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THE ONTARIO PLAN

Ontario Policy Plan Amendment Draft Supplemental Environmental Impact Report

State Clearinghouse No. 2025110102 | March 2026

PLACEWORKS

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State Clearinghouse No. 2025110102

Ontario Policy Plan Amendment Draft Supplemental EIR

for the City of Ontario

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EXECUTIVE SUMMARY

ES.1 INTRODUCTION

This executive summary has been prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines Section 15123. This Draft Supplemental Environmental Impact Report (SEIR) addresses the environmental effects associated with the implementation of the proposed Policy Plan Amendment and the Eucalyptus Business Park Specific Plan (EBPSP or Specific Plan). CEQA requires that local government agencies consider the environmental consequences before acting on projects over which they have discretionary approval authority. An SEIR analyzes potential environmental consequences to inform the public and support informed decisions by local and State governmental agency decision makers.

This SEIR has been prepared pursuant to the requirements of CEQA and the City of Ontario's CEQA procedures. The City of Ontario, as the lead agency, has reviewed and revised all submitted drafts, technical studies, and reports as necessary to reflect its own independent judgment, including reliance on City of Ontario technical personnel from other departments and review of all technical subconsultant reports.

ES.1.1 TOP Certified EIR

The proposed project is an update to the approved project; therefore, this SEIR relies on the findings of the 2022 Draft SEIR and 2022 Final SEIR and, per CEQA Guidelines Section 15163, contains all the information necessary to ensure that the 2022 Certified EIR fully evaluates the proposed project. These documents, though discussed separately here, are collectively referred to in this SEIR as the 2022 Certified EIR. In accordance with CEQA Guidelines Sections 15148 and 15150, this SEIR incorporates the 2022 Certified EIR (and its constituent parts) by reference. A summary of the 2022 Certified EIR follows. All documents incorporated by reference are available for review at the City of Ontario Community Development Department at 303 East B Street, Ontario, CA 91764.

2022 DRAFT SEIR AND FINAL EIR FOR THE ONTARIO PLAN 2050

The City of Ontario circulated the 2022 Draft SEIR for a 45-day public review period beginning May 9, 2022, and ending June 23, 2022, and 20 topics were evaluated in detail in the 2022 SEIR.

The following impacts were considered less than significant without mitigation in the 2022 SEIR:

- Aesthetics
- Agricultural and Forestry Resources
- Biological Resources
- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildlife

The following impacts were identified as having potentially significant impacts that could be mitigated, avoided, or substantially lessened.

- Cultural Resources (Archeological Resources)
- Geology and Soils (Paleontological Resources)
- Tribal Cultural Resources

The 2022 SEIR identified the following environmental categories as having significant and unavoidable impacts that could not be avoided by incorporating mitigation.

- **Air Quality** (AQMP Consistency, Regional Construction Emissions, Regional Operation Emissions, and Cumulative Health Risk)
- **Cultural Resources** (Historic Resources)
- **Noise** (Construction Noise, Construction Vibration, and Airport Land Use Compatibility)
- **Transportation** (Vehicle Miles Traveled)

The City of Ontario approved The Ontario Plan 2050 and certified the TOP 2050 SEIR (State Clearinghouse No. 2021070364) on August 16, 2022.

2009 DEIR AND RECIRCULATED DEIR

The 2022 SEIR tiered off the findings for TOP Final EIR certified in January 2010. The City of Ontario circulated the 2009 Draft EIR for public review in April 2009. Six environmental categories (agricultural resources, air quality, cultural resources, global climate change, noise, and traffic and transportation) had significant and unavoidable impacts that could not be avoided with mitigation. A Recirculated Draft EIR for The Ontario Plan was released in November 2009 to update and provide additional analysis concerning GHG emissions impacts associated with buildout of the Policy Plan. This analysis was based on verbal comments made by the California Attorney General's Office after the end of the public review period and on

recent rules and regulations about lowering GHG emissions. Only the following topic areas were analyzed in the 2009 Recirculated Draft EIR: Global Climate Change and Additional Project Alternative: 15 percent GHG Reduction Alternative. Remaining topics previously analyzed in the 2009 Draft EIR were determined to be adequately addressed. Analysis in the 2009 Recirculated Draft EIR found that significant and unavoidable impacts identified in the 2009 Draft EIR would remain significant and unavoidable. These determinations were reiterated in the 2010 Final EIR when it was certified on January 27, 2010.

ES.2 ENVIRONMENTAL PROCEDURES

This SEIR has been prepared pursuant to CEQA and the CEQA Guidelines to assess the environmental effects associated with implementation of the proposed project as well as anticipated future discretionary actions and approvals. CEQA established 6 main objectives for an EIR:

1. Disclose to decision makers and the public the significant environmental effects of proposed activities.
2. Identify ways to avoid or reduce environmental damage.
3. Prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
4. Disclose to the public reasons for agency approval of projects with significant environmental effects.
5. Foster interagency coordination in the review of projects.
6. Enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation in CEQA and the CEQA Guidelines; it is intended to provide an objective, factually supported analysis, and full disclosure of the environmental consequences of a proposed project with the potential to result in significant, adverse environmental impacts.

An EIR is one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Before approving a proposed project, the lead agency must consider the information in the EIR, determine whether the EIR was prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and adopt a statement of overriding considerations if significant impacts cannot be avoided.

ES.2.1 Draft EIR Organization

Executive Summary. Summarizes the background and description of the proposed project, the format of this SEIR, project alternatives, any critical issues that need to be resolved, and the potential environmental impacts and recommended mitigation measures identified for the project.

Chapter 1: Introduction. Describes the purpose of this SEIR, background on the project, the notice of preparation, the use of incorporation by reference, and Final SEIR certification.

Chapter 2: Project Description. Provides a detailed description of the project, including its objectives, its area and location, approvals anticipated to be required as part of the project, necessary environmental clearances, and the intended uses of this SEIR.

Chapter 3: Environmental Analysis. Each environmental topic is analyzed in a separate section that discusses: the applicable regulatory framework; existing conditions; the significance criteria used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the potential adverse and beneficial effects of the project; the level of impact significance with and without mitigation; and the potential cumulative impacts of the proposed project and other existing, approved, and proposed projects in the area.

Chapter 4: Alternatives to the Proposed Project. Describes the alternatives and compares their impacts to the impacts of the proposed project. Alternatives include the No Project Alternative/Current TOP 2050, Truck Route Scenario 3 Alternative, and Reduced Intensity Alternative.

Chapter 5: Other CEQA Considerations. Provides a discussion of effects found not to be significant, significant and unavoidable impacts, significant irreversible changes to the environment, and growth-inducing effects.

Chapter 6: Report Preparers and Organizations Consulted. Includes a list of people and organizations that prepared or were contacted during the preparation of this Draft SEIR.

Appendices. The appendices for this document include the following supporting documents:

- Appendix A: Notice of Preparation
- Appendix B: TOP 2050 Policy Matrix
- Appendix C1: TOP AQ, Energy, and GHG Modeling
- Appendix C2: TOP Truck Route HRA
- Appendix C3: EBPSP AQ Study
- Appendix C4: EBPSP HRA

- Appendix C5: EBPSP Energy Study
- Appendix C6: EBPSP GHG Study
- Appendix D: EBPSP Biological Resources Report
- Appendix E1: SCICC Records Search
- Appendix E2: Ontario Ranch Historic Surveys
- Appendix E3: EBPSP Cultural Resources
- Appendix F1: EBPSP Geotechnical Study – NWC
- Appendix F2: EBPSP Geotechnical Study – NEC
- Appendix F3: EBPSP Paleontological Resources
- Appendix G1: EBPSP Phase I
- Appendix G2: EBPSP Phase II (1A)
- Appendix G3: EBPSP Phase II (1B)
- Appendix G4: EBPSP Phase II (2A)
- Appendix G5: EBPSP Phase II (2B)
- Appendix G6: ALUCP Consistency Determination
- Appendix H1: EBPSP Preliminary Hydrology
- Appendix H2: EBPSP WQMP
- Appendix I1: TOP Noise
- Appendix I2: EBPSP Noise
- Appendix J: Public Service Responses
- Appendix K1: TOP VMT Memo
- Appendix K2: EBPSP VMT Memo
- Appendix K3: EBPSP LOS Study
- Appendix L1: TOP Water Supply Evaluation
- Appendix L2: EBPSP Water Supply Assessment
- Appendix L3: EBPSP Sewer and Water Infrastructure
- Appendix M1: NAHC Records Request
- Appendix M2: Tribal Consultation Letters
- Appendix N: EBPSP Alternatives Analysis

ES.2.2 Type and Purpose of this Draft SEIR

SUPPLEMENTAL EIR

CEQA dictates when a supplemental or subsequent EIR is required for changes to a project that was previously analyzed under CEQA. Once a project has been approved based on a CEQA analysis in an EIR or negative declaration, and the EIR or negative declaration is no longer subject to challenge, CEQA Section 21166 provides that “no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency” unless one of three circumstances apply: 1) substantial changes to the approved project will require major revisions to the certified EIR, 2) substantial changes occur with respect to the circumstances under which the approved project is being undertaken will require major revisions to the certified EIR, or 3) new information, that was not known and could not have been known at the time the EIR for the approved project was certified becomes available (CEQA Section 21166).

