

Prado Regional Park

Prado Regional Park is on Highway 83, south of Highway 60 and north of Highway 91 in Chino. The regional park encompasses approximately 2,000 acres and includes such activities as fishing, picnics, horseback riding, camping, golf, hiking, and an Olympic shooting range. Facilities include a dog training facility, showers, restrooms, public phones, groceries, grills and fire rings, picnic tables and shelters, and a 1.6-acre play area facility.

Santa Ana River Trail

The Santa Ana River Trail is a developing corridor trail system south and east of the City of Ontario within the Santa Ana River Wash. This regional trail is 110 miles long, extending from the Heart Bar Ranch area in the San Bernardino National Forest to the Pacific Ocean. The trail crosses 33 miles of the SBNF and covers 18 miles within San Bernardino County. The San Bernardino County Regional Parks Division is currently improving 11 miles of the trail in three phases: Phase I consists of the trail portions from the Riverside/San Bernardino County line to La Cadena Drive for 3.3 miles, Phase II consists of the trail portions from La Cadena Drive to Waterman Avenue for 3.5 miles, and Phase III consists of the trail portions from Waterman Avenue to Alabama Street for 4.5 miles. Phase III of the Santa Ana River Trail would be south of the City along the Santa Ana River.

Local

City of Ontario Municipal Code

Title 9 (Development Code), Chapter 1 (Zoning and Land Use Requirements), allows the City to provide a guide for physical development that preserves the character and quality of existing neighborhoods; ensures the provision of adequate open space for light, air circulation, and visual relief from the built environment; establishes standards and guidelines promoting quality development; ensures that new development will not overtax the capacity of community facilities and services; ensures that neighborhoods are designed to protect natural features; and provides requirements for open space and recreation facilities for City residents. Chapter 2 (Subdivision Regulations), Article 15 (Park Dedications and In-Lieu Fee Regulations), establishes park and recreation dedication and fees, standards for determining park dedication/maximum requirement, and the maximum amount of parkland required for any subdivision (3 acres per 1,000 people).

Title 10 (Parks and Recreation), Chapter 1 (Parks, Parkways and Recreation, and Trails), establishes the Recreation Commission, which has the right to grant and repeal permits. Chapter 1 indentifies uses or activities that are permitted and codifies City parks for the use and enjoyment of all persons in the pursuit of recreation, whether active or passive. Chapter 2 (Parkway Trees) includes requirements for maintenance and removal of parkway trees and establishes the varieties; minimum size; and methods for locating, planting, caring for, preserving, and protecting the trees.

Ontario General Plan

The Ontario General Plan policies that are applicable to public parks and recreational facilities[17] are as follows:

Policy PR1-1 *Access to Parks.* The City strives to provide a park and/or recreational facility within walking distance (¼ mile) of every residence.

Policy PR1-2 *Adjacency to Schools.* The City examines locating parks adjacent to school sites to promote joint-use opportunities.

[17] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Policy PR1-4 *Joint-Use Opportunities.* In areas where there is a need but no City recreational facility, we explore joint-use opportunities (e.g., school sites).

Policy PR1-5 *Acreage Standard.* The City strives to provide 5 acres of parkland per 1,000 residents.

Policy PR1-6 *Private Parks.* We require development to provide a minimum of 2 acres of developed park space per 1,000 residents.

Policy PR1-7 *Special Needs/Universal Design.* The City attempts to provide recreational opportunities at parks for people of all ages and abilities.

Policy PR1-8 *Renovation.* The City examines renovating existing facilities prior to building replacement facilities.

Policy PR1-9 *Phased Development.* We require parks be built in new communities before a significant proportion of residents move in.

Policy PR1-10 *Master Plans for Individual Park Facilities.* The City requires an individual park master plan for parks in excess of 10 acres.

Policy PR1-11 *Environmental Function of Parks.* The City requires new parks to meet environmental management objectives.

Policy PR1-12 *Trails.* The City promotes connections between parks and local trails, including those managed by other public agencies.

Policy PR1-13 *Equestrian Trails.* The City requires the design and construction of equestrian trails in Rural Residential–designated areas.

Policy PR1-14 *Multifamily Residential Developments.* The City requires that new multifamily residential developments of five or more units provide on-site recreational facilities or open space, in addition to paying adopted impact fees.

Policy PR2-1 *Participation.* The City programs park facilities to maximize utilization and participation while considering park size, location, and population served.

Policy PR2-2 *Needs Assessment.* The City tracks the needs and priorities for recreational programming and look for ways to meet demand.

Policy PR2-3 *Community Involvement.* The City involves the local community in planning programs for neighborhood and community park facilities.

Policy PR2-4 *Access to Programs.* The City provides a range of program opportunities for residents of all income levels.

Policy PR2-5 *Partnerships.* The City partners with local and regional agencies, nonprofit organizations, and the private sector to provide a comprehensive range of recreational programs.

Policy M2-1 *Bikeway Plan.* The City maintains our Multipurpose Trails and Bikeway Corridor Plan to create a comprehensive system of on- and off-street bikeways that connect residential areas, businesses, schools, parks, and other key destination points.

Policy M2-2 *Bicycle System.* The City provides off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances.

Policy M2-3 *Pedestrian Walkways.* The City requires walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.

Policy M2-4 *Network Opportunities.* The City explores opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on recreation if it would do any of the following:

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

Analytic Method

The programs and measures contained in the Regional Reduction Plan were reviewed for potential impacts to parks, recreational facilities in and near the City of Ontario.

Effects Not Found to Be Significant

Threshold	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The Regional Reduction Plan would not increase resident population in the City. Demand for parks and recreational facilities are based on population. The nature of the project would not affect the demand for recreational facilities. Therefore, there would be ***no impact***. Further analysis is not required.

Threshold	Would the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

The Regional Reduction Plan does not include recreational facilities. Therefore, there would be ***no impact***. Further analysis is not required.

Cumulative Impacts

Because the Regional Reduction Plan does not create significant impacts to recreation at a project level, implementation of the Regional Reduction Plan will not create impacts that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

References

Ontario, City of. 2009a. *The Ontario General Plan Final Environmental Impact Report*, July.

———. 2009b. *The Ontario General Plan Re-circulated Portions of the Environmental Impact Report*, November.

———. 2010. *The Ontario General Plan*, January 27.

———. n.d. *City of Ontario Municipal Code*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.13.16 Transportation/Traffic

This section of the EIR analyzes the potential environmental effects on transportation/traffic in the City of Ontario from implementation of the Regional Reduction Plan. Data for this section were taken from the Ontario General Plan (2010), associated environmental documents (2009a and 2009b), the Southern California Association of Governments (SCAG) Regional Transportation Plan and SCS (2012), the SCAG Regional Comprehensive Plan (2009), the San Bernardino Associated Governments (SANBAG) Congestion Management Program (2011), the SANBAG Passenger Rail Short-Range Transit Plan (2007), and the San Bernardino County Non-Motorized Transportation Plan (2011). Full reference-list entries for all cited materials are provided at the end of this section.

One comment letter stating that the Regional Reduction Plan should include a comprehensive regional bicycle path master plan was received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Existing Transportation Network

The City of Ontario circulation system includes three freeways, an international airport, two railroad main lines of the Union Pacific Railroad (UPRR) and one Southern California Regional Rail Authority (SCRRA) rail line, and a system of arterial and local streets.

Roadway Network

The City of Ontario has the following roadway classifications for local roadways within the City:

- **Divided Arterials** accommodate four to six lanes of traffic, with a median. These facilities are the principal thoroughfares through the City. They are intended to carry high traffic volumes, and driveway access is limited in order to provide for efficient flow of high-volume traffic.
- **Standard Arterials** accommodate four lanes of traffic, with or without a median. They are also designed to carry high volumes of traffic. These facilities provide access to major destinations in the City, and serve as links between the divided arterials and the collector streets. Driveway access is limited where possible, to allow for efficient traffic flows.
- **Collector Streets** are two- to four-lane roadways that connect local streets to arterials. These facilities are designed to carry lower volumes of traffic, provide access to major developments, and allow travel between areas of the City.
- **Local Streets** are two-lane streets designed to provide access to local neighborhoods and individual properties. The City has two different cross-sections for local streets, although the configuration and purpose is the same for both.
- **Local Industrial Streets** are two-lane streets designed to provide access in industrial areas and to accommodate a higher percentage of truck traffic than to other local streets.

Figure 4.13.16-1 (Functional Roadway Classification Plan) shows the various roadway classifications.

Trucks

The City has designated certain roadways as truck routes within the City. In addition to the City's routes, the State of California has identified Mission Boulevard and parts of Milliken Avenue and Jurupa Street as extralegal load limit streets.

Rail Lines and Crossings

Two major east/west freight lines traverse the City of Ontario. A third east/west line runs just north of the northern boundary of the City. The northern route through the City is the UPRR Alhambra Subdivision Line, which begins at the Ports of Los Angeles/Long Beach, then runs through Los Angeles, Pomona, Colton, and to points farther east. The southern route is the UPRR Los Angeles Subdivision Line, which also begins at the Ports of Los Angeles/Long Beach and runs through Pomona, but travels southeast to Riverside and points farther east.

The UPRR main lines run parallel to each other from the western boundary of the City to Campus Avenue. The Alhambra Subdivision Line continues to the east along the northern boundary of Los Angeles/Ontario International Airport (LAONT) north of Airport Drive, and the Los Angeles Subdivision Line runs southeast along the south side of LAONT and the north side of Mission Avenue. Metrolink's Riverside County Line runs on the southern tracks and the Amtrak Sunset Limited runs on the northern tracks. The rail line that traverses north of the City is the SCRRA line, on which Metrolink's San Bernardino Line operates. The Burlington Northern Santa Fe railroad has trackage rights on that line.

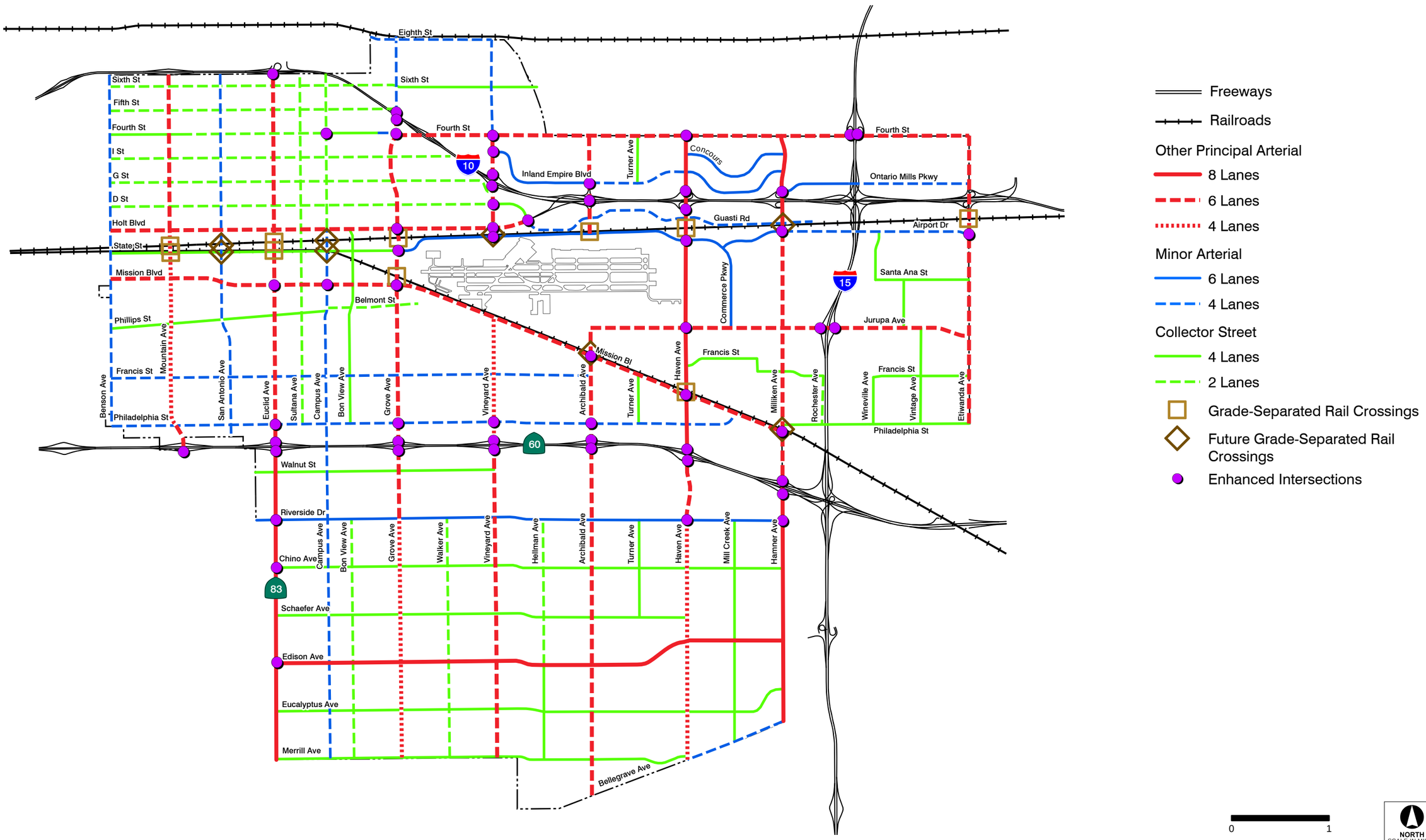
Both UPRR tracks are grade separated at Mountain Avenue and Euclid Avenue in the western portion of the City. The northern tracks are grade separated at Grove Avenue, Archibald Avenue, and Haven Avenue. The southern tracks are grade-separated at Grove Avenue and Haven Avenue.