In this case, in-depth review has already occurred and the time for challenging the sufficiency of the 2022 TOP EIR has expired (CEQA Section 21167, subd. (c)). Moreover, as discussed below, no circumstances have changed enough to justify repeating a substantial portion of the process. The factors used to evaluate whether a Subsequent or a Supplemental EIR should be prepared are in CEQA Guidelines Sections 15162 and 15163, and relate to whether "major changes" to the EIR are required. CEQA Guidelines Section 15162 clarifies what constitute major changes to the EIR. According to that section, major changes to the EIR are those that are required either:

- "Due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;" (CEQA Guidelines Section 15162, subd. (a)(1), (a)(2); see also subd. (a)(3)(A), (a)(3)(B))
- Where "[m]itigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or" (subd. (a)(3)(C))
- Where "[m]itigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative." (subd. (a)(3)(D))

As disclosed in this Executive Summary, the analysis prepared for this SEIR substantiates that the Policy Plan Amendment would result in one or more new significant environmental effects in comparison to the Current TOP 2050 as adopted.

This Draft SEIR is a program-level document that supplements the analyses in the Certified 2022 EIR. Section 15163 of the CEQA Guidelines provides that:

> (a) The lead or responsible agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:
>
> 1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and
>
> 2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.
>
> (b) The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.
>
> (c) A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087.
>
> (d) A supplement to an EIR may be circulated by itself without recirculating the previous draft or final EIR.
>
> (e) When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.

In accordance with Section 15163 of the CEQA Guidelines, this document:

- Incorporates the 2022 Certified EIR by reference, as discussed in Section 2.2, *Project Background*.
- Contains information necessary to make the 2022 Certified EIR adequate for the proposed project.
- Evaluates the potential environmental impacts of the changes to the Current TOP 2050 that are a result of changed circumstances and new information.
- Evaluates the potential environmental impacts of the proposed changes to the Current TOP 2050, i.e., the proposed land use designation and development capacity changes.
- Updates where necessary the discussion of cumulative impacts, growth-inducing impacts, and other required sections of this Draft SEIR.

The proposed project is summarized in Section ES.4, *Summary of the Proposed Project*, and more fully described in Chapter 2 of this Draft SEIR. The analysis in this SEIR confirms that the 2022 Certified EIR is adequate for the proposed project with the updated information contained herein.

Approach/Definition of Baseline

As described above, a Supplement to an EIR need only contain the information necessary to make the previous EIR adequate for the proposed project, as revised. The 2022 Certified EIR therefore serves as the logical "baseline" to assess potential impacts associated with the proposed project. The environmental impacts associated with the proposed project for this SEIR are defined as the incremental impacts between the Current TOP 2050 and the proposed project. To accurately assess the incremental impact, this SEIR analyzes the difference between the buildout of the Current TOP 2050 to buildout of the Policy Plan Amendment (i.e., compares "buildout" to "buildout"). Impacts are assessed for the net land use changes under the proposed project, as described in Section 1.4.3.1*, Areas of Change.* The environmental setting of each topical section provides an update of existing conditions and changes in circumstances since certification of the 2022 Certified EIR.

PROGRAM EIR

This SEIR fulfills the requirements for a Program EIR. Although the legally required contents of a Program EIR are the same as for a Project EIR, Program EIRs are typically more conceptual than Project EIRs, with a more general discussion of impacts, alternatives, and mitigation measures. According to Section 15168 of the CEQA Guidelines, a Program EIR may be prepared on a series of actions that can be characterized as one large project. Use of a Program EIR gives the lead agency an opportunity to consider broad policy alternatives and programwide mitigation measures, with greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive scale.

Agencies prepare Program EIRs for programs or a series of related actions that are linked geographically; logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document is necessary. If the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities may be within the Program SEIR's scope, and additional environmental documents may not be required (CEQA Guidelines sec. 15168[c]). When a lead agency relies on a Program EIR for a subsequent activity, it must incorporate feasible mitigation measures and alternatives from the Program EIR into the subsequent activities (CEQA Guidelines

sec. 15168[c][3]). If a subsequent activity would have effects outside the scope of the Program EIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or an EIR. Even in this case, the Program SEIR still serves a valuable purpose as the first-tier environmental analysis. The CEQA Guidelines encourage the use of Program EIRs, citing five advantages:

- Provide a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR;
- Focus on cumulative impacts that might be slighted in a case-by-case analysis;
- Avoid continual reconsideration of recurring policy issues;
- Consider broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them;
- Reduce paperwork by encouraging the reuse of data (through tiering). (CEQA Guidelines sec. 15168[h])

This EBPSP portion of the Draft SEIR has been prepared as a "Project SEIR," defined by CEQA Guidelines Section 15161 (California Code of Regulations, Title 14, Division 6, Chapter 3). This type of EIR examines the environmental impacts of a specific development project and should focus primarily on the changes in the environment that would result from the development project. The SEIR shall examine all phases of the project, including planning, construction, and operation.

ES.3 PROJECT LOCATION

The City of Ontario is in the southwestern portion of San Bernardino County and is surrounded by the cities of Chino and Montclair and unincorporated San Bernardino County to the west; the cities of Upland and Rancho Cucamonga to the north; the city of Fontana and unincorporated San Bernardino County to the east; and the cities of Eastvale and Jurupa Valley to the south (see Figures ES-1, *Regional Location*, and ES-2, *Citywide Aerial Map*). The City is in the central part of the Upper Santa Ana River Valley. The primary tributary that flows through Ontario is the Cucamonga Creek, which originates, together with subtributaries, in the San Gabriel Mountains and flows into the Prado Dam, where it joins the Santa Ana River, eventually terminating in the Pacific Ocean.

The City comprises approximately 50 square miles (32,022 acres), including the 8,200-acre Ontario Ranch in the southern part of the City—formerly known as the New Model Colony (NMC) and formerly the City's sphere of influence (SOI). The northern, more urbanized part of the City is known as the Original Model Colony (OMC) in reference to the City's founding as a model colony for cities in terms of layout and infrastructure. Generally, the City is 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 ES-1). Regional circulation to and through the City is provided by I-10 and State Route (SR) 60, east to west, and by I-15 and SR-83 (Euclid Avenue), north to south. The City is also home to the Ontario International Airport (ONT) and proximate to Chino Airport.

Eucalyptus Business Park Specific Plan

The 189-acre Eucalyptus Business Park Specific Plan (EBPSP or Specific Plan) project site is bounded to the south by Eucalyptus Avenue, the east by Walker Avenue, and the west by Campus Avenue. Figure ES-3, *EBPSP Aerial Map*, illustrates the general location of the EBPSP. The project site includes the following Assessor's Parcel Numbers: 0216-322-01, 0216-322-02, 0216-321-06, 0216-321-07, 0126-322-10, 0216-321-01, 0216-321-02, 1053-551-01, 1053-541-02, 1053-541-01, 1053-571-01, 1053-571-02, 1053-531-01, 1053-531-02, 1053-531-03, 1053-531-04, 1053-581-04, and 1053-581-03.

ES.4 SUMMARY OF THE PROPOSED PROJECT

POLICY PLAN AMENDMENT PROJECT

Policy Plan Amendment

The Policy Plan Amendment project component primarily involves modifying the currently permitted and planned TOP land use pattern across more than 1,300 acres in southern Ontario. These proposed changes to TOP are driven by requests from property owners and developers who seek to alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the City as a central business center.

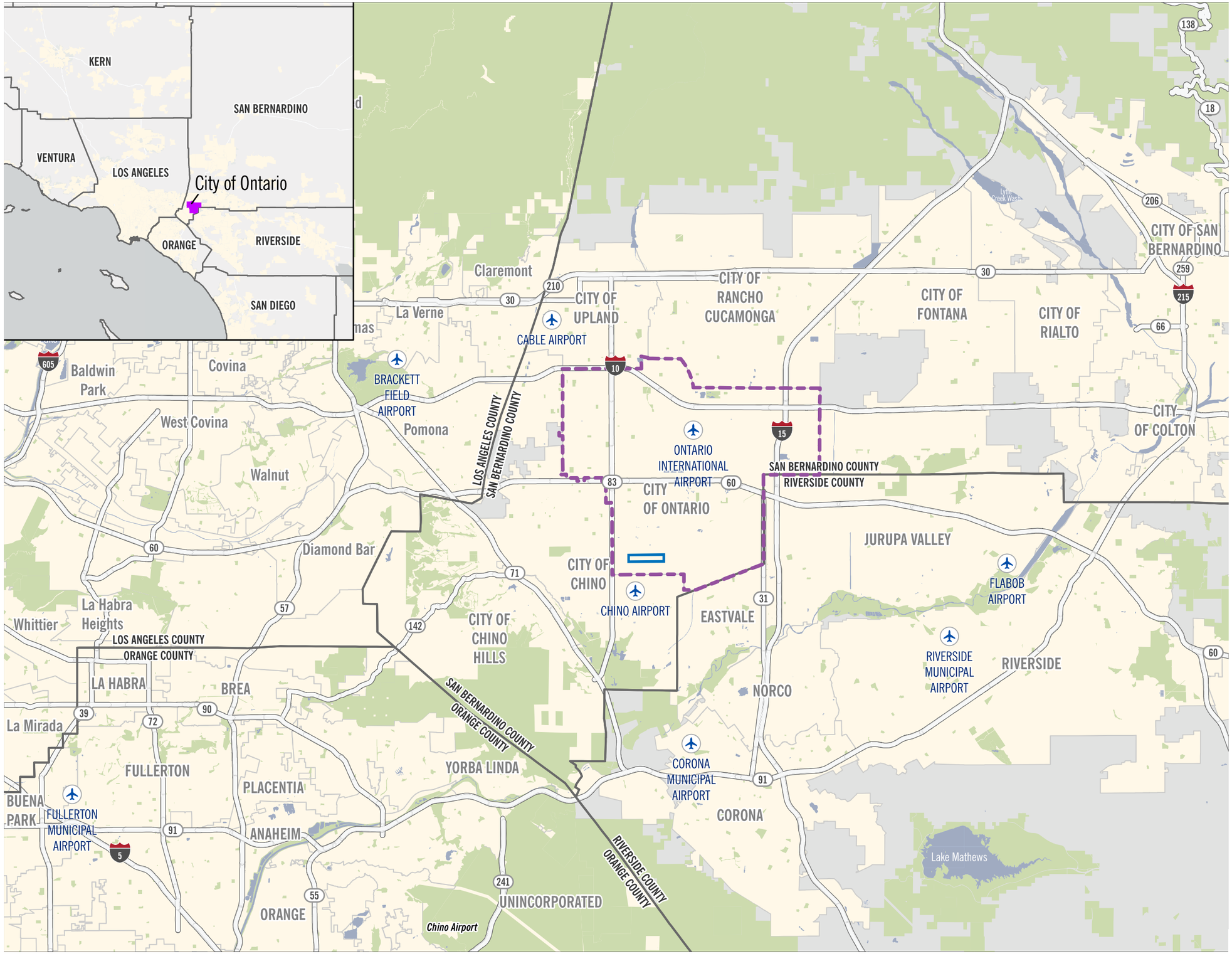
The proposed land use changes necessitate updates and modifications across the Land Use Element and various other elements of TOP 2050 Policy Plan.