Transit

Metrolink

Commuter train service in the City of Ontario is provided by Metrolink, which operates six commuter rail lines throughout Southern California. The Riverside County Line runs between Los Angeles Union Station and downtown Riverside on Mondays through Fridays between 4:30 AM and 8:00 PM, passing through Ontario. There is no Metrolink service on this line on Saturdays or Sundays. There is one Metrolink station in Ontario, off of Haven Avenue on Francis Street. This station is served by Omnitrans Bus Route 81. The Metrolink San Bernardino line is less than a mile north of the northern city limit of Ontario. Nearby stations on this line are at Milliken Avenue and Campus Avenue. The three existing Metrolink stations are shown in Figure 4.13.16-2 (Existing Transit Routes and Transfer Centers).

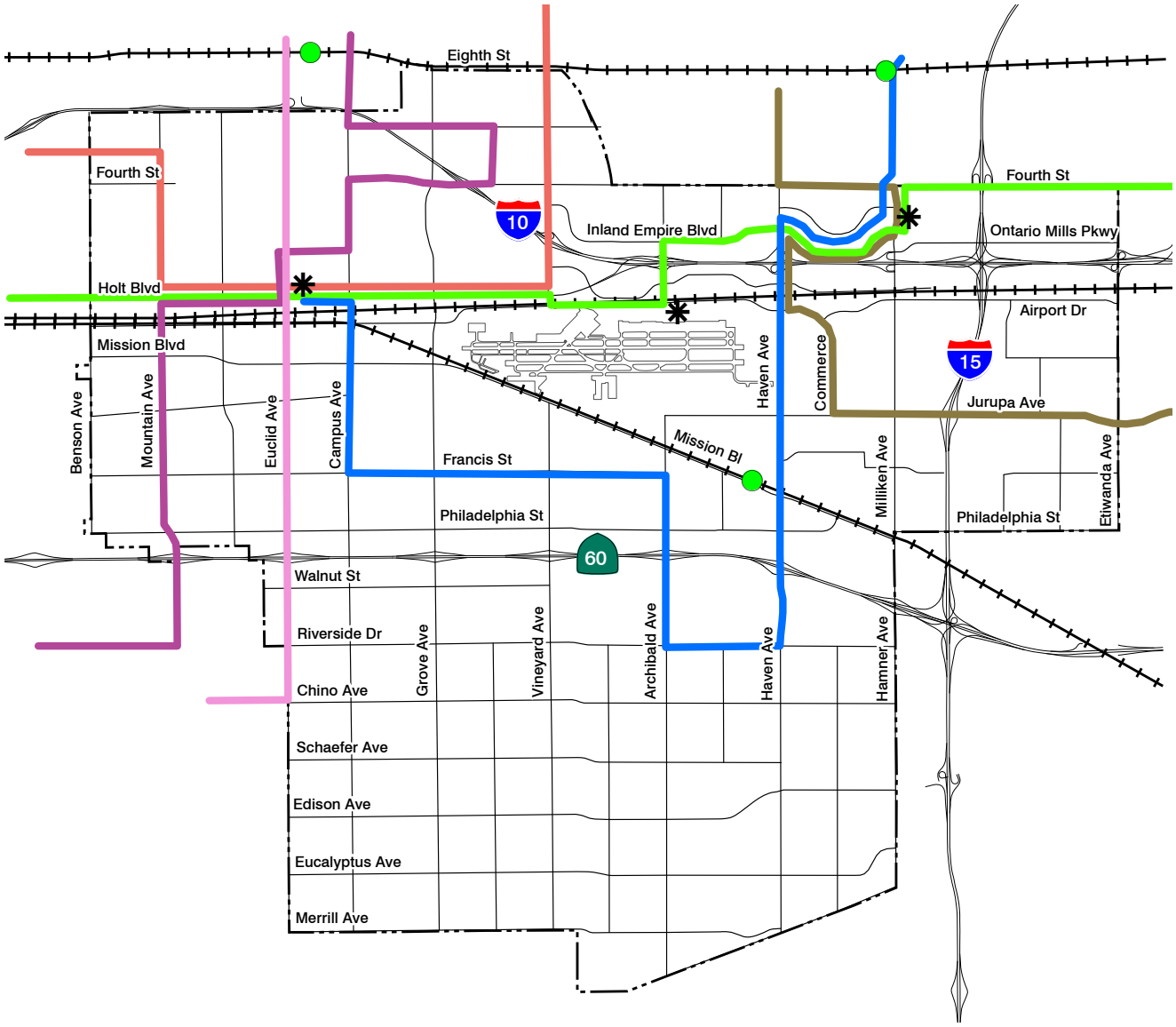
The Ontario General Plan includes the addition of a Metrolink station in Downtown Ontario on the Riverside County Line. Figure 4.13.16-3 (Proposed Transit System) shows the location of the future Downtown Ontario Metrolink station in reference to the existing Metrolink rail lines and stations, and future Gold Line and BRT bus routes described below.



Source: The Ontatio Plan FEIR, 2009.

Figure 4.13.16-1
Functional Roadway Classification Plan

ATKINS



Transit

- Route 61
- Route 63
- Route 80
- Route 81
- Route 82
- Route 83

Transit Centers

- Transit Center
- Metrolink Station
- Railroad

0 8,500

NORTH
SCALE IN FEET

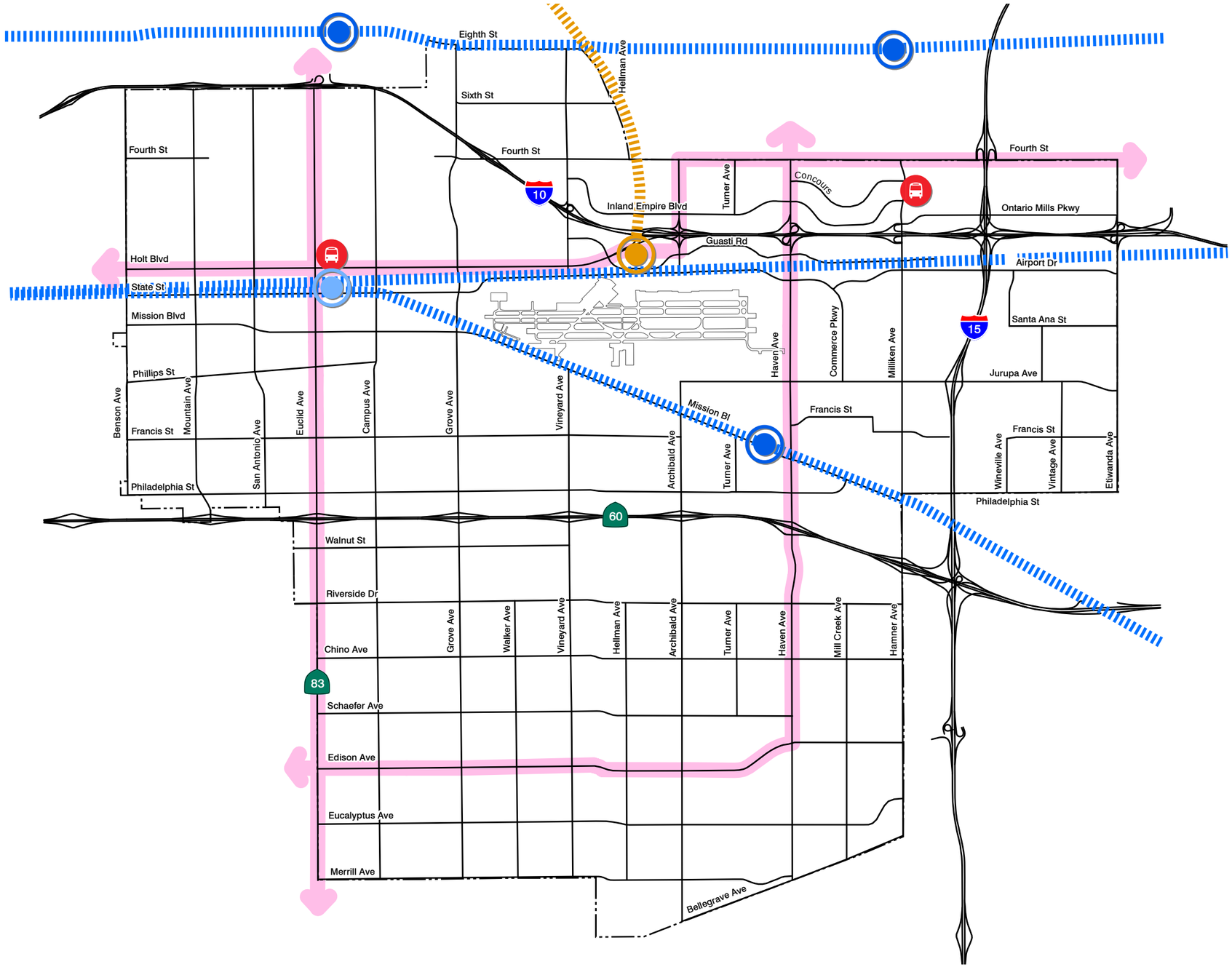
Source: The Ontario Plan FEIR, 2009.

100029894 | San Bernardino County Regional GHG Reduction Plan EIR

Figure 4.13.16-2

Existing Transit Routes and Transfer Centers

ATKINS



Freeways

Backbone Street System

Railroads

Bus Rapid Transit (BRT) Corridors

Metrolink Station

Future Downtown Metrolink Station

Existing Bus Transfer Centers

Future Multimodal Transit Center
(Potential to serve Metro Gold Line, High Speed Rail, Metrolink, and Bus)

Gold Line Extension

0 1

NORTH
SCALE IN MILES

Source: The Ontatio Plan FEIR, 2009.

Figure 4.13.16-3
Proposed Transit System

ATKINS

Bus Transit

Omnitrans Transit Agency provides local transit service throughout San Bernardino County, including the City of Ontario. Omnitrans provides countywide bus service and currently has five bus routes in the City of Ontario that provide connections between rail stations, LAONT, major employment and shopping centers, and residential areas.

- **Route 61**—Fontana–Ontario Mills–Pomona (via Holt–Inland Empire)
- **Route 63**—Chino–Ontario–Upland (via Chino–Riverside –Mountain–Holt–Campus–4th)
- **Route 80**—Monteclair–Ontario Convention Center–Rancho Cucamonga (via Mountain–Holt–Vineyard)
- **Route 81**—Ontario–Ontario Mills–Chaffey College (via Holt–Francis–Archibald–Riverside–Haven)
- **Route 83**—Upland–Euclid–Chino (via Euclid)

Existing transit routes and transfer centers are shown in Figure 4.13.16-2. There are three transfer centers in Ontario. The first is at the Civic Centeron Sultana, between Holt and D; the second is at the Ontario Mills Mall, and the third is at LAONT airport. Omnitrans provides connections to other regional bus services such as Foothill Transit, Los Angeles Metropolitan Transit Agency, and others.

Planned Bus Rapid Transit (BRT) Routes

Omnitrans is developing bus rapid transit (BRT) routes within the region. The first route, the sbX (San Bernardino Express) that will traverse the San Bernardino Valley from north to south is under construction. The 15.7-mile sbX corridor spans between northern San Bernardino and Loma Linda. It will include sixteen art-inspired stations at key university, government, business, entertainment and medical centers as well as four park-and-ride facilities. Upgrades of existing bus transit stations are needed to accommodate the new 60-foot-long, low-emission BRT buses. Omnitrans has several BRT routes planned within the City of Ontario. Figure 4.13.16-3 shows the location of the BRT routes.

Gold Line Light-Rail Transit Line Extension

The Metro Gold Line is an electric light rail commuter train running with a current route running from Pasadena to East Los Angeles via Downtown Los Angeles. The Foothill Extension will extend the Gold Line route east to the City of Ontario. The first phase of the Foothill Extension, from Pasadena to Azusa, broke ground on June 26, 2010, and will be completed in late 2015. The second phase of the Foothill Extension is currently under CEQA review and will extend the Gold Line from Azusa to Montclair. The third and final phase of construction will extend the Gold Line approximately 8 miles—from Montclair to Ontario—and terminate the line at the LAONT Airport. The Construction Authority completed a study to understand the feasibility of extending the line from Montclair to the LAONT airport in 2008. An Initial Study was completed and concluded that extending the line was feasible and provided a number of potential route options. Figure 4.13.16-3 shows the potential location of the Gold Line Extension in the City of Ontario.

Regulatory Framework

Federal

United States Department of Transportation

The United States Department of Transportation (USDOT) oversees federal highway, air, railroad, and maritime and other transportation administration functions.

The Federal Highway Administration (FHWA) is an agency within the USDOT that supports State and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program).

The Federal Transit Administration (FTA) is an agency within the USDOT that provides financial and technical assistance to local public transit systems. The FTA is headed by an Administrator who is appointed by the President of the United States and functions through a Washington, D.C. headquarters office and ten regional offices which assist local transit agencies throughout the United States.

The Federal Aviation Administration (FAA) is an agency within the USDOT that provides oversight and assistance to State and local airport authorities in the safety and improvements at airports throughout the United States. The FAA also provides technical assistance to airport operators, in conjunction with other local, state, and federal authorities, to prepare and execute appropriate airport compatibility planning and implementation programs.

State

California Department of Transportation

The California Department of Transportation (Caltrans) manages the state highway system and freeway lanes, provides intercity rail services, permits of public-use airports and special-use hospital heliports, and works with local agencies. Caltrans carries out its mission of improving mobility across California with six primary programs: Aeronautics, Highway Transportation, Mass Transportation, Transportation Planning, Administration and the Equipment Service Center.

California Air Resources Board

The California Air Resources Board, a part of the California EPA (Cal/EPA) is responsible for the coordination and administration of both federal and state air pollution control programs within California. With respect to transportation the California Air Resources Board reviews and approves Metropolitan Planning Organizations (MPOs) implementation of Senate Bill 375 (SB 375) within each region of California.

Senate Bill 375

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs);

the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule.

Regional

Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The Southern California Association of Governments (SCAG) regional plans cover San Bernardino County, which includes the City, and five other counties within Southern California.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities

- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment, and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reducing emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reversing current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimizing land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM_{10}, $PM_{2.5}$, ultrafine), and carbon monoxide

Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 Regional Transportation Plan (RTP) and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use into transportation planning with an emphasis on transit and other nonvehicle transportation modes. The RTP also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as Transportation Demand Management (TDMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional Transportation Implementation Plan (RTIP) is the vehicle used to implement the RTP and SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region's TDM strategies. SCAG is currently in the process of developing the 2016 RTP and SCS for their jurisdiction aimed at updating the regional transportation modeling system and keeping on track to achieve the reduction targets.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go

- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

San Bernardino Associated Governments (SANBAG)

San Bernardino Associated Governments (SANBAG) is an association of local San Bernardino County governments. It is the Transportation Commission for the county, with policy makers consisting of mayors, council members, and county supervisors, and the funding agency for the county's transit systems, which include Omnitrans, Victor Valley Transit Authority, Morongo Basin Transit Authority, Mountain Area Regional Transit Authority, Barstow Area Transport, and Needles Area Transit. SANBAG administers the Congestion Management Program (CMP), provides transit planning, and regional nonmotorized transportation infrastructure and regional bicycle and pedestrian path network planning within San Bernardino County

Congestion Management Program

The Congestion Management Program (CMP) defines a network of state highways and arterials, level of service standards and related procedures, a process for mitigation of the impacts of new development on the transportation system, and technical justification for the approach. The policies and technical information contained in this document are subject to ongoing review, with updates required each two years. The last update of the CMP was completed in 2011.

Passenger Rail Short-Range Transit Plan

SANBAG, acting as the County Transportation Commission, requires each transit agency to prepare a multi-year operating and capital plan every other year. This Short-Range Transit Plan provides basic information about the transit services provided in San Bernardino County, including performance, needs, deficiencies and a proposed plan for operations and capital investments covering the next 5 years. The San Bernardino County Passenger Rail SRTP reflects SANBAG's share of the Metrolink operating and capital plan, as well as the future Redlands Passenger Rail and Gold Line Extension projects.

San Bernardino County Non-Motorized Transportation Plan

The Non-Motorized Transportation Plan provides the planning for interconnected cycling and walking system within communities in San Bernardino County. The Plan is for the development of a comprehensive system of cycling facilities, pathways, and trails. As of 2011, the combined total of centerline miles of bicycle infrastructure for all jurisdictions is 468 miles. This represents an eight-fold growth in the County's bicycle infrastructure. The challenge ahead involves developing a cohesive, integrated plan and identifying sources of funds to implement that plan. This is the goal of the San Bernardino County Non-Motorized Transportation Plan (NMTP). The NMTP of 2001 and the 2006

update have taken us part way there. The 2011 update identifies a comprehensive network, with a focus on the bicycle system. The Plan satisfies the State of California requirements of a Bicycle Transportation Plan (BTP) for purposes of Caltrans Bicycle Transportation Account (BTA) funding.

Local

City of Ontario Development Code

The City of Ontario Municipal Code contains regulations regarding traffic:

- Title 9 (Development Code), Chapter 1 (Zoning and Land Use Regulations), establishes standards for parking facilities based on land use designations.
- Title 9 (Development Code), Chapter 1 (Zoning and Land Use Regulations), Part 6 (Development Code), Article 30 (Parking and Loading Requirements) establishes standards for off-street parking facilities and off-street loading facilities
- 2005 City of Ontario Development Impact Fee Calculation and Nexus Fee Schedules

Ontario General Plan

The Ontario General Plan contains the following policies regarding transportation, mobility and traffic[18]:

Policy M1-1 *Roadway Design and Maintenance.* The City requires roadways to:

- Comply with federal, state, and local design and safety standards
- Meet the needs of multiple transportation modes and users
- Maintain a peak hour level of service E or better at all intersections
- Be compatible with the streetscape and surrounding land uses
- Maintained in accordance with best practices and the City's Right-of-way Management Plan.

Policy M1-2 *Mitigation of Impacts.* The City requires development to mitigate traffic impacts.

Policy M1-3 *Roadway Improvements.* The City works with Caltrans, SANBAG, and others to identify, fund, and implement needed improvements to roadways identified in the Functional Roadway Classification Plan.

Policy M1-4 *Adjacent Jurisdictions.* The City works with neighboring jurisdictions to meet our level of service standards at the City limits.

Policy M2-1 *Bikeway Plan.* The City maintains our Multipurpose Trails and Bikeway Corridor Plan to create a comprehensive system of on- and off-street bikeways that connect residential areas, businesses, schools, parks, and other key destination points.

Policy M2-2 *Bicycle System.* The City provides off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances.

[18] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Policy M2-3 *Pedestrian Walkways.* The City requires walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.

Policy M2-4 *Network Opportunities.* The City explores opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options.

Policy M3-1 *Transit Partners.* The City maintains a proactive working partnership with transit providers to ensure that adequate public transit service is available.

Policy M3-2 *Transit Facilities at New Development.* The City requires new development to provide transit facilities, such as bus shelters and turnouts, as necessary.

Policy M3-3 *Transit-Oriented Development.* We consider the provision of development-related incentives for projects that promote transit use.

Policy M3-4 *Bus Rapid Transit (BRT) Corridors.* The City works with regional transit agencies to implement BRT service to target destinations and along corridors, as shown in the Transit Plan.

Policy M3-5 *Light Rail.* The City supports extension of the Metro Rail Gold Line to Ontario, and will work to secure station locations adjacent to the Meredith site and at the proposed multimodal transit center.

Policy M3-6 *Metrolink Expansion.* The City advocates expansion of Metrolink service to include the Downtown and the multimodal transit center.

Policy M3-7 *High Speed Rail.* The City encourages the development of high-speed rail systems that would enhance regional mobility in southern California and serve the City of Ontario.

Policy M3-8 *Feeder Systems.* The City works with regional transit agencies to secure convenient feeder service from the Metrolink station and the proposed multimodal transit center to employment centers in Ontario.

Policy M3-9 *Ontario Airport Metro Center Circulator.* The City will explore development of a convenient mobility system, including but not limited to shuttle service, people mover, and shared car system, for the Ontario Airport Metro Center.

Policy M3-10 *Multimodal Transit Center.* The City will explore development of a multimodal transit center near LAONT to serve as a transit hub for local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center circulator, and other future transit modes.

Policy M4-1 *Truck Routes.* The City designates and maintains a network of City truck routes for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown in the Truck Routes Plan.

Policy M4-2 *Regional Participation.* The City works with regional and sub-regional transportation agencies on planning and implementation of regional goods movement strategies.

Policy M4-3 *Railroad grade separations.* The City eliminates at-grade rail crossings identified on the Functional Roadway Classifications Plan.

Policy M4-4 *Environmental Considerations.* The City supports efforts to reduce/eliminate the negative environmental impacts of goods movement.

Policy M4-5 *Air Cargo.* The City supports and promotes a LAONT that accommodates 1.6 million tons of cargo per year, as long as the impacts are mitigated.

Policy M5-1 *Regional Leadership.* The City maintains a leadership role to help identify and implement potential solutions to long-term regional transportation problems.

Policy M5-2 *Regional Transportation Facilities.* The City works with LAWA, railroads, Caltrans, SANBAG, and other transportation agencies to minimize impacts.

City of Ontario Intersection Analysis Criteria

The City of Ontario requires that morning and evening peak-hour turning movements use the methodology found in the 2000 Highway Capacity Manual (HCM) in determining the level of service (LOS) at intersections. The LOS value is determined based upon the volume to capacity (V/C) of turning movements. A V/C ratio of 1.00 means that the volume of traffic has matched 100 percent of the intersection capacity. Generally speaking, a V/C ratio such that the volume equals 80 percent (0.80) or less of the capacity constitutes stable traffic flow with only minor backups or queues of vehicles developing behind turning vehicles. Table 4.13.16-1 (Intersection Level of Service [LOS] Definitions) summarizes the LOS definitions in the HCM.

Table 4.13.16-1 Intersection Level of Service (LOS) Definitions

LOS	*Interpretation*	*Volume to Capacity (V/C) Ratio*
A	There are no stables that are fully loaded, and few are close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.00–0.60
B	Represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted within platoons of vehicles.	0.61–0.70
C	Stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasional drivers may have to wait through more than one red signal intersection, and backups may develop behind turning vehicles.	0.71–0.80
D	Encompasses a zone of increasing restriction approaching instability. Delays to approaching vehicles may be substantial during short peaks with the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.	0.81–0.90
E	Represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00), there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).	0.91–1.00
F	Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable because full utilization of the approach may be prevented by outside conditions.	>1.00

SOURCE: HCM (2000).

Existing Traffic Conditions on the Roadway Network

Figure 4.13.16-4 (Existing AM Peak Hour Intersection Level of Service) and Figure 4.13.16-5 (Existing PM Peak Hour Level of Service) show the existing traffic conditions at the Ontario General Plan study intersections.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on transportation/traffic if it would do any of the following:

- Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit
- Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways
- 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
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
- Result in inadequate emergency access
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities

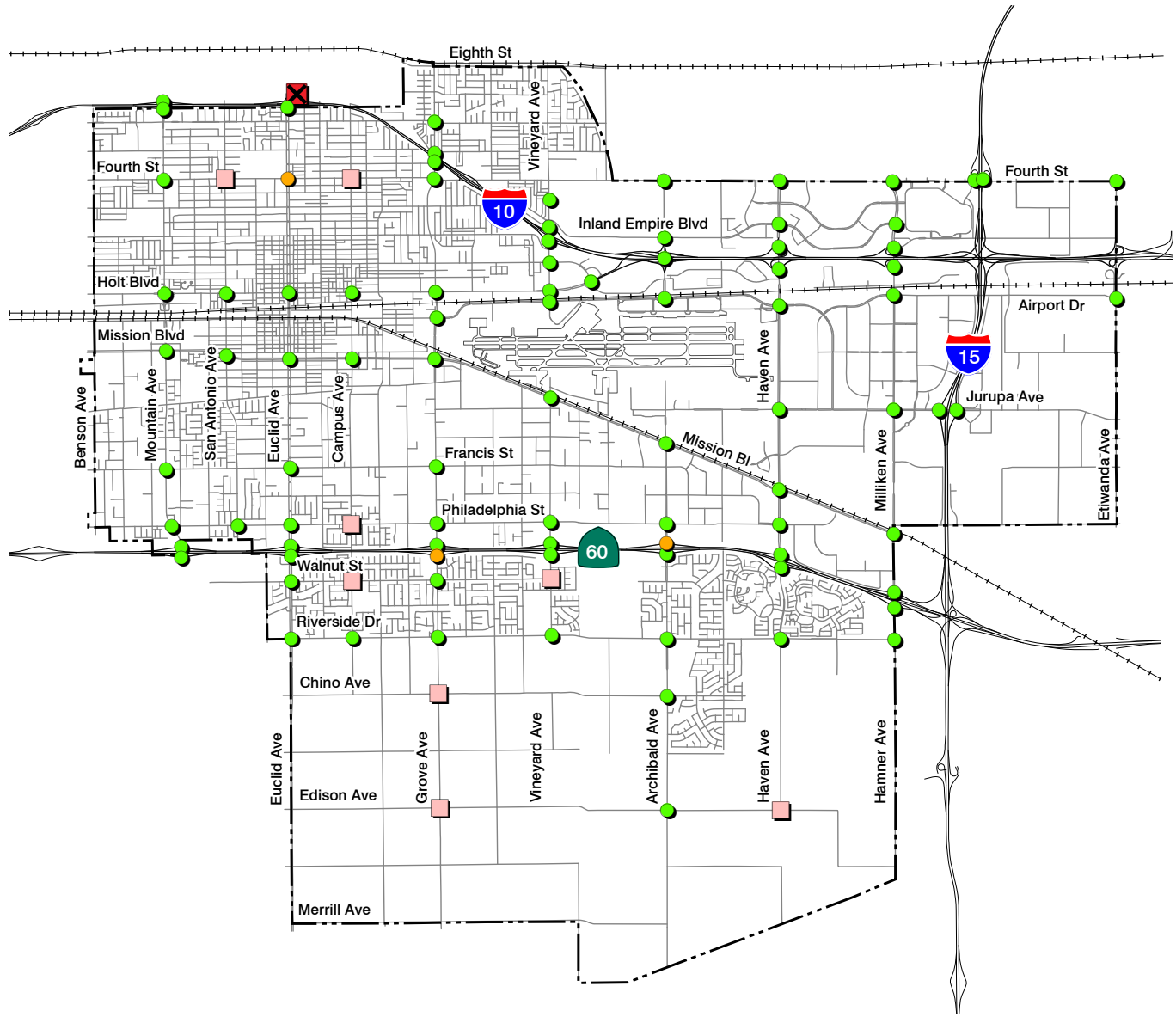
Analytic Method

The programs and measures contained in the Regional Reduction Plan were compared to applicable transportation plans and transportation policies to determine if any inconsistency exists. These plans include the SCAG's Regional Transportation Plan (RTP) with an adopted SCS, the Compass Growth Visioning, SANBAG CMP, and the San Bernardino County Non-Motorized Transportation Plan. The Regional Reduction Plan was also reviewed for potential traffic impacts that could result during implementation of the reduction measures.