- **Land Use Element.** Proposed changes to the TOP Land Use Plan are shown on Figure ES-4, *Policy Plan Amendment Areas of Change*. Additional figures in the Land Use Element will be updated to maintain consistency, including TOP Figures LU-02, LU-03, and LU-04. Land Use Plan changes are primarily located within the Ontario Ranch (south of Riverside Drive), with a handful of changes in the northern part of the city along East Holt Avenue and South Grove Avenue, as further discussed below..

- **Housing Element.** To comply with state law, the Housing Element requires updates to TOP housing sites inventory to reflect changes in the list of sites suitable to fulfill the City's RHNA requirement.

Figure ES-1

Regional Location



- EBPSP Boundary
- Airports
- Ontario City Limit
- Parks and Open Space
- City Boundary
- County Boundary
- Unincorporated County

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THE ONTARIO PLAN
SUPPLEMENTAL EIR

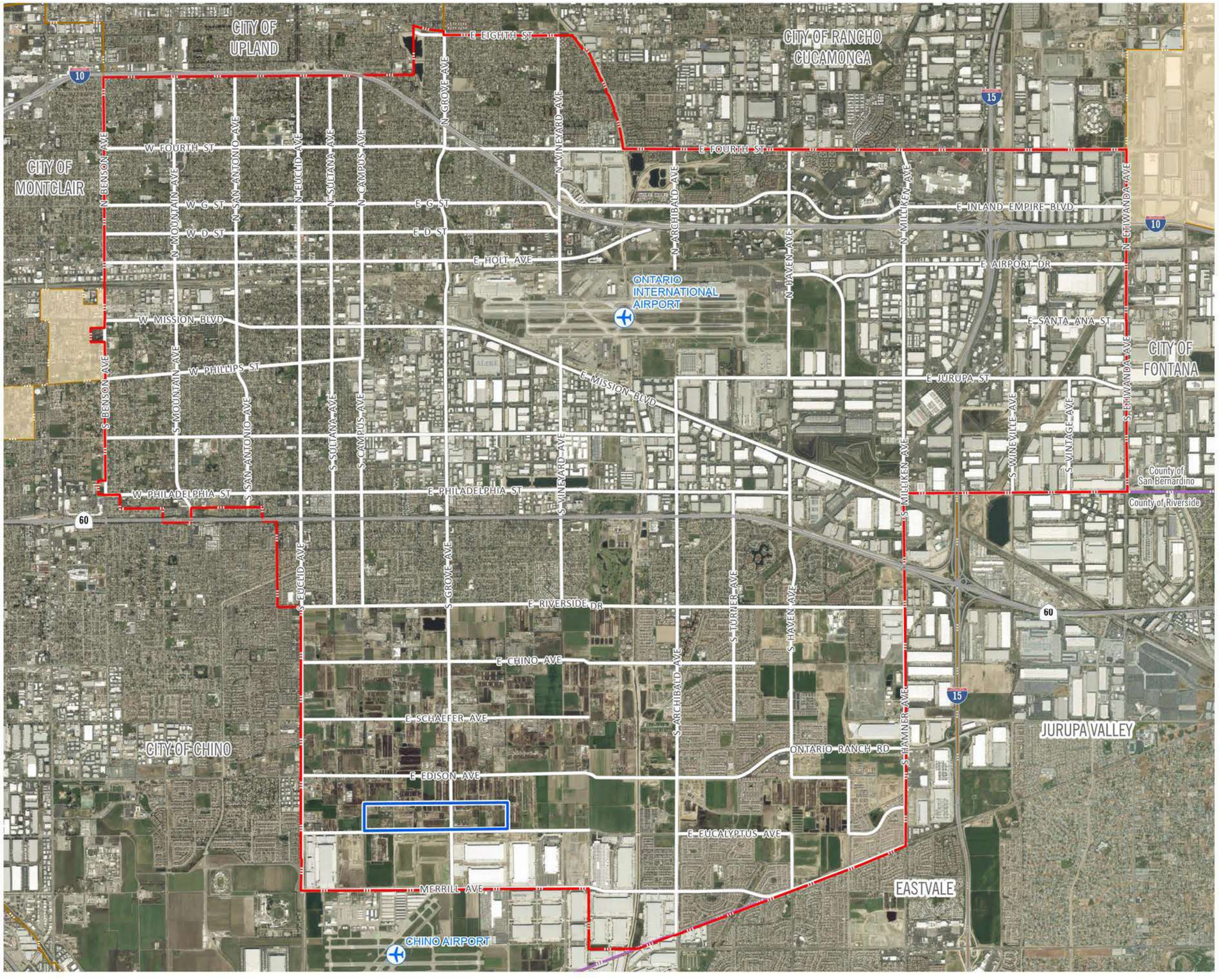
Feet
0 10,000 20,000 40,000

Date: 2/10/2026

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Figure ES-2

Citywide Aerial Map



- Airport
- Ontario City Boundary
- Adjacent City Boundary
- County Boundary
- Unincorporated County
- EBPSP Boundary

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THE ONTARIO PLAN
SUPPLEMENTAL EIR

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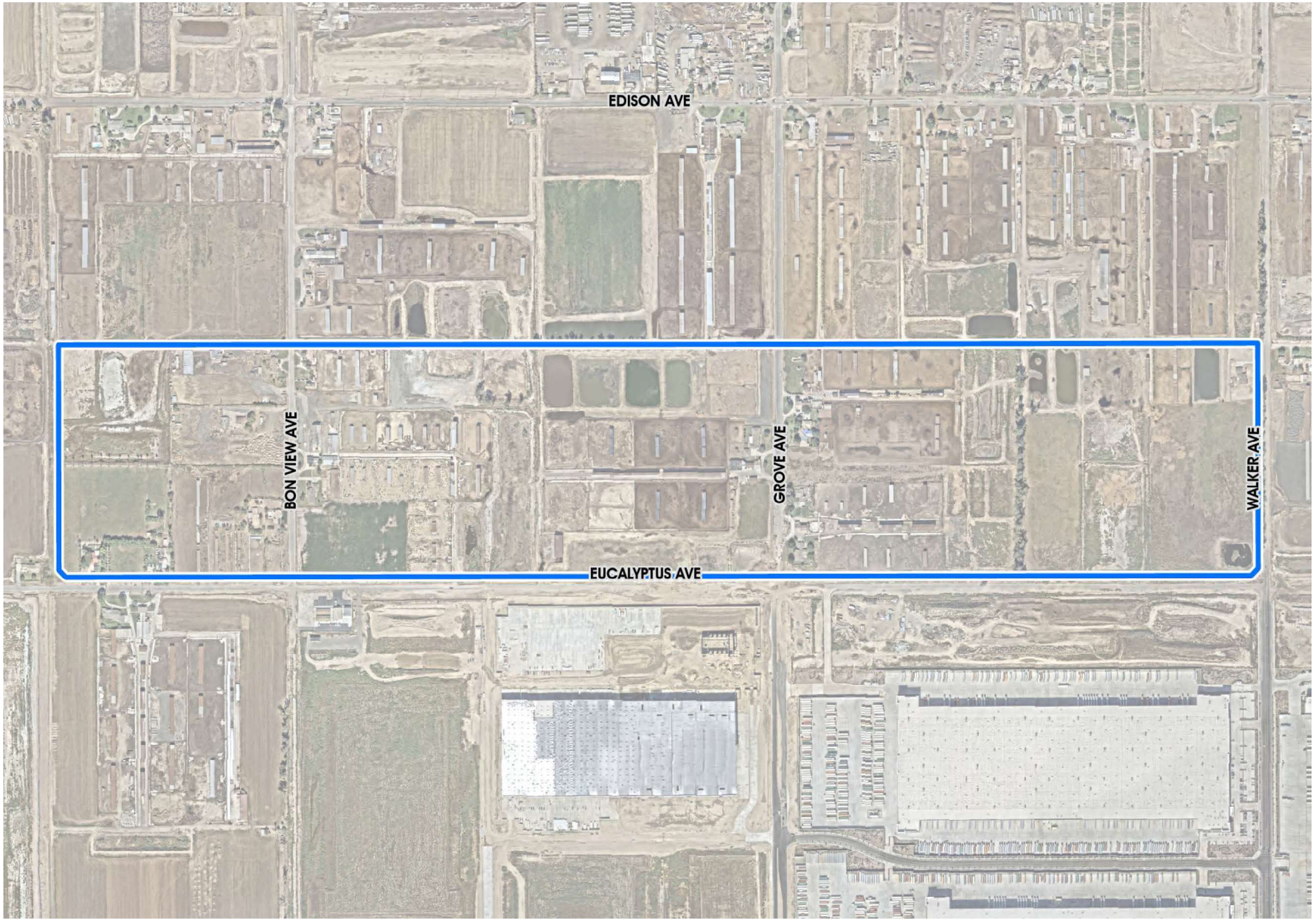
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Figure ES-3