Effects Not Found to Be Significant

Threshold	Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Implementation of the Regional Reduction Plan will reduce GHG emissions and vehicle miles traveled (VMT) associated with on road passenger vehicles within the City. The Regional Reduction Plan does this by building upon and supporting the Ontario General Plan policies related to mobility. The Ontario General Plan Policies M3-2 (Transit Facilities at New Development) and M3-3 (Transit-Oriented Development) ensure VMT reduction through greater transit opportunities and ridership. The Regional Reduction Plan reduction measure Transportation 1 (Sustainable Communities Strategy) furthers these policies of transit and transit-oriented development within the city, and Transportation 2 (Smart Bus Technologies) requires the City of Ontario to work with Omnitrans in implementing the Automatic Vehicle Location (AVL) systems and other Intelligent Transportation System (ITS) options throughout the City, which correlates' with General Plan Policy M3-1 (Transit Partners), which has the City maintaining a proactive working partnership with transit providers to ensure that adequate public transit service is available. In addition the Regional Reduction Plan reduction measure Transportation 1 (Sustainable Communities Strategy) promotes nonmotorized travel by focusing on a pedestrian and bicycle path network connecting land uses within the City, which correlates with General Plan Policies M2-1 (Bikeway Plan), M2-2 (Bicycle System), and M2-3 (Pedestrian Walkways). The Regional Reduction Plan also implements and supports various regional transportation planning efforts in the City including the SCS in the SCAG RTP, The SCAG Compass Growth Visioning, and the San Bernardino County Non-Motorized Transportation Plan (SANBAG 2011). Transit and nonmotorized transportation infrastructure built on all roadways, including CMP designated roadways, require review by City Planning and Traffic Engineering staff for approval to ensure that the improvements do not negatively impact the traffic flow on these major arterials. Therefore, the Regional Reduction Plan implements and furthers the goals of the applicable plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel. Further, because of City review of transit and nonmotorized infrastructure to ensure that these improvements do not negatively impact the traffic flow on roadways, the implementation of the Regional Reduction Plan will not conflict with the level of effectiveness for the performance of intersections, roadways, highways and freeways set by the City of Ontario, the CMP and Caltrans. This impact is considered ***less than significant***. No mitigation is required.



Signalized, LOS A-C

Signalized, LOS D

Unsignalized, LOS A-C

Unsignalized, LOS F

Railroad

0 8,500

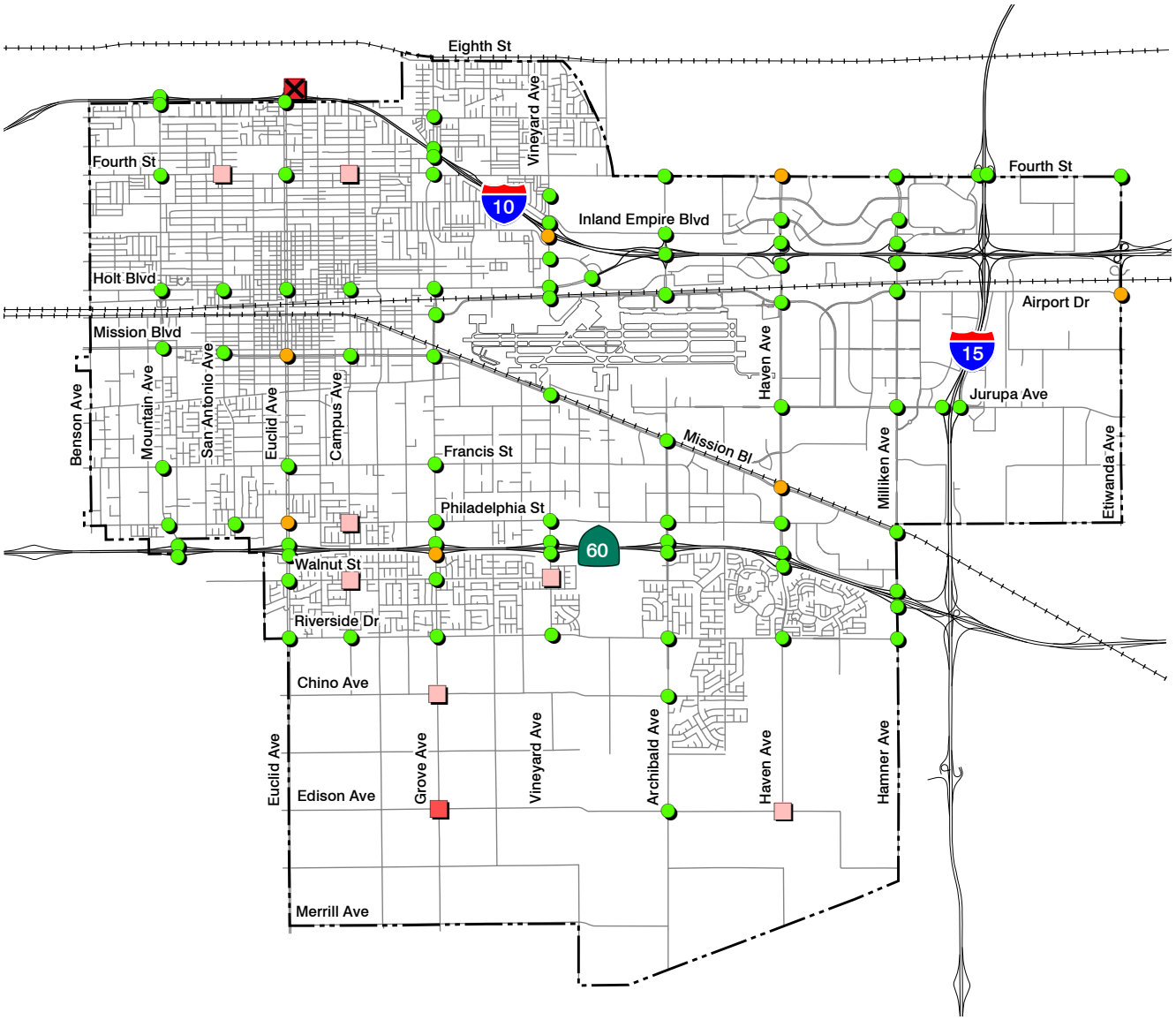
NORTH
SCALE IN FEET

Source: The Ontario Plan FEIR, 2009.

Figure 4.13.16-4

Existing AM Peak Hour Intersection Level of Service

ATKINS



- Signalized, LOS A-C
- Signalized, LOS D
- Unsignalized, LOS A-C
- Unsignalized, LOS D
- Unsignalized, LOS F
- Railroad

0 8,500

NORTH
SCALE IN FEET

Source: The Ontario Plan FEIR, 2009.

Figure 4.13.16-5

Existing PM Peak Hour Intersection Level of Service

ATKINS

Threshold	Would the project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The Congestion Management Program (CMP) defines a network of state highways and arterials, level of service standards and related procedures, a process for mitigation of the impacts of new development on the transportation system, and technical justification for the approach. The last update of the CMP was completed by SANBAG in 2011. Implementation of the Regional Reduction Plan may require transit or nonmotorized transportation infrastructure to be built on some CPM roadways. Transit and nonmotorized transportation infrastructure built on all roadways, including CPM designated roadways; require review by City Planning and Traffic Engineering staff for approval to ensure that the improvements do not negatively impact the traffic flow on these major arterials.

The City of Ontario has a level of service standard of LOS E or better at all intersections within the City. Transit-oriented development and the emphasis on nonmotorized transportation near transit stops may result in localized impacts to the LOS designations on roadways and intersections near these transit stations. Changes in LOS values as a result of transit were evaluated in a traffic study as part of the Ontario General Plan EIR and concluded that at buildout of the Proposed Land Use Plan within the Ontario General Plan, all intersections with the recommended future lane configurations are projected to operate at LOS E or better during both the AM and PM peak hours. The City of Ontario Development Impact Fee Calculation and Nexus Fee Schedules in the Municipal Code ensure funding and construction of the recommended lane configurations. This impact is considered ***less than significant***. No mitigation is required.

Threshold	Would the project 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 Regional Reduction Plan would not result in changes in air traffic patterns through an increase in traffic levels or a change in location. As such, no safety risks would occur. There would be ***no impact***.

Threshold	Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed project does not include facilities that would substantially increase hazards, nor would it construct incompatible uses. Energy-producing facilities needed for implementation of the Regional Reduction Plan would consist of solar arrays or wind turbines on rooftops of new or renovated buildings, adjacent to structures, or in open spaces. Appropriate setbacks would be required as specified in the Municipal Code to ensure there would be no increase in hazards to vehicles as a result of implementation of the proposed project. This impact is considered ***less than significant***. No mitigation is required.

Threshold	Would the project result in inadequate emergency access?

The Regional Reduction Plan reduces GHG emissions citywide and includes reduction measures such as energy efficiency goals, energy efficiency retrofits, renewable energy generation, the reduction of vehicle

trips and vehicle miles traveled to reduce transportation related emissions, waste diversion and water conservation programs. None of the reduction measures would alter emergency access or evacuation plans. Improvements to transit, bicycle, and pedestrian infrastructure along roadways that would serve as emergency access and evacuation within the City would be reviewed by the City Planning Department to ensure adequate ingress and egress along these roadways. Therefore, the impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

As described above, the Regional reduces transportation related GHG emissions by furthering the policies, plans and programs for public transit, bicycle and pedestrian facilities. In particular the Regional Reduction Plan furthers the General Plan Policies M2-1 through M2-4 meant to improve the bicycle and pedestrian circulation system; and furthers to goals of the San Bernardino County Non-Motorized Transportation Plan. In addition the Regional Reduction Plan implements the SCS in the SCAG RTP, and General Plan Policies M3-1 through M3-10 meant to improve the public transit system in the City. Transit and nonmotorized transportation infrastructure built on all roadways require review by City Planning and Traffic Engineering staff review and approval to ensure that performance standards and safety are not impacted negatively. Therefore, the impact would be ***less than significant***. No mitigation is required.

Cumulative Impacts

Because the Regional Reduction Plan does not create significant transportation impacts at a project level, implementation of the Regional Reduction Plan will not create impacts to transportation that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

References

Los Angeles World Airports (LAWA). 2010. *Ontario Airport Master Plan Study*.

Ontario, City of. 2009a. *The Ontario General Plan Final Environmental Impact Report*, July.

———. 2009b. *The Ontario General Plan Re-circulated Portions of the Environmental Impact Report*, November.

———. 2010. *The Ontario General Plan*, January 27.

———. n.d. *City of Ontario Municipal Code*.

San Bernardino, County of. 2012. *The Chino Airport Master Plan*, October.

San Bernardino Associated Governments (SANBAG). 2007. *Passenger Rail Short Range Transit Plan: Fiscal Year 2008–2012*, May

———. 2011. *San Bernardino County Non-motorized Transportation Plan*, March

———. 2012a. *Congestion Management Program*. www.sanbag.ca.gov/planning/subr_congestion.html.

———. 2012b. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

Southern California Association of Governments (SCAG). 2004. *Southern California Compass Growth Visioning*.

———. 2009. *2008 Regional Comprehensive Plan*.

———. 2012. *Regional Transportation Plan/SCS*, April.

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.13.17 Utilities/Service Systems

This section of the EIR analyzes the potential environmental effects on utilities in the City of Ontario from implementation of the Regional Reduction Plan, including water, wastewater, solid waste, natural gas, and electric services systems. Data for this section were taken from the Ontario General Plan (2010) and associated environmental documents (2009a and 2009b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing utilities or service systems were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Potable Water Supplies and Service Systems

The City of Ontario sits on the Chino Groundwater Basin and in the Santa Ana River Watershed. The City of Ontario water supply is derived from a combination of local and imported water, obtained primarily from four sources: Ontario wells and treatment in the Chino Groundwater Basin, the Chino Desalter Authority (CDA) wells and treatment in the Chino Groundwater Basin, treated State Water Project water from the Water Facilities Authority (WFA), and recycled water from the Inland Empire Utilities Agency (IEUA), a member agency of the Metropolitan Water District of Southern California (MWD).

Local Water Supply and Reliability

The Chino Groundwater Basin is a local source of potable water and is the primary source of water for the City, which currently receives approximately 70 to 80 percent of its water supply from this source. The Chino Basin is one of the largest groundwater basins in southern California, with approximately 5 million acre-feet (af) of water in the basin and an unused storage capacity of about 1 million af. The safe yield is the annual amount of water that can be taken from a source of supply over a period of years without depleting that source beyond its ability to be replenished naturally in wet years. The 1978 judgment in the case *Chino Basin Municipal Water District v. City of Chino* defined the safe yield of the basin to be 140,000 acre-feet per year (afy). The judgment allows each water producer, including the City of Ontario, a "base water right," which is a percentage of what can be safely pumped from the Chino Basin. The judgment provides that water producers can pump in excess of their base water right if they either pay for replenishment water or purchase water rights from other users (Ontario 2005a). Importantly, the judgment also provides that as agricultural uses convert to urban uses, agricultural water rights in the basin also convert at 2 af per acre to the water agency that will serve them. Thus, development of agricultural lands in Ontario comes with a share of local reliable water supply. Consequently, the actual quantitative water right of the City to the Chino Basin in a particular year is the total of various separate water rights under the Judgment, which may vary slightly from year to year. However, the initial base right to water in the Chino Basin is expected to be 10,337 afy at build-out.

In the 2007/08 water year, groundwater production in the Chino Basin was approximately 176,800 afy, or approximately 36,800 afy more than the safe yield of 140,000 afy defined in the Judgment (CBWM

2009a). This difference was made up by recharge or recycled water, additional stormwater recharge (by IEUA and Chino Basin Water Conservation District), injection wells, water in storage, and purchases of imported water by the Chino Basin Water Master (CBWM) from IEUA. The cost of purchase of imported recharge water is borne by the producer that pumped in excess of their base rights. To avoid paying additional assessed fees for supplemental water pumped in excess of the base water rights, producers can lease or purchase water rights from other pumpers who do not use their entire allocation or purchase water rights from agencies that have water in storage (Ontario 2006f). Several water agencies in the Chino Basin also participate in IEUA and MWD in a dry year yield (DYY) water storage and recovery program in which imported water is stored during wet years for use in dry years.

Optimum Basin Management Program

The Court in the 1978 Judgment ordered CBWM to develop an Optimum Basin Management Program (OBMP). The OBMP has since been adopted and is being implemented. The OBMP and two interagency agreements, the "Peace Agreement" of 2000 and "Peace II" of 2005, set forth programs to provide better hydraulic control of the basin, balance pumping and recharge, and provide for more local stormwater recharge, desalting of polluted groundwater, recycled water use and recharge, water storage and recovery programs, and facilities to recharge imported water, when available (CBWM 2000; CBWM 2005).

Imported Water Supply and Long-Term Reliability

The Southern California region faces a challenge satisfying its water requirements and securing its firm water supplies. Increased environmental regulations and competition for water from outside the region have resulted in reduced supplies of imported water. Continued population and economic growth correspond to increased water demands within the region, putting an even larger burden on local supplies. A number of significant factors affecting delivery reliability are discussed below. Major sources of uncertainty include Delta pumping restrictions, organism decline, climate change and sea level rise, and levee vulnerability associated with floods and earthquakes.

Metropolitan Water District of Southern California

MWD has a 5,200-square-mile service area and imports about half of the water used in Southern California. The other half includes local surface and groundwater supplies, recycled water, and water imported from the Owens Valley by the City of Los Angeles. Urban water demands represent less than 20 percent of California's developed water supply, with agriculture using more than 80 percent. MWD imports water from the Colorado River and, through a contract with the State of California, from northern California via the State Water Project (SWP). The SWP, MWD's Colorado River Aqueduct, and MWD's local water facilities and programs have many layers that provide reliability. The SWP includes the very large San Luis Reservoir, near the City of Los Banos in Central California. Closer to southern California are Pyramid and Castaic Lakes on the west branch, and Silverwood Lake and Lake Perris on the east branch of the SWP. MWD, in turn, has over 1 million af of surface water storage in Southern California, including the new Diamond Valley Reservoir, in addition to large groundwater storage projects.

MWD and Southern California water agencies have long been active in the supply, storage, reuse, and conservation of water. MWD's recently published November 2005 Regional Urban Water Master Plan (MWD 2005 UWMP) states that, based on dry year demands, available and planned supply, and reuse and conservation programs, adequate water will be available through the planning period that extends until 2030 (MWD 2005 UWMP, II-7, II-11). MWD supply projections under this case are based on receiving 35 percent of their annual contracted amount of 2 million af of water per year from the SWP. MWD 2005 UWMP identifies actual and projected demands for water from MWD, as well as the water supplies available to meet those demands.

MWD Long-Term and Reliability Planning

MWD's framework for regional water resource planning for Southern California is the Integrated Water Resources Plan (IRP).The IRP is a long-term water resource strategy for the six-county area served by MWD, including parts of Ventura, Los Angeles, Riverside, San Bernardino, Orange, and San Diego counties. The IRP was first adopted in 1996 and was updated in 2004. It sets regional goals for the development of MWD various water resources and calls for investments in water conservation, recycling, groundwater treatment, storage, and transfers. The IRP Update showed that Southern California continued to exceed projections laid out in the original IRP and recommended development of a supply buffer of 500,000 af, half of which would come from local resources, and half through water transfers and storage programs outside MWD's service area. This supply buffer allows MWD and its member agencies to manage the uncertainties and unreliability of supplies and demands.

As part of the approval of the IRP Update, the MWD board directed staff to provide an annual report on the progress toward implementing the IRP targets. The 2007 Integrated Water Resources Plan Implementation Report was issued on October 9, 2007. MWD noted that various uncertainties exist that may affect long-term water supply for Southern California. Specifically, these issues have revolved primarily around current and future SWP supplies and operations protect endangered fisheries, as well as emerging challenges global warming and climate change. To address these uncertainties in a comprehensive manner, MWD will update the long-term IRP. Through this IRP update process, it is expected that direction to address the range of new uncertainties will be established. The MWD 2007 report demonstrates that while changes occur in all resource areas, MWD is able to maintain supply reliability through its diversified water resources portfolio.

The IRP upholds MWD's balanced approach of ensuring diversity and reliability of local and imported supplies. MWD has found that current practices of diversifying water supplies and securing supply reserves allow MWD and its member agencies to adjust to changes in demands and supplies and to maintain a high degree of reliability. Planned water supply sources include resource improvement strategies and additions currently under development by MWD.

MWD Water Surplus and Drought Management Plan

On the regional level, MWD has taken a number of actions to secure a reliable water source for its member agencies. MWD recently adopted a Water Surplus and Drought Management Plan for dealing with potential shortages that takes into consideration the impact on retail customers and the economy, changes and losses in local supplies, the investment in and development of local resources, and conservation achievements.

MWD's Water Surplus and Drought Management Plan guides MWD's supply actions under both wet and dry conditions for achieving overall water supply reliability to its member agencies. The WSDM Plan outlines various water supply conditions and corresponding actions MWD may undertake in response to serious water shortages. Under Condition 1, MWD issues a Water Supply Watch and encourages local agencies to implement voluntary dry-year conservation measures and utilize regional storage reserves. Under Condition 2, MWD issues a Water Supply Alert and calls for cities, counties, its member agencies, and all other retail water providers to implement extraordinary conservation through drought ordinances and other measures to mitigate the use of storage reserves. Under Condition 3, MWD may implement its Water Supply Allocation Plan, which allocates available water supplies among member agencies based on factors such as impacts on retail customers, population and growth of particular member agencies, the availability of recycled water and other local supplies, conservation efforts, participation in MWD's interruptible water supply programs, and investment in MWD's facilities. Under MWD's Water Supply Allocation Plan, water would not be physically denied to an agency, but would be priced at a significant penalty level above the allocation. Development of an allocation would establish the amount of water available at the nonpenalty rate. The penalty rate is expected to be two to three times the firm rate.

On June 4, 2008, the governor of California proclaimed a statewide drought due to record-low rainfall in spring 2008 and court ordered restrictions on Delta exports (Executive Order S-06-08). Soon thereafter, the governor proclaimed a state of drought emergency in the counties of Sacramento, San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern (June 12, 2008). On February 27, 2009, the governor proclaimed a statewide drought emergency. In response to these proclamations, MWD has not determined it necessary to implement its Water Supply Allocation Plan, but, on June 10, 2008, declared a Condition 2 water scenario and issued a Water Supply Alert, which remains in place today, calling on local agencies and residents to take immediate steps for conserving water.

Furthermore, MWD is in the process of implementing their Interim Agricultural Water Program Reduction Guidelines (IAWP). The IAWP, established in 1994, provides for the delivery of surplus water for agricultural purposes at a discounted rate. In exchange for the discount, MWD may reduce IAWP deliveries up to 30 percent prior to imposing mandatory allocations under the WSDM Plan. On October 22, 2007, the MWD officially notified its member agencies of its intention to implement a 30 percent reduction in deliveries of 2008 agricultural water supplies under its IAWP. Additional actions taken by MWD during the first half of 2008 include the adoption of a $1.9 billion spending plan, increased rates and charges, and the funding of a new reservoir to benefit Colorado River supply capabilities.

Catastrophic Supply Interruption Planning

MWD cooperated with the DWR in 2005 on a preliminary study of the potential effects of extensive levee failures in the Delta. The study investigated two of a potential range of scenarios and MWD's analysis showed that, due to its investment in local storage and water banking programs south of the Delta, it would be able to supply all firm requirements to its member agencies under both of these scenarios. However, MWD's analysis under more extreme hydrologies (a worst-case situation) showed that MWD might need to reduce firm deliveries to its member agencies by as much as 10 percent. MWD reported this analysis in the Metropolitan Water District of Southern California Regional Urban Water Management Plan, November 2005. MWD will continue to rely on the plans and polices outlined in its UWMP and IRP to address water supply shortages and interruptions (including potential shut-downs of

SWP pumps) to meet water demands. MWD is engaged in planning processes to identify solutions that, when combined with the rest of its supply portfolio, should ensure a reliable long-term water supply for its member agencies.

State Water Project Reliability Planning

The California Department of Water Resources (DWR) oversees the operation of the SWP. Beginning in 2003, DWR has published a SWP Delivery Reliability Report every 2 years. The most recent edition was the 2007 report, the final version of which was released in August 2008, which is incorporated by reference in this EIR (DWR 2008). According to the DWR reliability report, the long-term average delivery of contractual amounts of SWP water is expected to range from 63 percent under current (2007) conditions to between 66 and 69 percent under future (2027) conditions.1 Within that long-term average, SWP deliveries can range from 6 percent (single dry year) to 90 percent of contractual amounts under current (2007) conditions, and from 6 to 7 percent (single dry year) to 100 percent of contractual amounts under future (2027) conditions. The analyses provided in the DWR reliability report are based on 82 years of historical records for rainfall and runoff that have been adjusted to reflect the current and future levels of development in the source areas by analyzing land use patterns and projecting future land and water uses. Of key importance, the studies in the report for 2007 through 2027 conditions assume and account for current facility and institutional limitations. These limitations include:

- Water quality issues
- Fishery protections (threatened winter and spring-run salmon and steelhead trout)
- Export curtailments and other requirements under State Board Water Rights Decision 1641
- Vernalis Adaptive Management Plan as described in the 2004 Operations Criteria and Plan
- Recent court-ordered in-Delta flow targets to protect delta smelt
- Threatened longfin smelt that is related to the threatened delta smelt and whose habitat also includes the Sacramento Delta
- Potential effects of Delta levee failures and other seismic or flood events

In addition, DWR's long-term SWP delivery reliability analysis incorporates assumptions to account for potential supply shortfalls related to global climate change factors. Thus, the effects of these institutional, administrative and court-ordered reductions in SWP exports, as well as the potential effects of long-term global climate change, have been extensively analyzed and accounted for by DWR's 2007 Reliability Report.

The twenty-nine SWP contractors and water agencies throughout California utilize the reliability report in their water supply analyses, planning and reporting obligations. SWP contractors, including MWD, generally anticipate that the variability of SWP supplies may increase in the future as the contractors request their maximum allotment and as systemwide issues such as Delta exports are resolved. At the same time, however, SWP Contractors who utilize groundwater basins to recharge portions of their SWP deliveries, as well as other exchange and transfer arrangements, can plan to receive long-term average deliveries of 66 to 69 percent of their allotments. As indicated above, MWD has incorporated DWR's

SWP reliability studies and analyzed several other key factors in developing its conservative estimate of long-term SWP deliveries.

Delta Smelt

The delta smelt is a federally and state-listed threatened fish species that inhabits the estuaries of the Sacramento Delta region. In May 2007, a federal court invalidated the Biological Opinion issued by the U.S. Fish and Wildlife Service (USFWS) for operations of the SWP and Central Valley Project with regard to the delta smelt (*Natural Resources Defense Council v. Kempthorne, et al.*). On August 31, 2007, the federal court ordered interim operating rules until a new Biological Opinion is approved for the delta smelt. Under the ruling, operational limits on Delta pumping are in place from the end of December, when fish are about to spawn, until June, when the smelt migrate. On December 14, 2007, the Court issued its Final Interim Remedial Order (Final Order) that sets forth temporary restrictions on Delta exports from the SWP and CVP based on flow rates in certain significant rivers near the export facilities and information concerning the distribution and spawning status of delta smelt. Estimated potential water supply losses resulting from the Final Order were (1) loss of 9 to 29 percent (or 512,000 to 1,741,000 af), if 2007–2008 was an average water year, and (2) loss of 3 to 19 percent (or 80,000 to 627,000 af), if 2007–2008 was a dry water year. Notably, these figures represented total restrictions to the SWP and CVP combined. DWR indicated that SWP losses would be assumed to be half of any total delivery reduction. For the 2007/08 water year, actual reductions to SWP supplies are estimated to be approximately 500,000 af.