EBPSP Aerial Map



EBPSP Boundary

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THE ONTARIO PLAN
SUPPLEMENTAL EIR

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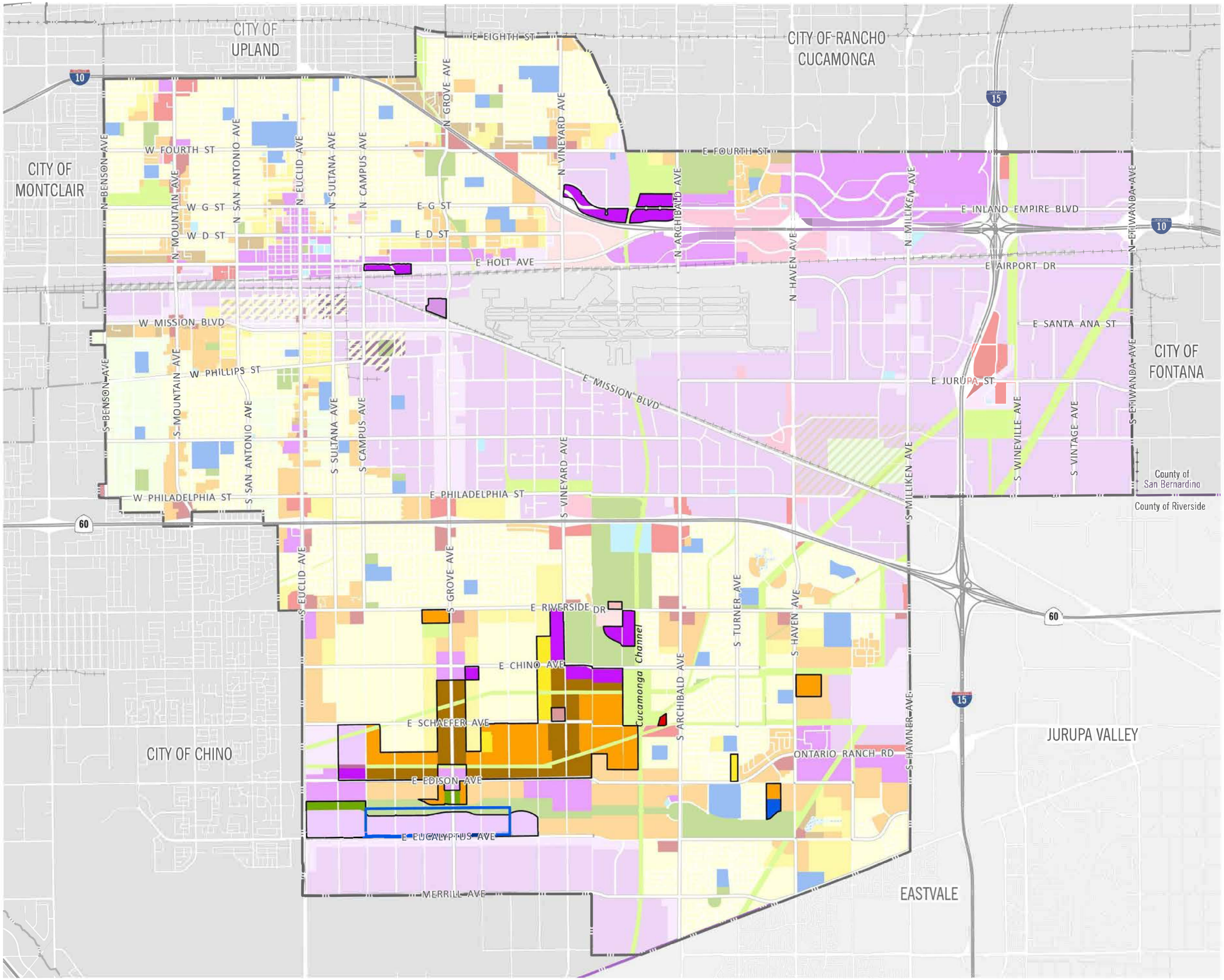
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Date: 03/03/2026

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Figure ES-4

Policy Plan Amendment Areas of Change



- EBPSP Boundary
- Proposed TOP Areas of Change
- Ontario City Boundary
- County Boundary
- Rail Network

Overlay Zones
- Business Park
- Industrial
- Landfill Impact Area

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- ROW; ROW-bp
- PS Public School
- ARPT Airport
- LF Landfill
- Rail

*Areas where no land use change is proposed are shown at 40% opacity

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2026 Date: 2/26/2026

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- **Mobility Element.** The City's network of truck routes will be updated in compliance with AB 98, and consistent with proposed land use changes. Minor updates to the City's Roadway System (M-01), and multipurpose trails and bikeways, identified on TOP Figure M-02, are also proposed to reflect the City's long term plan for roadways, and align future bike improvements with the proposed changes in the land use pattern and truck routes in southwestern Ontario. New Mobility policies and implementation actions addressing priority safety corridors consistent with Senate Bill 932 are proposed, as well as a new policy promoting lower speed limits for trucks in areas adjacent to noise-and-vibration-sensitive land uses. Finaly, Policies M-3.1 and M-4.1 will be updated. Policy M-3.1 will be expanded to note that the city will prioritize coordinating access to transit in areas near sites identified in the housing element as suitable for lower-income (in addition to EJ areas), while Policy M-4.1 will clarify that noise-sensitive land uses is intended to include both noise and vibration sensitive land uses.

- **Community Design Element.** Mixed-use place types, identified in the Community Design Element, will be updated to reflect proposed land use changes. Revisions include changes to existing mixed-use areas, and the establishment of new mixed-use areas, including creating a new district-level place type for the Ontario Sports Empire, revising the South Euclid District place type, and removing the South Employment District place type. TOP Figures CD-01, CD-02, CD-06, CD-07, CD-08, and CD-09.2 are to be updated. The approved TOP Figure CD-07 will be removed and replaced with a new TOP Figure CD-07, establishing the Ontario Sports Empire as "District Place Type."

- **Parks and Recreation.** Revisions to the location of planned park facilities in TOP Figure PR-01 to maintain consistency with approved projects and the proposed land use plan.

- **Safety.** Revisions to the Traffic Noise Contours Map (S-06a) will be updated consistent with proposed changes in land use and circulation. In addition minor changes to the base maps used in the map of Critical Facilities (S-08), Evacuation Constrained Properties (S-09), and Evacuation Routes (S-10) will be processed to show updates to the city's park network or remove parks from the base maps, as the location of parks in no way alters the intent of the map.

- **Environmental Resources.** Policy ER-5.4 will be updated to state that the City does not require replacement farmland or require the dedication or preservation of agricultural land outside of the City if a property owner elects to transition from agricultural to urban uses.

Finally, the City's Development Code will be updated to maintain consistency with the proposed Land Use Plan.

- **Development Code Consistency.** The zoning map and Development Code will be updated to implement the Policy Plan Amendment.

Table ES-1, *Comparison of Approved TOP 2050 to Policy Plan Amendment*, provides a statistical summary of the buildout potential of TOP 2050 Policy Plan Amendment compared to the buildout potential under the currently approved TOP 2050. As shown in this table, the Policy Plan Amendment would increase population, dwelling units, nonresidential building square footage, and employment compared to the approved TOP 2050.

Table ES-1 Comparison of Approved TOP 2050 to Policy Plan Amendment

Scenario	Units	Population	Nonresidential Square Feet	Employment
Approved TOP 2050	129,951	411,268	263,828,479	299,204
Policy Plan Amendment	137,177	427,741	268,162,895	301,035
Net Difference (Proposed Project – Approved Project)	**7,225**	**16,473**	**4,334,416**	**1,831**

Zoning

In addition to changes to TOP 2050, the proposed project includes amendments to the City's development code to implement the land-use changes, including updates to the zoning map and the affordable housing overlay. There are no separate environmental impacts associated with the Zoning update since these changes reflect the changes to the Policy Plan associated with the proposed Policy Plan Amendment.

EUCALYPTUS BUSINESS PARK SPECIFIC PLAN PROJECT

The Specific Plan would function as the regulatory document for implementing zoning for the entire site, ensuring the orderly and systematic implementation of the City's Policy Plan. The Specific Plan establishes the necessary land use plan, development standards, design guidelines, infrastructure systems, and implementation strategies on which subsequent, related development activities would be founded. Upon adoption of the Specific Plan, subsequent subdivision maps, plot plans, conditional use permits, grading and building permits, or any other actions requiring either ministerial or discretionary approvals would be required to demonstrate consistency with the Specific Plan.