On December 15, 2008, USFWS issued a new Biological Opinion regarding the effects of CVP and SWP operations on delta smelt. According to draft information published by DWR, the new Biological Opinion will continue the type of reductions in SWP and CVP exports from the Delta that were in effect since December 2007 under the federal court. DWR has estimated that under average water year conditions, the most likely result of the new Biological Opinion is a 1 percent increase in the amount of available SWP supplies in comparison to the restrictions in the Final Order, although a worst-case scenario could result in an additional 13 percent decrease in available supplies beyond those ordered in Final Order. In the same draft information prepared by the DWR, that agency estimated that under dry water year conditions, the most likely result of the new Biological Opinion is the same type of potential restrictions as in the Final Order, although restrictions could possibly increase by 21 percent under a worst-case scenario. Potential water supply restrictions under the new Biological Opinion are dependent on factors that cannot be predicted with a high degree of certainty, including hydrologic conditions, migratory and reproductive patterns of delta smelt, and other factors affecting delta smelt abundance in the Delta. However, water agencies holding contracts to receive SWP supplies from DWR, among others, are challenging the validity of the Biological Opinion. Consequently, SWP delivery reductions as set forth by the Final Order could be put back in place pending final legal resolution of the new Biological Opinion. In light of these various factors, the degree to which SWP deliveries may be reduced under the new Biological Opinion for delta smelt remains somewhat speculative.

As indicated above, potential future reductions in SWP deliveries to MWD based on the new Biological Opinion (or Final Order) will depend on precipitation and other weather conditions affecting Delta water supplies, distribution and behavior patterns of the delta smelt, flow conditions in the Delta, and how water supply reductions are divided between the SWP and CVP. MWD is engaged in an aggressive

planning process to address this decision and ensure that its overall water supply portfolio is capable of providing reliable long-term service to its member agencies. Currently, MWD continues to rely upon the plans and policies outlined in its 2005 UWMP and IRP to address water supply scenarios and meet existing and projected water demands within its service territory. Currently, the IRP update is scheduled to be completed in 2009. The planning horizon for the 2009 IRP update will be extended from 2025 to 2035. The IRP update will address water supply uncertainties related to endangered fisheries in the Sacramento Delta, consider long-term facility options on the SWP, and revisit MWD's water supply development targets and action plans in light of emerging SWP and climate change issues. The IRP is an adaptive planning framework, and with the adopted annual implementation reporting and five-year updating cycle, MWD and its member agencies will continue to refine and revise the resource targets as new information and technologies become available. As water demand, economics, impacts to human population, environmental circumstances, and priorities change over time, legislative and regulatory changes may occur that can increase or decrease impacts to water supply reliability.

It should be noted that other court cases have the potential to affect SWP water imports to Southern California. These include *Pacific Coast Federation of Fishermen's Association/Institute for Fisheries Resources, et al., v. Gutierrez, et al.*, (regarding impacts to winter/spring-run salmon); *Watershed Enforcers v. California Dept. of Water Resources* (alleging that the SWP was being operated without any take authorization under the California Endangered Species Act); and *State Water Contractors v. California Dept. of Fish & Game* (challenging the Dept. of Fish & Game's issuance of a take permit for longfin smelt to DWR for the operation of the SWP). In Gutierrez, remedies beyond the limitations placed on SWP operations in connection with the delta smelt in Kempthorne have been found by the court to not be necessary. In Watershed Enforcers, such additional limitations are not deemed likely, since the effects of SWP operations on protected fish are already being addressed via the Kempthorne and Gutierrez decisions. In the case of the longfin smelt litigation, no resolution is imminent, and the Department of Fish and Game's ability to enforce the terms of the take permit has been called into question. In light of the foregoing factors, potential reductions in SWP supplies resulting from the longfin smelt take permit remain speculative and unquantifiable at this time. Thus, the reductions pursuant to the Kempthorne decision remain the operative limitation on SWP reliability.

Climate Change Planning of Water Supply Availability

The DWR reliability report accounts for potential effects of future climate change on SWP deliveries through the year 2050 by examining four climate change scenarios: weak temperature warming and weak precipitation increase in California under two different models; and modest warming and modest drying under those two models.

Potential climate change impacts on regional and local water supplies and relevant information for the Chino Groundwater Basin and Santa Ana Watershed are not sufficiently developed at this time to permit the City of Ontario to assess and quantify the effect of any such impact on its conclusions in this assessment. In its anticipated IRP update, MWD will address emerging challenges and questions on the planning approach with regard to global warming and climate change (MWD 2007). When the IRP update is completed, the City of Ontario will review this report to determine if supplementation of the assessment is appropriate.

Water Sources in Ontario

The City of Ontario water supply is derived from a combination of local and imported water, obtained primarily from four sources: water pumped from Ontario wells, nonpotable water pumped from CDA wells in the Chino Groundwater Basin and then treated for potable uses, treated SWP water from WFA, and recycled water from IEUA. The following describes water sources of Ontario in more detail:

Chino Groundwater Basin

The Chino Basin is the primary source for well production in the City. It is managed pursuant to the OBMP. The basin has approximately 5 million af of water demand in storage and has an unused capacity to store approximately 1 million af of additional water. Environmental review to implement storage of an additional 0.5 million af was completed as part of the CBWM's OBMP. Therefore, the basin has the capacity to store an additional amount of water similar to the storage capacity of Diamond Valley Lake. The availability of additional storage in the basin allows the City to take advantage of wet years by storing additional water for use in dry years. Ontario participates in this DYY program with IEUA and MWD. In addition, the City benefits from recharge of IEUA recycled water, in compliance with Title 22 water quality standards, which can be pumped or stored for future use. Ontario has stock shares in the San Antonio Water Company and pumps its shares of those water rights. It has also purchased or plans to purchase groundwater rights from former industrial water rights holders in the City, including stored water in the Nonagricultural pool of rights. Furthermore, the City continues to lease water rights from other producers in the Chino Basin who do not pump in excess of their base rights.

In addition, the City receives an additional 2 af of water rights for each acre converted from agricultural to urban uses in the New Model Colony (NMC). This provides additional supply rights from the Chino Groundwater Basin sequenced with development. The City has developed well capacity, which—combined with the CDA-treated wells—can supply most current demands with reasonable conservation when imported water is unavailable. The City is in the process of completing and starting up a small treatment plant to remove nitrate and perchlorate from groundwater wells to further ensure reliability of wells. As the City grows, additional facilities will be developed pursuant to the City's Water Master Plan to continue to maintain the infrastructure necessary to meet demands.

Chino Desalter Authority

The City of Ontario receives treated groundwater for potable uses from the CDA. The CDA is a Joint Powers Authority consisting of the cities of Chino, Chino Hills, Norco, and Ontario; the Jurupa Community Services District; the Santa Ana River Water Company; IEUA; and Western Municipal Water District. The CDA operates and manages Chino Desalters I and II. These desalter facilities consist of groundwater wells in the southern portion of the Chino Basin and associated raw water pipelines, treatment facilities, pumps, and treated water transmission pipelines. Treatment includes ion exchange, air striping, reverse osmosis, blending, and disinfection, as appropriate, for each well source. The City has an agreement to purchase 5,000 afy of treated water from the CDA, which provides water to areas in and outside of IEUA's jurisdiction. The City receives approximately 10 percent of its water supply from the Chino Basin desalters (Ontario 2006). The CDA treats groundwater polluted with salts, nitrates, and other constituents from a legacy agricultural activities and industry. Hence, cleaning the groundwater resource and reducing its spread downstream provides a potable water supply. Pursuant to the OBMP,

the CDA is in process of an expansion plan, which would result in an additional 3,333 afy of potable water supply. The expansion would also complete hydraulic control of the basin, allowing for increased direct use and recharge of recycled water, eliminating water losses from the basin and protecting downstream users from the potential impacts of pollution migrating into the Santa Ana River.

Water Facilities Authority

The City receives its imported water supply via WFA purchases and deliveries of SWP water. The WFA is a Joint Power Authority consisting of the cities of Chino, Chino Hills, Ontario, Upland, and the Monte Vista Water District. The SWP encompasses 22 dams and reservoirs statewide and provides up to 102,600 afy of water for domestic, commercial, and agricultural uses. SWP water comes from Lake Oroville via the Sacramento Delta and is delivered after traveling 400 miles south through the California Aqueduct. SWP water is delivered through Lake Silverwood in the San Bernardino National Forest and is treated at the WFA-operated Agua de Lejos Treatment Plant, a conventional water treatment plant. The MWD supplies raw imported SWP water to the plant via the Rialto Reach of the Foothill Feeder. MWD water is supplied through its member agency, IEUA, which then wholesales to the WFA. The treatment processes include flocculation and sedimentation, filtration, effluent distribution, and solids handling and waste washwater processing. Chlorine is used in several of these processes for disinfection, taste and odor control, algae control, and color control. Two turnouts (Ontario Turnout No. 1 and Ontario Turnout No. 2) convey the water to Ontario. The plant has a current capacity of 81 million gallons per day (mgd), with flows averaging 60 to 70 mgd during peak summer months and as low as 12 mgd during the winter months. The City of Ontario owns 31.4 percent of the WFA plant capacity, or 25 mgd (City of Ontario 2005a). This ownership capacity allows the City to participate in DYY and in-lieu storage programs, whereby additional imported water can be taken in wet periods, when available, and groundwater that otherwise would have been pumped can be stored in the basin for use when imported supplies are restricted.

Recycled Water

The City has a direct-use recycled water master plan to bring recycled water to nonpotable uses in developed portions of the existing City, as well as a requirement for new development to install a recycled water system for nonpotable uses in the NMC area. Phase One of the current system is completed and work is in progress on Phase Two. These improvements are replacing potable water use for irrigation and industrial uses, including at several parks, schoolyards, streetscapes, and common area landscapes. In addition, the City purchases recharged recycled water rights from IEUA and the City of Fontana and stores it in the basin for future use, as needed.

Water Distribution Systems

The City water system infrastructure is governed by its Water and Recycled Water Master Plan.

Potable Water Distribution

The potable water network in Ontario includes 536 miles of pipeline, ranging from 2 to 42 inches in diameter (Ontario 2006b). The City has four pressure zones. Locally obtained water comes from approximately 20 operating groundwater wells in Ontario and the CDA. The total production of operational wells is 37,088 gallons per minute (gpm), or 53.4 mgd.

The City purchases 5,000 afy of treated water from CDA Plant 1 in the City of Chino and CDA Plant 2 in the community of Jurupa. The City can purchase up to 25 mgd of imported treated water from the WFA. Additional interagency connections allow the City to purchase and provide water to surrounding communities via six connections. Two of these connections, the Cucamonga Valley Water District connection on Milliken Avenue and 6th Street and the San Antonio Water Company connection on 8th Street and San Antonio Avenue, allow Ontario to receive water from other agencies. The total receiving capacity is 5,600 gpm. However, Ontario has not used the San Antonio Water Company connection to receive water since 1994 because it is no longer operable due to poor water quality. Instead, the City exercises its share of the San Antonio Water Company rights by pumping from its own wells, pursuant to an agreement. The remaining connections allow Ontario to transport water to other agencies.

The capacity and ability of the existing potable distribution system to distribute water to customers was analyzed in the 2006 Water and Recycled Water Master Plan (WMP). The existing system tested the piping for system pressure, the need for a pipeline replacement plan, and storage capacities. In brief, the 2005 WMP made these conclusions:

- Pipelines would need to be replaced and new pipelines would need to be installed through a phased implementation plan with specific projects implemented over the years as determined necessary. Pipelines were assessed for necessary fire flow, pressure, and age-related improvements. The 2005 WMP recommended 120 miles of new pipeline to be implemented through phases indicated in the WMP. This is an ongoing process over the next 30 years. Improvements are also made, as required, to serve new development pursuant to the WMP.
- The storage reservoirs in Ontario currently meet requirements but improvements will be needed. The reservoirs were assessed for operational storage, emergency storage, and fire flow storage capacities. In 2006, the City had 1 million gallons of excess storage capacity, system wide. A pressure zone analysis indicated that storage capacity differed between zones. The WMP recommended transferring water between pressure zones and building new storage reservoirs. An 8-million-gallon-capacity reservoir is planned on City-owned property at Foothill Boulevard and Rochester Avenue in Rancho Cucamonga (Ontario, 2006f; Ontario, 2008). Including that site, the City has acquired property sufficient for five additional reservoirs to meet the demands of the General Plan. The City also has a well site banking program. Improvements to wells, treatment, and storage are also made as required to serve new development pursuant to the WMP.