As illustrated in Figure ES-5, *Conceptual EBPSP Land Use Plan*, the EBPSP would establish 9 planning areas that would provide for development of the site with approximately 2,939,000 SF of Business Park uses on 137.9 acres and 36.15 acres of Open Space–Parkland. The remaining 14.97 acres would be utilized for roadway improvements. Table ES-2, *EBPSP Land Use Statistical*

Summary, provides a breakdown of acreages by planning area. The EBPSP would result in estimated 1,590 employees within the project site.

Table ES-2 EBPSP Land Use Statistical Summary

Planning Area (PA)	Land Use Designation	Acres	Target Buildout SF
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
7	Open Space – Parkland	8.05	—
8	Open Space – Parkland	14.10	—
9	Open Space – Parkland	14.00	—
-	Roadway	14.97	—
	TOTAL	**189.0**	**2,939,000**

Notes: SF = square feet

1. A maximum of 10,000 SF of Commercial uses may be provided within Business Park planning areas 1, 2, 3, 4, 5, or 6. This square footage is included within the total listed above.
2. A publicly operated animal resource center may be provided within any of the Business Park planning areas. The animal resource center shall not exceed 35,000 SF.
3. The EBPSP allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum building FAR (0.55).
4. Total acreage of 189.0 is rounded to the nearest one-tenth of an acre.

ES.5 SUMMARY OF PROJECT ALTERNATIVES

The CEQA Guidelines Section 15126.6(a) states that an EIR must address "a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives." The alternatives in this Draft SEIR were based, in part, on their potential to reduce or eliminate the impacts determined to be potentially significant for implementation of the proposed project (see Table ES-1, *Summary of Significant Environmental Impacts and Mitigation Measures*). The project alternatives were not reviewed for financial feasibility. Project alternatives are assessed in further detail in Chapter 4, *Alternatives to the Proposed Project*.

ES.5.1 No Project Alternative/ Current TOP 2050

POLICY PLAN AMENDMENT

In the No Project Alternative/Current TOP 2050, the Policy Plan Amendment and EBPSP project would not be implemented by the City. The current TOP 2050 would remain in effect and would apply to land uses within the City and land uses within the EBPSP project site.

Impacts of the No Project Alternative/Current TOP 2050 would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, noise, tribal cultural resources, and wildfire. This alternative would reduce the proposed project's air quality, energy, GHG, land use and planning, public services, recreation, transportation, and utilities and service systems impacts. The No Project Alternative/Current TOP 2050 would not meet some of the objectives of the proposed project.

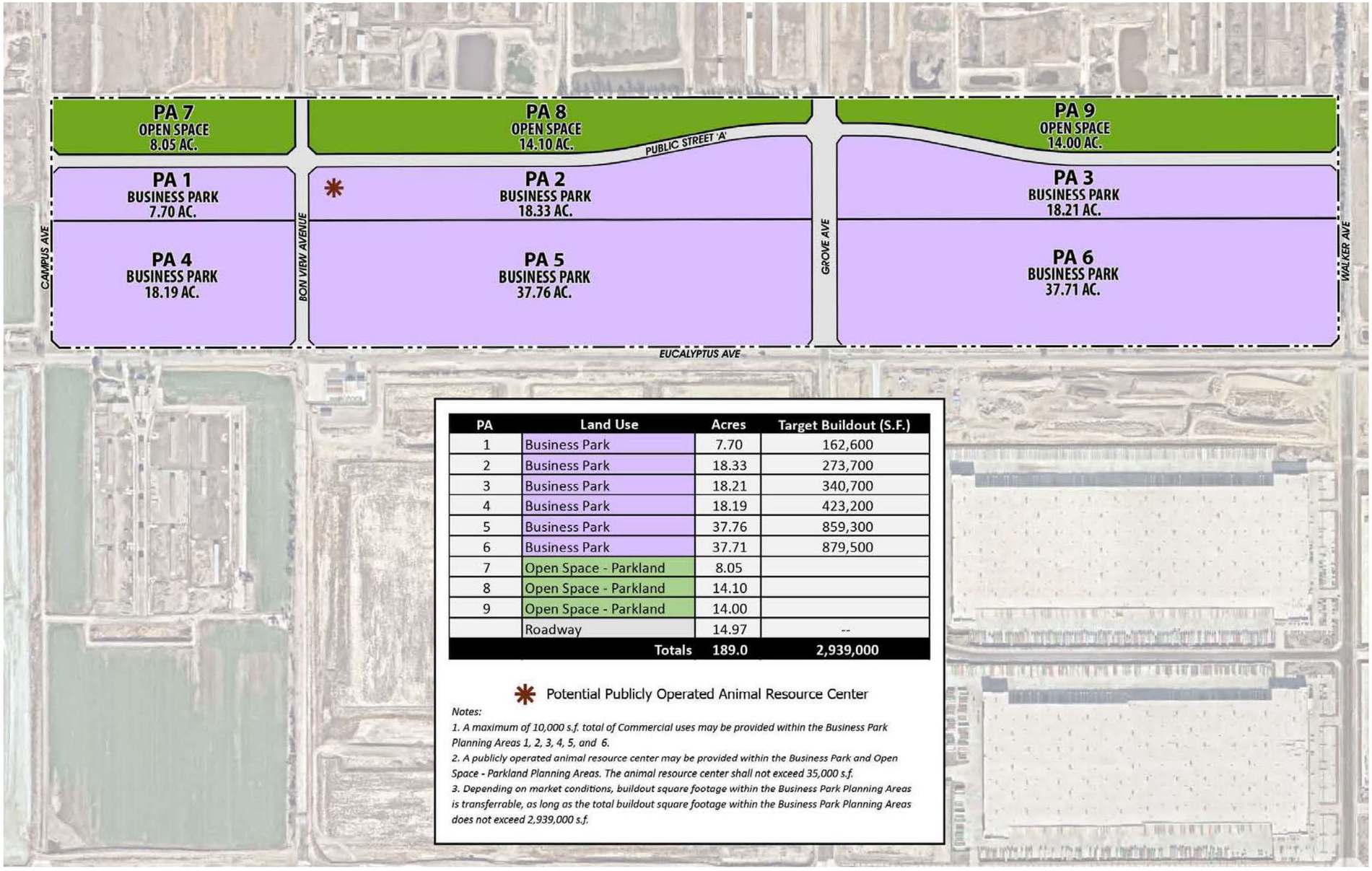
SPECIFIC PLAN

The current TOP 2050 designates the Specific Plan area for Medium Density Residential (MDR), Mixed-Use (Eucalyptus/Chino Airport) (MU-BC); and Open Space Parkland (OS-C). Buildout under these designations would allow for up to 2,195 residential units and 1,632,143 square feet of non-residential land uses within the Specific Plan area. As discussed in Chapter 4, *Alternatives*, the no project alternative would result in an increase in population, units, and employment but a decrease in non-residential square feet.

The No Project Alternative/Current TOP 2050 would result in greater impacts to energy, construction noise, public services, recreation, and utilities and service systems. This alternative would exacerbate significant and unavoidable impacts related to air quality, GHG, off-site traffic-related noise, and transportation. Impacts related to aesthetics, agriculture and forestry resources, construction air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, onsite noise operation, population and housing, tribal cultural resources, and wildfire would be similar compared to the EBPSP. Additionally, impacts to land use and planning would decrease under this alternative.

Figure ES-5

Conceptual EBPSP Land Use Plan



PA	Land Use	Acres	Target Buildout (S.F.)
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
7	Open Space - Parkland	8.05	
8	Open Space - Parkland	14.10	
9	Open Space - Parkland	14.00	
	Roadway	14.97	--
	Totals	**189.0**	**2,939,000**

* Potential Publicly Operated Animal Resource Center

Notes:

1. A maximum of 10,000 s.f. total of Commercial uses may be provided within the Business Park Planning Areas 1, 2, 3, 4, 5, and 6.

2. A publicly operated animal resource center may be provided within the Business Park and Open Space - Parkland Planning Areas. The animal resource center shall not exceed 35,000 s.f.

3. Depending on market conditions, buildout square footage within the Business Park Planning Areas is transferrable, as long as the total buildout square footage within the Business Park Planning Areas does not exceed 2,939,000 s.f.

EBPSP Boundary

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 275 550 Feet

Source: T&B 2025

Date: 02/17/2026

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As compared with the EBPSP, this alternative would not meet the following objectives to the same extent due to the change in the proposed land uses from business park to residential and mixed-use:

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.
- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide business park uses that are compatible with surrounding land uses.

ES.5.2 Truck Route Scenario 3 Alternative

In summer 2025, the City conducted outreach and initiated an evaluation of its existing truck routes, which resulted in changes to truck routes in northern Ontario, including within the Original Model Colony (OMC). The purpose of the proposed project is to remove trucks from residential areas, such as Ontario Ranch Road. Truck Route Scenario 3 Alternative would not remove Archibald Avenue as a designated truck route, as proposed under the project, and would add additional truck routes along Eucalyptus Avenue, Walker Avenue, and Hellman Avenue. These additional routes would disperse truck traffic throughout the Ontario Ranch area to a greater extent. While the total number of trucks within the City and the Ontario Ranch area would remain the same, impacts would be spread across a broader area rather than concentrated along two specific routes. This alternative would increase impacts along Archibald Avenue and Edison Avenue while decreasing impacts along Ontario Ranch Road.

This alternative would not affect the land uses proposed for the EBPSP. Therefore, a separate analysis of this alternative for the Specific Plan component was not conducted as it would be the same as that of the Policy Plan Amendment.

This alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, energy, geology and soils, GHG, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and system services, and wildfire. This alternative would reduce the proposed project's air quality and noise impacts.

This alternative would meet all the objectives of the Policy Plan Amendment with the exception of objectives on truck routes and circulation changes. As compared with the proposed project, this alternative would not meet the following objectives:

- Update the City's truck routes based on proposed land use changes to ensure the City continues to comply with state law and ensures a safe and efficient goods movement network while minimizing the exposure of existing and future sensitive receptors to noise, vibration, and air pollution generated by heavy trucks.

- Update the Policy Plan component of TOP 2050 for internal consistency with proposed land use and circulation changes.

ES.5.3 Reduced Intensity Alternative

POLICY PLAN AMENDMENT

The proposed land use plan would result in a net increase of 6,370,304 square feet of industrial land use compared to the Current TOP 2050. The EBPSP represents 2,939,000 square feet of the growth in industrial land uses under the proposed project (46 percent); therefore, this alternative considers a reduced intensity alternative for the EBPSP area.

This alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, population and housing, recreation, tribal cultural resources, and wildfire. This alternative would reduce the proposed project's air quality, energy, GHG, noise, public services, transportation, and utilities and system services impacts. This alternative would meet all the objectives of the Policy Plan Amendment.

SPECIFIC PLAN

The Reduced Intensity Alternative would result in a 30 percent reduction in building area on the EBPSP project site. The buildout intensity of the remaining portions of the proposed project would remain the same; however, overall, the buildout of the proposed project would be reduced. Under this alternative, a total of 2,057,300 square feet of non-residential square feet would be developed, a reduction of 881,700 square feet. The total development impact area would remain the same as the EBPSP. Park areas are assumed to remain as proposed. Access to the site would be similar to the EBPSP, with a proportional reduction in the number of parking spaces.

This alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, population and housing, recreation, tribal cultural resources, and wildfire. This alternative would reduce the proposed project's air quality, energy, GHG, noise, public services, transportation, and utilities and system services impacts.

The Reduced Intensity Alternative would meet most of the EBPSP objectives; however, this alternative would not meet the following objectives to the same extent as the EBPSP due to the reduced square footage and proportional reduction in employees.

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.
- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide opportunities for positive economic benefit to the City, including new net revenues to the General Fund that can be used for vital City services.

Use of the Specific Plan area would not be maximized under the Reduced Intensity Alternative. Additionally, the 30 percent reduction would reduce the amount of potential employment opportunities for community residents; therefore, the alternative would not be fully maximizing the economic benefit to the City.

The Reduced Intensity Alternative has been identified as the environmentally superior alternative because it would either lessen or result in similar impacts as the proposed project; however, it would not avoid any significant and unavoidable impacts. The Reduced Intensity Alternative lessens impacts to air quality, energy, GHG emissions, noise, public services, transportation, and utilities and system services while partially achieving the benefits of the project objectives.

ES.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. For the proposed project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this EIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.

5. Whether there are other mitigation measures that should be applied to the project besides the mitigation measures identified in the EIR.
6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

ES.7 AREAS OF CONTROVERSY

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the EIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public. Prior to preparation of the Draft SEIR, the City of Ontario issued a Notice of Preparation (NOP) on November 4, 2025. The CEQA-mandated public period for this SEIR was between November 4 to December 5, 2025, during which interested agencies and the public could submit comments about the potential environmental impacts of the proposed project. A scoping meeting was held on November 20, 2025. During this time, the City of Ontario received comment letters from a variety of State and local agencies as well as several organizations and members of the public. Appendix A, *Notice of Preparation*, of this Draft SEIR contains the NOP as well as the comments received by the City of Ontario in response to the NOP. In addition, NOP comment letters received during the review period are summarized in Chapter 2, *Introduction* (see Table 1-1, *NOP Comment Summary*).

The following list includes issues that are likely to be of particular concern to agencies and interested members of the public during the environmental review process. Though every concern applicable to the CEQA process is addressed in this Draft SEIR, this list is not necessarily exhaustive; rather, it attempts to capture concerns that are likely to generate the greatest interest based on the input received during the scoping process.

- Agricultural Resources
- Air Quality and GHG
- Land Use and Planning
- Population and Housing
- Transportation

ES.8 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table ES-3, *Summary of Environmental Impacts and Mitigation Measures*, summarizes the conclusions of the environmental analysis in this SEIR.

Impacts are identified as potentially significant, less than significant or no impact, and mitigation measures are identified for all significant impacts. The level of significance after imposing the mitigation measures is also presented.

Table Terminology:

PPA: Policy Plan Amendment

EBPSP: Eucalyptus Business Park Specific Plan

PS: Potentially Significant

SU: Significant and Unavoidable

LTS: Less than Significant

NI: No Impact

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
AESTHETICS			
Impact AES-1: Implementation of the proposed project would not substantially alter scenic vistas in Ontario.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact AES-2: Implementation of the proposed project would not alter scenic resources within a State scenic highway.	PPA: NI EBPSP: NI	No mitigation measures are required.	PPA: NI EBPSP: NI
Impact AES-3: Implementation of the proposed project would not conflict with zoning or other regulations governing scenic quality.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact AES-4: Buildout of the proposed project would generate additional light and glare, which would be minimized through adherence to the City of Ontario Development Code.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
AGRICULTURE AND FORESTRY RESOURCES			
Impact AGF-1: The proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in Ontario to nonagricultural use.	PPA: LTS EBPSP: LTS	The City of Ontario's land use plan no longer designates agricultural land uses in the City. No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact AGF-2: The proposed project would not result in conflicts with existing zoning for agricultural use or a Williamson Act contract.	PPA: LTS EBPSP: LTS	The City of Ontario's land use plan no longer designates agricultural land uses in the City. No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact AGF-3: The proposed project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production.	PPA: NI EBPSP: NI	No mitigation measures are required.	PPA: NI EBPSP: NI
Impact AGF-4: No forest land would be affected by the proposed project.	PPA: NI EBPSP: NI	No mitigation measures are required.	PPA: NI EBPSP: NI
AIR QUALITY			
Impact AQ-1: The additional population growth forecast for the Policy Plan Amendment and Specific Plan and the associated emissions would exceed the assumptions of the South Coast AQMD's AQMP.	PPA: PS EBPSP: PS	Mitigation measures applied to the operational phases would reduce air quality impacts. However, no additional mitigation measures have been identified.	PPA: SU EBPSP: SU
Impact AQ-2: Construction activities associated with future development that would be accommodated under the Policy Plan Amendment could generate short-term emissions in	PPA: PS EBPSP: LTS	**Policy Plan Amendment** **Mitigation Measure AIR-1-PPA [Former MM 3-1]:** Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to	PPA: SU EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
exceedance of the South Coast AQMD's threshold criteria.		the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Building Department shall require feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include: ▪ Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as: o Requiring use of nontoxic soil stabilizers to reduce wind erosion. o Applying water every ~~four~~ 4 hours to active soil disturbing activities. o Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. ▪ Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim or higher exhaust emission limits. ▪ Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. ▪ Limiting nonessential idling of construction equipment to no more than ~~five~~ 5 consecutive minutes.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: ~~http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.~~ https://www.aqmd.gov/home/rules-compliance/compliance/vocs/architectural-coatings/super-compliant-coatings. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Department. **Specific Plan** No mitigation measures are required.	
Impact AQ-3: Implementation of the proposed project would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure AIR-2-PPA [Former MM 3-2]:** The City of Ontario shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g. sidewalks). **Mitigation Measure AIR-3-PPA [Former MM AQ-1]:** Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance	PPA: SU EBPSP: SU