Nonpotable Water System

Ontario has a rapidly expanding recycled water program and currently serves approximately 4,000 afy of recycled water to over 70 customers, including interim agricultural users in the NMC area. When recycled water is proposed to agricultural uses, the agricultural water rights are assigned back to the City, increasing the City's Chino Basin pumping rights. The source for recycled water is locally reclaimed nonpotable wastewater provided by the wholesaler, IEUA, which operates the regional wastewater treatment plants for the cities in the area and provides transmission back to the City. The recycled water provided by IEUA meets all California Title 22 water quality requirements. The IEUA operates several treatment plants at different elevations which are connected through pumps and a transmission system for reliability. Over 70,000 af of water are produced annually by IEUA; hence, the supply far outpaces the current demand for recycled water. The IEUA also transmits recycled water to spreading basins throughout the region, and the City purchases its full allotment for recharge into the Chino Basin, The

amount of recycled water recharge is regulated by the state Department of Health and the Regional Water Quality Control Board. As the CDA expands and the OBMP is fully implemented, the amount of recycled water can increase. In addition, further treatment of recycled water at the recharge point could increase the amount of recharge into the basin and thereby increase local water supplies. This option can provide additional reliability and resources not currently included in the IEUA Urban Water Management Plan (IEUA UWMP). Unused recycled water is currently discharged by IEUA into the Santa Ana River by way of Prado Dam. The amount discharged exceeds the base flow required of IEUA to be discharged pursuant to the Santa Ana River judgment, and the IEUA Master Plans consider only local reuse of the amount in excess of that judgment. Therefore, there is a sufficient recycled water to meet the recycled water demands of the Ontario General Plan.

Wastewater Collection and Treatment

The City began construction of its wastewater (sewer) system in the early 1900s (Ontario, 2006c). City sewer mains are primarily constructed of vitrified clay pipe ranging from 4 to 42 inches in diameter. Approximately 75 percent of the pipes are 8 inches in diameter. The City's sewers are classified into two groups: primary sewers, greater than 15 inches in diameter, and secondary sewers, 15 inches or smaller in diameter. The City has about 375 miles of gravity sewers.

A large portion of the pipelines were built in the 1950s and 1960s when the City experienced expansive growth. Most of the pipes were vitrified clay pipes, which have a life of about 80 years or more. The majority of the City's collection system is less than 50 years old. Approximately 68,000 linear feet of pipeline was constructed prior to 1930 (Ontario 2006c) and will require repair or replacement as necessary. The City Sewer master plan and CIP identifies these areas.

Some areas of sewer size deficiencies were identified in the 1995 Sewer Master Plan. Most of these deficient areas are in the older residential communities west of Euclid Avenue and south of Mission Boulevard. Many of these issues have since been fixed by diverting drainage flows from Upland to Montclair, the construction of IEUA's Upland Relief Interceptor Phase 1, reconstruction of pipelines, the construction of the City Eastern Trunk Sewer in the NMC, and the Holt Boulevard Trunk Sewer (Ontario 2006c).

The City's wastewater collection system also consists of two City-owned pump stations, one privately owned/City-maintained pump station, over 7,000 feet of associated force mains, and five siphons. The first of the two City-owned pump stations (Magnolia) is small and services a residential neighborhood in the southwestern portion of the city. The other is a large pump station (Haven) that services a commercial/industrial area in the central eastern portion of the city. The privately owned/City-maintained pump station (Edenglen) is small and services an NMC residential neighborhood in the southeastern portion of the City. The five siphons were constructed to go under major flood control channels or a conflicting utility. As the proposed land use plan is developed, implementing the Sewer Master Plan eliminates the need for the Haven and Eden Glen lift stations, replacing them with future reliable gravity mains.

Wastewater Generation

The City of Ontario conveys its wastewater via regional trunk sewers to regional treatment plants operated by IEUA, which serves a 242-square-mile service area in the western portion of San Bernardino County. The City currently generates about 13.8 mgd of wastewater. In 2005, the IEUA treated about 61 mgd of wastewater. This amount is expected to increase to 96 mgd by 2020 and 176 mgd by 2050 (Ontario 2006a), including Ontario wastewater flows. Most of the wastewater generated in the OMC is treated at IEUA's Regional Water Reclamation Plant No. 1. Wastewater generated in the NMC and the southern portions of the OMC is treated at Regional Water Reclamation Plant No. 5.

Regional Water Reclamation Plant No. 1

In 2009, the Regional Water Reclamation Plant No. 1 wastewater flows are 33.3 mgd. The current capacity of the plant is 44 mgd and is projected to be expanded to 60 mgd after 2020 (IEUA 2005). It predominantly consists of gravity sewers. In general, wastewater flows from the northern parts of the City south into the facility, but wastewater generated in some portions of the City is pumped into the treatment plant by the Haven Lift Station from the east and the Magnolia Lift Station from the west.

Regional Water Reclamation Plant No. 5

Regional Water Reclamation Plant No. 5 has a daily average flow of 11.5 mgd and is designed for a capacity of 16.3 mgd. Its capacity is to be expanded to 28 mgd in 2015. This facility currently serves the Cities of Chino Hills and Chino and southern Ontario (IEUA 2009). IEUA treats wastewater at both plants to meet discharge requirements and Title 22 water quality standards for reuse as recycled water.

Nonreclaimable Interceptor Line

IEUA also operates a nonreclaimable wastewater (NRW) system for certain industrial wastewater. For high saline industrial wastewater (nondomestic) and desalter concentrate in the southern portion of its service area, IEAU operates a collection system that discharges into the 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 (SAWPA 2002). 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.

Solid Waste

The City of Ontario provides its own solid waste hauling service within the City. As of 2008, the City serves approximately 28,000 single-family homes with a fleet of 23 residential, 17 commercial, and 10 roll-off container collection trucks, stationed at the City's Public Works yard. The City's household hazardous waste collection facility is at 1408 E. Francis Street and is currently in the process of relocating to 1430 S. Cucamonga Avenue.

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. Other landfills 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 Landfill. El Sobrante Landfill encompasses 1,322 acres, can accommodate 10,000 tons per day, has a maximum capacity of 184,930,000 tons, and its expected closure date is January 1, 2030 (CIWMB 2008b).

Since the year 2000, the California Integrated Waste Management Board (CIWMB) has required all jurisdictions to divert at least 50 percent of their waste from going directly to landfills (Public Resources Code section 41780). For the fiscal year 2006, Ontario's Board-approved diversion rate was 64 percent.

Electricity

Electricity is provided to the City by Southern California Edison (SCE). SCE's transmission system includes 500 and 220 kilovolt (kV) transmission lines, which are generally reduced to 66 kV transmissions at transformers at substations. A new "peaker" substation was constructed in 2007 near Milliken Avenue and Micro Drive in Ontario (SCE 2007). This substation is capable of producing 45 megawatts of electricity and is directly connected to the local grid to serve local homes and businesses during times of peak electricity use.

SCE has forecast energy demands for its service area to reach 118,497 gigawatt hours by 2016 (CEC 2007). Energy consumption per capita in 2006 for the SCE area is about 7,300 kilowatt-hours. This is forecast to remain constant through 2016 (CEC 2007).

Natural Gas

The Southern California Gas Company (TGC) provides natural gas service to the City of Ontario. TGC has gas mains throughout urbanized areas of the City.

Telephone and Communications

Communication services and telephone, mobile phone, cable, and internet services, are provided by private companies in the City of Ontario, including Verizon Communications, AT&T, and Time Warner Telecommunications. Cable service is provided to the City by local cable franchises, including Time Warner Cable, Comcast Cable, Cox Cable, and Charter Cable. Installation of cable services is provided by these private companies and supported by service fees.

For Internet service, transmission can be obtained through the phone lines for dial-up coverage or by broadband providers. Most Internet service providers are regulated by the California Public Utilities Commission. Broadband providers supply Internet services through cable lines or through Ethernet, a bundling of local area networks that are transmitted by fiber optics (DSL). Like cell phones, the Internet can also be provided through wireless connections. Infrastructure to support these services is therefore run over the associated local telephone and cable service provider lines.

Regulatory Framework

Utilities within the City of Ontario tend to grow proportionally with the population. The following discussion of regulations helps to understand how public utilities are evaluated.

Federal

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) is the main federal law that ensures the quality of Americans' drinking water. Under SDWA, the USEPA sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement those standards. SDWA was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. The law was amended in 1986 and 1996 and requires many actions to protect drinking water and its sources: rivers, lakes, reservoirs, springs, and ground water wells. (SDWA does not regulate private wells which serve fewer than 25 individuals.)

Federal Energy Regulatory Commission (FERC)

The Federal Energy Regulatory Commission (FERC) is the United States federal agency with jurisdiction over interstate electricity sales, wholesale electric rates, hydroelectric licensing, natural gas pricing, and oil pipeline rates. FERC also reviews and authorizes liquefied natural gas (LNG) terminals, interstate natural gas pipelines and nonfederal hydropower projects.

Federal Communications Commission (FCC)

The Federal Communications Commission (FCC) regulates interstate and international communications by radio, television, wire, satellite and cable in all fifty states, the District of Columbia and U.S. territories. It was established by the Communications Act of 1934 and operates as an independent U.S. government agency overseen by Congress. Primary responsibilities of the FCC include promoting competition in broadband communications while maintaining the quality and integrity of the signal reaching the public, and ensuring broad access to telecommunications by the public even in rural areas of the United States. The FCC has oversight over telecommunications and media regulations in the United States.

State

California Code of Regulations Title 22, Chapter 15 (Water Quality General Requirements)

California Code of Regulations (CCR) Title 22, Chapter 15, requires general water quality standards for water and wastewater discharge. The law ensures that pathogens and other contamination does not enter surface water or groundwater supplies within the state

California Health and Safety Code Article 1 (Pure and Safe Drinking Water)

California Health and Safety Code Article 1, Section 116270, was established a drinking water regulatory program within the Department of Health Services and provide drinking water standards for all water

purveyors and distribution systems within the state. The law also requires regular sampling and record keeping of water supplies to ensure that potable water supplies are meeting the standards.

Senate Bills 610 and 210 Water Supply Assessment and Planning

To assist water suppliers, cities, and counties in integrated water and land use planning, the state passed Senate Bill (SB) 610 (Chapter 643, Statutes of 2001) and SB 221 (Chapter 642, Statutes of 2001), effective January 1, 2002. SB 610 and SB 221 improve the link between information of water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 are companion measures that promote more collaborative planning between local water suppliers and cities and counties.

Both statutes require detailed information regarding water availability to be provided to city and county decision makers prior to approval of specified large development projects. Both statutes also require this detailed information be included in the administrative record as the evidentiary basis for an approval action by the city or county on such projects. Both measures recognize local control and decision making regarding the availability of water for projects and the approval of projects. Under SB 610, water supply assessments (WSA) must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code Section 10912[a]) subject to CEQA. Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative verification of sufficient water supply. SB 221 is intended as a fail-safe mechanism to ensure that collaboration on finding the needed water supplies to serve a new large subdivision occurs before construction begins.

A WSA is required for any project if it is a residential development of 500 units or more; a shopping center or business establishment project employing more than 1,000 persons or having more than 500,000 square feet of floor space; a commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space; or an industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area. Individual development projects implemented under the Proposed Land Use Plan would be required to prepare a WSA if they meet these requirements.

California Water Code Sections 10610–10656

In 1983, the California legislature enacted the Urban Water Management Planning Act (Water Code Sections 10610–10656). The act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 af of water annually, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple dry years. Both SB 610 and SB 221 repeatedly identify the UWMP as a planning document that, if properly prepared, can be used by a water supplier to meet the standards set forth in both statutes. Thorough and complete UWMPs are foundations for water suppliers to fulfill the specific requirements of these two statutes. UWMPs serve as important source documents for cities and counties as they update their General Plan. Conversely, General Plans are source documents as water suppliers update the UWMPs. These planning documents are linked, and their accuracy and usefulness are interdependent (CDWR 2003). The City of Ontario UWMP is a foundational document for compliance with both SB 610 and SB 221.

Assembly Bill 939—Integrated Waste Management Act

Assembly Bill (AB) 939 (Chapter 1095, Statutes of 1989), the Integrated Waste Management Act, requires, among other things, every California city and county to divert 50 percent of its waste from landfills by the year 2000. In addition, AB 939 requires each county and each city within the county to prepare a Source Reduction and Recycling Element for its jurisdiction, identifying waste characterization, source reduction, recycling, composting, solid waste facility capacity, education and public information, funding, special waste (asbestos, sewage sludge, etc.), and household hazardous waste, and a countywide siting element, specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the jurisdiction that cannot be reduced or recycled for a 15-year period.

California Energy Commission (CEC)

The California Energy Commission (CEC) is the state's primary energy policy and planning agency. Created by the Legislature in 1974 the CEC has six basic responsibilities in setting state energy policy. They are:

- Forecasting Energy needs within the state
- Promoting energy efficiency and conservation by setting the appliance and building efficiency standards for the state of California
- Supporting energy research that advances energy science and technology, energy technology development, and demonstration projects
- Licensing all thermal electric power plants of 50 megawatts or larger
- Planning for and directing State responses to energy emergencies

Regional

Southern California Association of Governments (SCAG)

SCAG's Energy Planning Program focusing on renewable energy projects and energy efficiency enable the region to support state and federal energy goals while growing in accordance with SCAG's adopted plans, such as the Regional Transportation Plan and Sustainable Communities Strategy, Compass Growth Vision, and Regional Comprehensive Plan.