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following: ▪ For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions. ▪ Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use. ▪ Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 sec. 2485). ▪ Provide changing/shower facilities as specified in Section A5.106.4.3 of CALGreen (Nonresidential Voluntary Measures).	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Provide bicycle parking facilities per Section A4.106.9 of CALGreen (Residential Voluntary Measures). ▪ Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of CALGreen (Nonresidential Voluntary Measures). ▪ Provide facilities to support electric charging stations per Section A5.106.5.3 and Section ~~A5.106.8.2~~ A4.106.8 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures). ▪ Applicant-provided appliances shall be Energy Star–certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star–certified or equivalent appliances shall be verified by the City during plan check. **Specific Plan** **Mitigation Measure AIR-1-SP:** To facilitate the future installation of infrastructure that would charge the batteries that power the motors of electric-powered trucks, the following shall be installed: 1) prior to the shell building permit approval, an electrical room(s) and/or exterior area(s) of the site shall be designated where future electrical panels would be located for the purpose of supplying power to on-site charging facilities for electric powered trucks. Conduit shall be installed from this designated area where the panel would be located to the onsite location where the charging facilities would be located and where electric-powered trucks would park and connect to charging facilities to charge the batteries that power the motors of the electric-powered trucks; 2) prior to	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		issuance of a building permit for tenant improvements, tenants that plan to operate electric trucks would be required to construct electrical charging infrastructure in addition to the required conduits. **Mitigation Measure AIR-2-SP:** In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants with information related to South Coast AQMD's Carl Moyer Program, or other such programs that promote truck retrofits or "clean" vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, and CARB regulations. Tenants shall be notified about the availability of: 1) alternatively fueled cargo handling equipment; 2) grant programs for diesel-fueled vehicle engine retrofit and/or replacement; 3) access to alternative fueling stations proximate to the site that supply compressed natural gas; and 4) the United States Environmental Protection Agency's SmartWay program. **Mitigation Measure AIR-3-SP:** Idling Regulations. Prior to issuance of a certificate of occupancy, legible, durable, weather-proof signs shall be installed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include the following instructions for truck drivers to shut off engines when not in use. a) Instructions for drivers of diesel trucks to restrict idling to no more than 5 minutes once the vehicle is stopped, the	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		transmission is set to "neutral" or "park" and the parking brake is engaged. b) Telephone numbers of the building facilities manager and CARB to report violations. **Mitigation Measure AIR-4-SP:** All future operations shall adhere to the following: a) Sites shall clearly mark entry and exit points for trucks and service vehicles. b) Facility operators shall maintain records of their fleet equipment owned by the facility and ensure that all diesel-fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty Trucks (HHD) use year CARB 2010 or newer engines. The records should be maintained on-site and be made available for inspection by the lead agency. c) Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. d) Signs should be posted in the appropriate locations and/or handouts should be provided that show the locations of nearest food options, fueling, truck maintenance services, and other similar convenience services. e) Each Facility shall designate a Compliance Officer responsible for implementing the measures described herein and/or in the project conditions of approval and mitigation measures. Contact information shall be provided to the City and updated annually, and signs shall be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. The Compliance Officer also	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		shall coordinate with CARB and South Coast AQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations. f) Signs shall be posted in the appropriate locations heavy truck drivers to park and perform any self-maintenance of trucks in designated on-site areas and not within the surrounding community or on public streets. g) Development plans and specifications shall include signs at every truck exit driveway providing directional information to the truck route. **Mitigation Measure AIR-5-SP:** Electric Vehicle Charging and Future Truck Charging Capability. Prior to issuance of building permits, the following features shall be demonstrated on the EBPSP's building plans to the extent feasible over minimum California Code of Regulations Title 24 requirements. Installation shall be verified by the City prior to issuance of a certificate of occupancy. a) For use by employees and visitors conducting business at the building, install automobile electric vehicle (EV) charging stations at the minimum number required by the California Code of Regulations Title 24. All charging stations shall be equipped with Level 2 or faster chargers. Signs shall be posted indicating that the charging stations are for exclusive use by the building's employees and by visitors conducting business at the building. b) Install appropriate electrical infrastructure sufficiently sized to accommodate the potential installation of additional auto and truck EV charging stations in the future.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		c) Install raceways for conduit to tractor trailer parking areas in logical, gated locations determined by the Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available. The charging station location(s) are to be located inside the gated and secured truck courts. **Mitigation Measure AIR-6-SP:** Water Efficient Fixtures. All water fixtures shall be water efficient (toilets/urinals (1.5 gallons per minute [gpm] or less), showerheads (2.0 gpm or less), and faucets (1.28 gpm or less). **Mitigation Measure AIR-7-SP:** City Review of Construction Documents. Prior to issuance of building permits, the following features shall be demonstrated on building and landscape plans to the extent feasible. Installation shall be verified by the City prior to issuance of a certificate of occupancy. a) Install Energy Star-rated heating, cooling, lighting, and appliances b) Structures shall be equipped with outdoor electric outlets in the front and rear to facilitate use of electrical lawn and garden equipment. c) Install rooftop solar energy systems which generate enough electricity to meet 45% of the annual warehouse electricity demand. **Mitigation Measure AIR-8-SP**: Tenant Lease Agreement. Prior to issuance of a certificate of occupancy, the following language shall be included within tenant lease agreements in order to	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		reduce operational air pollutant emissions to the extent feasible: a) Information about energy efficiency, energy-efficient lighting and lighting control systems, energy management, and existing energy incentive programs. b) Information about funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment. c) Requirements to use the cleanest technologies available and to provide the necessary infrastructure to support zero-emission vehicles, equipment, and appliances that would be operating on site at such time this technology becomes commercially available. This requirement shall apply to equipment such as forklifts, handheld landscaping equipment, yard trucks, office appliances, etc. d) Requirements to exclusively use zero-emission light and medium-duty delivery trucks and vans, when economically feasible. e) Requirements to operate in compliance with, and to monitor compliance with, all current and applicable air quality regulations for on-road trucks including the California Air Resources Board's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program, and the Statewide Truck and Bus Regulation. f) Requirements and identification of the responsible party to maintain, replace, and upgrade rooftop solar panels per the manufacturer's recommendations for the life of the lease. The EBPSP would comply with existing solar	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		requirements per the California Energy Code in effect during permitting (at the time of Construction Drawing Plan Check Submittal). In the case that the tenant requires additional solar capacity, this shall be addressed during the tenant improvement process. The EBPSP would be required to meet the CCR Title 24 energy efficiency standards in effect at the time building permit applications are submitted. g) Requirements and identification of the responsible party to maintain, replace, and repair the legible, durable, weather-proof signs that were installed at initial building occupancy placed at truck access gates, loading docks, and truck parking areas that identify applicable CARB anti-idling regulations. h) The tenant agreement shall include notification that the tenant shall comply with CARB Truck and Bus regulation, including requirements that only haul trucks meeting model year 2010 engine emission standards shall be used for the on-road transport of materials to and from the site. i) Requirements for the building owner to provide a Green Cleaning Products and Paint Education Program available to the building tenant, to keep at the building's office, break room, leasing space, or on an accessible website.	
Impact AQ-4: Construction activities associated with the Policy Plan Amendment could expose sensitive receptors to substantial air pollutant concentrations.	PPA: PS EBPSP: LTS	**Policy Plan Amendment** No additional mitigation measures have been identified. **Specific Plan** No mitigation measures are required.	PPA: SU EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact AQ-5: Operation of industrial and warehousing land uses accommodated under the Policy Plan Amendment would cumulative contribute to elevated levels of toxic air contaminants in the South Coast AQMD region.	PPA: PS EBPSP: LTS	**Policy Plan Amendment** Mitigation Measures AIR-2-PPA and AIR-3-PPA are applicable to the proposed project. TOP 2050 Policy ER-4.9, New Localized Air Pollution Sources Near Existing Sensitive Receptors, would require an operational health risk assessment for projects that have the potential to generate a substantial number of diesel truck trips to reduce individual projects to less than significant. However, no additional mitigation measures were identified to reduce cumulative impacts. **Policy ER-4.9: New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet from sensitive land use (California Health and Safety Code Section 42505.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.	PPA: SU (cumulative) EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		Specific Plan No mitigation measures are required.	
Impact AQ-6: Operation of land uses accommodated under the proposed project would not result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
BIOLOGICAL RESOURCES			
Impact BIO-1: Implementation of the proposed project could impact special-status species, as well as nesting birds, burrowing owls, and roosting bat species.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure BIO-1-PPA: Biological Resources Assessment**. Applicants for future development projects on non-infill sites with suitable natural habitat shall conduct a biological resources assessment of the proposed project footprint (including proposed access roads, proposed staging and laydown areas, and a suitable buffer surrounding the project footprint). The biological resources assessment shall be conducted by a qualified biologist and summarized in a biological resources letter report or biological resources technical report that will be submitted to the Ontario Planning Department for review and approval prior to being issued a grading permit. Biological resources assessments for infill redevelopment projects may be required, subject to the discretion of the Executive Director Community Development. **Mitigation Measure BIO-2-PPA: Biological Reconnaissance-Level Survey**. The biological reconnaissance-level survey shall include, but not be limited to:	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ An analysis of available literature and biological databases including but not limited to: California Department of Fish and Wildlife (CDFW); California Natural Diversity Database (CNDDB); California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California, National Wetland Inventory Database (NWI); USGS National Hydrographic Dataset (NHD); EcoAtlas; and database searches of the US Fish and Wildlife Service Critical Habitat, Environmental Conservation Online System (ECOS), and Information, Planning, and Conservation System (IPaC). The literature review shall be performed prior to the field survey to identify sensitive biological resources that were reported previously from the proposed development project vicinity and to help determine the type of sensitive biological resources that may be in the survey area. ▪ A review of current land use and land ownership within the proposed development project vicinity. ▪ A field assessment survey that includes mapping vegetation communities in the proposed development project (including but not limited to project footprint, proposed access roads, staging and laydown areas, and a suitable buffer) utilizing the Manual of California Vegetation, 2nd edition (MCV) and the National Vegetation Classification System (NVCS) or the currently accepted standard for vegetation mapping and classification. An evaluation of each mapped vegetation community's State and Global rarity ranks shall be determined using CDFW's Vegetation Classification and Mapping Program (VegCAMP).	