County of San Bernardino Solid Waste Management Division (SWMD)

The County of San Bernardino Solid Waste Management Division (SWMD) is responsible for the operation and management of the County of San Bernardino's solid waste disposal system which consists of five regional landfills and nine transfer stations. SWMD administers the County's solid waste handling franchise program and the refuse collection permit program which authorizes and regulates trash collection by private haulers.

Local

City of Ontario Municipal Code

City of Ontario Municipal Code Title 6 (Sanitation and Health), Chapter 8A (Emergency Water Conservation), provides a mandatory water conservation plan to minimize the effects of a water shortage on water customers of the City. Chapter 8C (Recycled Water Use) establishes procedures, specifications, and limitations for the safe and orderly development and operation of recycled water facilities and systems in the City's service area.

City of Ontario Municipal Code Title 6 (Sanitation and Health), Chapter 6 (Stormwater Drainage System), prescribes regulations to effectively prohibit nonstormwater discharges into the City's stormwater drainage system. In addition, this section controls discharges from spills, dumping, or disposal of materials other than stormwater; reduces the discharge of pollutants in all stormwater discharges to the maximum extent practicable; and protects and enhances the water quality of local, state, and federal watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with the Clean Water Act.

City of Ontario Municipal Code Title 6 (Sanitation and Health), Chapter 3 (Integrated Solid Waste Management), ensures that the City complies with state law regarding solid waste management by reduce waste generation, promoting reuse, and requiring solid waste collection for recycling and composting.

City of Ontario Municipal Code Title 9 (Development Code), Chapter 1 (Zoning and Land Use Requirements), Section 9-1.3289 (Antennas and Wireless Telecommunications Facilities), requires review of installation of antennas and wireless communication facilities.

Ontario General Plan

The Ontario General Plan policies that are applicable to the development of infrastructure pertinent to utilities and service[19] systems include:

Policy ER1-1 *Local Water Supply*. The City increases local water supplies to reduce the dependence on imported water.

Policy ER1-2 *Matching Supply to Use*. The City supports matching water supply/quality to the appropriate use.

Policy ER1-3 *Conservation*. The City requires conservation strategies that reduce water usage.

Policy ER1-4 *Supply-Demand Balance*. The City requires that available water supply/demands be balanced.

Policy ER1-5 *Groundwater Management*. The City protects groundwater quality by promoting strategies that prevent pollution, require remediation where necessary, capture and treat urban runoff, and recharge the aquifer.

[19] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Policy ER1-6 *Urban Runoff Quantity*. The City encourages the use of low impact development strategies to intercept runoff, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.

Policy ER1-7 *Urban Runoff Quality*. The City requires the control and management of urban runoff, consistent with Regional Water Quality Control Board regulations.

Policy ER1-8 *Wastewater Management*. The City requires the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.

Policy ER3-1 *Conservation Strategy*. The City promotes conservation as the first strategy to be employed to meet applicable energy-saving standards.

Policy ER3-2 *Green Development—Communities*. The City encourages the use of the LEED Neighborhood Development rating system to guide the planning and development of all new communities.

Policy ER3-4 *Green Development—Public Buildings*. The City requires all new and renovated City buildings in excess of 10,000 square feet to achieve a LEED Silver Certification standard, as determined by the US Green Building Council.

Policy LU1-3 *Adequate Capacity*. The City requires adequate infrastructure and services for all development.

Policy LU4-3 *Infrastructure Timing*. The City requires that the necessary infrastructure and services be in place prior to or concurrent with development.

Policy CD5-2 *Maintenance of Infrastructure*. The City requires the continual maintenance of infrastructure.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on utilities and service systems if it would:

- 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 would cause significant environmental effects
- Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects
- Not have sufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements
- Result in a determination by the wastewater treatment provider that serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments

- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs
- Not comply with federal, state, or local statutes and regulations related to solid waste

Analytic Method

The programs and measures contained in the Regional Reduction Plan were compared to applicable utility infrastructure policies and capacity to determine if any inconsistency exists.

Effects Not Found to Be Significant

Threshold	Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Implementation of the Regional Reduction Plan includes water conservation strategies, such as low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. These water conservation strategies will reduce the amount of wastewater going to the IEWA wastewater treatment facilities but will not change the treatment process at those facilities. The quality of wastewater is overseen by two agencies, the Santa Ana Regional Water Quality Control Board (RWQCB) and the California Department of Public Health (CDPH). The Santa Ana RWQCB has regional permitting authority over water quality issues and the CDPH oversees standards and health concerns (MWD 2005). California Code of Regulations Title 22 provides the regulatory setting for drinking water quality in California and is followed by these agencies when they assess water quality. The wastewater treated in all of IEUA's regional plants meets or exceeds the standards of water quality set by CCR Title 22 (IEUA 2005). Therefore, there would be ***no impact***. No further analysis is required.

Threshold	Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

Implementation of the Regional Reduction Plan includes water conservation strategies, such as water-efficient landscaping, low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. The Regional Reduction Plan also includes the retrofitting of existing water and wastewater treatment facilities to more energy efficient equipment at the treatment facilities but does not increase capacity or the need for additional water treatment. In fact, implementation of the Regional Reduction Plan will reduce the need for water and wastewater treatment through the various water conservation strategies. Therefore, there would be ***no impact***. No further analysis is required.

Threshold	Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

New stormwater drainage facilities would be needed, if a project increased impervious surfaces causing additional runoff or a project changed the surface flow in a way that required stormwater new drainage

facilities. However, implementation of the Regional Reduction Plan would not result in a substantial (if any) increase in impervious surfaces in the City. The Proposed Project would facilitate development in transit-oriented areas and the bicycle and pedestrian infrastructure as provided for in the Ontario General Plan, which are already developed with impervious surfaces. The Proposed Project would not to substantially change the drainage patterns on any site within the City. The impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements?

Implementation of the Regional Reduction Plan includes water conservation strategies, such as water-efficient landscaping, low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. The net result of these measures is the reduction in water consumption. Therefore, the Regional Reduction Plan results in better management of existing water supplies within the City. For these reasons, the Regional Reduction Plan would have a beneficial impact on water supplies and impacts to water supply would be ***less than significant***. No mitigation is required.

Threshold	Would the project result in a determination by the wastewater treatment provider that 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?

Implementation of the Regional Reduction Plan includes water conservation strategies, such as low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. These water conservation strategies will reduce the amount of wastewater going to wastewater treatment facilities. Therefore, impacts would be ***less than significant***. No mitigation is required.

Threshold	Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Implementation of the Regional Reduction Plan includes solid waste diversion that would reduce the amount of waste currently going to landfills. Therefore, impacts would be ***less than significant***. No mitigation is required.

Threshold	Would the project comply with federal, state, or local statutes and regulations related to solid waste?

Implementation of the Regional Reduction Plan includes solid waste diversion. Recycling of solid waste as part of the solid waste diversion would comply with all federal, state, and local statutes and regulations related to the recycling of solid waste. Therefore, impacts would be ***less than significant***. No mitigation is required.

Cumulative Impacts

Because the Regional Reduction Plan does not create significant impacts to utilities and service systems at a project level, implementation of the Regional Reduction Plan will not create impacts that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

References

California Integrated Waste Management Board (CIWMB). 2008a. *Jurisdiction Diversion Rate Summary*.

———. 2008b. *Solid Waste Information System*.

California Department of Water Resources (CDWR). 2004. *California's Groundwater Bulletin 118*. February.

Chino Basin Watermaster (CBWM). 2000. *Peace Agreement Chino Basin*, June 29.

———. 2005. *Peace II Agreement Chino Basin*.

———. 2007. *Chino Basin Optimum Basin Management Program, State of the Basin Report 2006*.

———. 2009. *Annual Report for Fiscal Year 2007–2008*.

Metropolitan Water District (MWD). 2005. *Regional Urban Water Management Plan*.

———. 2012. *Board Information Report*, October 9.

Inland Empire Utilities Agency (IEUA).2005. *Urban Water Management Plan*.

———. 2009. *Regional Water Reclamation Facilities Capacity Assessment*.

Ontario, City of. 2005. *Urban Water Management Plan*.

———. 2006a. *Existing Conditions Report Non-Potable Water System Evaluation City of Ontario General Plan*.

———. 2006b. *Existing Conditions Report Potable Water System Evaluation City of Ontario General Plan*.

———. 2006c. *Existing Conditions Report Wastewater Collection System Evaluation City of Ontario General Plan*.

———. 2006d. *Existing Conditions Report Water Quality Evaluation City of Ontario General Plan*.

———. 2006e. *Existing Conditions Report Water Resource Evaluation City of Ontario General Plan*.

———. 2006f. *Water and Recycled Water Master Plan*.

———. 2009a. *The Ontario General Plan Final Environmental Impact Report*, July.

———. 2009b. *The Ontario General Plan Re-circulated Portions of the Environmental Impact Report*, November.

———. 2010. *The Ontario General Plan*, January 27.

———. n.d. *City of Ontario Municipal Code*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

Santa Ana Watershed Project Authority (SWAPA). 2005. *Santa Anal Integrated Watershed Plan 2005 Update.*

4.13.18 Mandatory Findings of Significance

Under the California Environmental Quality Act (CEQA), an EIR must be prepared when certain specified impacts might result from construction or implementation of a project. This EIR has been prepared for the San Bernardino County Regional GHG Reduction Plan to fully address all of the Mandatory Findings of Significance, as described below.

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on mandatory findings of significance if it would do any of the following:

- Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory
- Have impacts that are individually limited, but cumulatively considerable ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)
- Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly

Degradation of the Environment

Under CEQA Guidelines Section 15065(a), a finding of significance is required if a project "has the potential to substantially degrade the quality of the environment." In practice, this is the same standard as a significant effect on the environment, which is defined in CEQA Guidelines Section 15382 as "a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."

This EIR, in its entirety, addresses and discloses all potential environmental effects associated with construction and operation of the proposed project, including direct, indirect, and cumulative impacts in the following resource areas:

- Aesthetics
- Agriculture/Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils

- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems

As summarized in Table 2-22 (Summary of Mitigation Measures) and Table 4.13-5 (Summary of Environmental Effects of Implementing Local Reduction Measures in Ontario), this EIR discloses all potential environmental impacts, the level of significance prior to mitigation, project requirements that are required by law or are incorporated as part of the project description, feasible mitigation measures, and the level of significance after the incorporation of mitigation measures.

Long-Term Impacts

As described in CEQA Guidelines Section 15065(a)(2), a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. Section 5.1 (Significant Irreversible Environmental Effects) of this document addresses the short-term and irretrievable commitment of natural resources to ensure that the consumption is justified on a long-term basis. In addition, Section 5.2 (Growth-Inducing Impacts) identifies any long-term environmental impacts caused by the proposed project with respect to economic or population growth. Lastly, Section 5.4 (Significant Environmental Effects That Cannot Be Avoided if the Proposed Project is Implemented) identifies all significant and unavoidable project-related impacts that could occur.

Cumulative Impacts

A cumulative impact analysis is only provided for those thresholds that result in a less-than-significant or significant and unavoidable impact. A cumulative impact analysis is not provided for Effects Found Not to Be Significant, which result in no project-related impacts.

Under CEQA Guidelines Section 15065, a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects that are individually limited, but cumulatively considerable. As defined in CEQA Guidelines Section 15065(a)(3), cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." Cumulative impacts are addressed for each of the environmental topics listed above and are provided in Sections 4.13.1 through 4.13.17 of this EIR.

Impacts on Species

Under CEQA Guidelines Section 15065(a)(1), a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to (1) substantially reduce the habitat of a fish or wildlife species; (2) cause a fish or wildlife population to drop below self-sustaining levels; or (3) substantially reduce the number or restrict the range of an endangered, rare, or threatened species. Section 4.13.4 (Biological Resources) of this EIR fully addresses impacts related to the reduction of the fish or wildlife habitat, the reduction of fish or wildlife populations, and the reduction or restriction of the range of special-status species.

Impacts on Historical Resources

CEQA Guidelines Section 15065(a)(1) states that a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to eliminate important examples of a major period of California history or prehistory. Section 15065(a)(1) amplifies Public Resources Code (PRC) Section 21001(c) requiring that major periods of California history are preserved for future generations. It also reflects the provisions of PRC Section 21084.1 requiring a finding of significance for substantial adverse changes to historical resources. CEQA Guidelines Section 15064.5 establishes standards for determining the significance of impacts to historical resources and archaeological sites that are a historical resource. Section 4.13.5 (Cultural Resources) of this EIR) fully addresses impacts related to California history and prehistory, historic resources, archaeological resources, and paleontological resources.

Impacts on Human Beings

Consistent with CEQA Guidelines Section 15065(a)(4), a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significant affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, geology/soils, hazards/hazardous materials, hydrology/water quality, noise, population/housing, public services, transportation/traffic, and utilities/service systems, which are addressed in Sections 4.13.3, 4.13.6, 4.13.8, 4.13.9, 4.13.12, 4.13.13, 4.13.14, 4.13.16, and 1.4.17 of this EIR, respectively.

References

Kostka, Stephan L. and Michael H. Zischke. 2005. *Practice under the California Environmental Quality Act*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

[THIS PAGE INTENTIONALLY LEFT BLANK]