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ An evaluation of the proposed development project's potential to support special status plant and wildlife species. ▪ An evaluation of nesting habitat for migratory and special status bird species. ▪ An evaluation of potential impacts to bats and roosts from ground-disturbing activities. ▪ A general assessment of potential jurisdictional areas, including wetlands and riparian habitats. ▪ An evaluation of potential local and regional wildlife movement corridors. **Mitigation Measure BIO-3-PPA: Focused Species Surveys**. If one or more special status plant or animal species has the potential to occur within the proposed development project area (including but not limited to project footprint, proposed access roads, staging and laydown areas, and a suitable buffer), a qualified biologist shall conduct additional focused surveys for said species using the most recently updated protocols recommended by natural resource agencies or, if not available, standards accepted in the professional biological community to survey that taxonomic group, community, or species. If an established protocol is not available for a special status species, the qualified biologist will consult with the City and CDFW or USFWS to determine the appropriate survey protocol. The focused species survey(s) will be at a level to determine the presence/absence of these species and to adequately evaluate potential direct and/or indirect impacts to these species. Adjoining properties shall also be surveyed (as access permits) where direct or indirect project effects, such as	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		those from fuel modification or herbicide application, could potentially extend off-site. To the extent possible, the focused species surveys shall be conducted during nondrought years at the time of year when species are both evident and identifiable. The focused survey shall record the location and boundary of special status species by use of global positioning system (GPS). The number of individuals shall be counted (if population is small) or estimated (if population is large). If applicable, information about the percentage of individuals in each life stage shall be provided (seedlings, reproductive individuals, adults, nestlings, juveniles, transients or migrant individuals, etc.). Images of the target species and/or representative habitats shall be included to support information and descriptions. Results of focused species surveys shall be summarized in the proposed development project's Biological Technical Report. **Mitigation Measure BIO-4-PPA: Biological Resources Report**. The results of the biological survey for proposed development projects with no significant impacts may be presented in a biological survey letter report. For proposed development projects with significant impacts that require mitigation to reduce the impacts to below a level of significance, and/or agency consultation and permitting, the results of the biological survey shall be presented in a biological technical report. The impact analysis shall consider impacts from areas subject to fuel modification and grading to accommodate the development. **Mitigation Measure BIO-5-PPA: Special-Status Species, Sensitive Habitats, Wetlands, Other Non-wetland Waters, Native Wildlife Nursery Sites, and Wildlife Corridors**. If a sensitive	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		biological resource is identified during field surveys (see Mitigation Measures BIO-2-PPA and BIO-3-PPA), the City shall require implementation of mitigation measures at the project level that fully account for the adversely affected resource. Mitigation measures shall adhere to the following order of priority to reduce adverse impacts of a proposed project to the resource: avoid impacts, minimize impacts, and compensate for impacts. Mitigation measures shall be used on a project-level basis and be tailored to on-site conditions and sensitive biological resources present. ▪ **Priority 1, Avoidance of Impacts**. Proposed development shall avoid impacts to the maximum extent feasible, as determined by a qualified biologist, by not taking certain actions or parts of an action. Projects shall be sited to avoid direct or indirect impacts on the resource and include measures such as implementing no-disturbance buffers (e.g., nesting bird buffer areas during construction, siting staging areas outside buffer area) or implementing project-specific design features (e.g., wildlife-friendly fencing and lighting in a wildlife corridor), such that indirect adverse effects of project development are avoided. This shall include flagging all plants and/or perimeter of populations; stop-work buffers around plants and/or populations (e.g., flagged perimeter plus 50 feet); restrictions on ground-disturbing activities within protected areas; relocation of staging and other material piling areas away from protected areas; restrictions on herbicide use and/or type of herbicide and/or application method within 100 feet of sensitive plants; and worker education and training.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ **Priority 2, Minimize Impacts**. Proposed development shall be conditioned to minimize adverse impacts by limiting the degree or magnitude of the action and its implementation to less than significant. Other mitigation measures may include reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action. Measures to mitigate the spread of invasive plant species and invasive wildlife species (e.g., New Zealand mudsnail) shall include but will not be limited to: cleaning of equipment, footwear, and clothing before entering a construction site and the identification and treatment of significant infestations of invasive plant species within a project site. ▪ **Priority 3, Offset Impacts**. Offsetting impacts can be done by replacing or providing substitute resources or by rectifying the impact by repairing, rehabilitating, or restoring the impacted environment. Offset mitigation ratios for protected sensitive resources will be established based on the rarity of the resource, quality of affected habitat associated with the resource, temporary and permanent losses to habitat function, the type of mitigation proposed (restoration, enhancement, preservation, establishment), and other requirements associated with state or federal permits. Mitigation ratios will be determined at the project level in consultation with the City, the qualified biologist, and, where applicable, federal or state agencies with jurisdiction over the resource (e.g., CDFW, USACE, USFWS).	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		If impacts on a protected sensitive biological resource are unavoidable, then the project proponent shall mitigate for the type of resource as follows: ▪ Endangered, Rare, Threatened, or Candidate Species. The applicant shall obtain incidental take authorization from USFWS (16 US Code Section 1531 et seq.) or CDFW (California Fish and Game Code Sections 2050–2115.5) prior to commencing development of the project site; apply minimization measures or other conditions required under the incidental take authorization; and provide equivalent compensation for the unavoidable losses of these resources. Compensation may include purchasing credits from a USFWS- or CDFW-approved mitigation bank or restoring or enhancing habitat within the project site or outside of the project site. ▪ Special Status Species (not listed). The applicant shall provide equivalent compensation for impacts on special status species by restoring or significantly enhancing existing habitat where the species occurs or by acquiring or protecting land that provides habitat function for affected species and is at least equivalent to the habitat function removed or degraded as a result of project implementation. If impacts on sensitive habitats, wetlands, other nonwetland waters, riparian habitats, native wildlife nursery sites, and wildlife corridors cannot be avoided, the project applicant shall: ▪ Federal- or State-Protected Sensitive Habitats. Obtain the required regulatory authorization (e.g., Section 404 permits for impacts on waters of the United States, 401	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		water quality certification from the Regional Water Quality Control Board, a Streambed Alteration Agreement for impacts on aquatic or riparian habitats within CDFW jurisdiction under Fish and Game Code Section 1600), and provide equivalent compensation for the unavoidable losses of the above-mentioned resources such that there is no net loss. **Mitigation Measure BIO-6-PPA: Demarcate Work Area Boundary**. The proposed development proponent shall prevent impacts to unprotected common and sensitive vegetation communities in areas adjacent to the project area. Prior to the initial vegetation clearing activities or ground disturbance in new areas, the approved project grading limits shall be marked with stakes or other highly visible materials that will be clearly visible to equipment operators and biological monitors during all vegetation clearing or ground disturbing activities. All equipment operators and project personnel shall be instructed about the restrictions the boundary markers represent and that vegetation removal or other disturbance outside of the boundary markers shall be avoided. **Mitigation Measure BIO-7-PPA: Preconstruction Special Status Species Surveys**. If sensitive biological resources are identified as having potential to occur within or immediately adjacent to the proposed development project area, a preconstruction special status species survey shall be conducted by a qualified biologist no more than 14 days prior to ground disturbing activities to ensure unsubstantiated impacts are avoided or minimized. In addition, for species with potential to occur within or adjacent to the proposed	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		development project area and having species-specific preconstruction or take avoidance survey guidelines (e.g. burrowing owl), surveys shall be conducted in accordance with the most recent survey guidelines by a qualified biologist for that species. **Mitigation Measure BIO-8-PPA: Pre-disturbance Nesting Bird Surveys**. The City of Ontario shall require applicants for future development projects with suitable natural habitat, to contract with a qualified biologist with experience in conducting breeding bird surveys to conduct a preconstruction general nesting bird survey within all suitable nesting habitats that may be directly (active nest destruction, direct mortality) or indirectly (nest abandonment, exposure) impacted by active construction during the general avian breeding season (February 1 through August 31). The pre-disturbance surveys shall be conducted no more than 5 days prior to initiation of construction inclusive of staking and fencing of project limits, demolition activities, staging of equipment, and all vegetation trimming and removal activities (regardless of stage of construction). Results of pre-disturbance nesting bird surveys are typically valid for a period of 3 to 5 days. Additional pre-disturbance nesting bird surveys and/or nest monitoring may be required at the discretion of the qualified biologist based on observations of breeding behavior, phased removal of breeding bird habitat during the breeding season, establishment of nest buffers, delays in construction activities that could allow for breeding birds to establish a nest, or if the project is cleared/demolished/constructed over the course of multiple breeding seasons. Results will be summarized in a pre-	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		disturbance survey report that describes the dates of the surveys, methods, results of the surveys, and any nest protection measures that will need to be employed. The pre-disturbance nesting bird survey report will be submitted to the City within 30 days of completion of the initial pre-disturbance nesting bird survey. **Mitigation Measure BIO-9-PPA: Active Nest Avoidance and No-Work Buffers**. If active nests of avian species protected by the Migratory Bird Treaty Act and Fish and Game Code are detected within the proposed development project area or within a 300-foot buffer (500-foot buffer for raptors and listed species) of the proposed development project area, a no-work buffer will be established around the nest (typically 300 feet for passerines and 500 feet for raptors and listed species) and construction shall be restricted in the area until the young have fledged; there is no evidence of a second attempt at nesting if the nest attempt has failed, as determined by the qualified biologist; or until appropriate protection measures (installation of noise and/or visual barriers, intermittent halting or rerouting of high noise-producing construction activities to other portions of the project area, biological monitoring, and/or noise monitoring to ensure effectiveness of no-work buffers and/or noise reduction measures, etc.) that respond to the specific situation have been developed and implemented in consultation with the City and regulatory agencies. A figure showing the locations of no work buffers established during the preclearance nesting survey shall be included in the predisturbance survey report (see Mitigation Measure BIO-8-PPA)	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		Mitigation Measure BIO-10-PPA: Nest Monitoring. Periodic nest monitoring will be conducted at the discretion of the qualified biologist to ensure compliance with established no-work buffers and document progression of the nest. The qualified biologist will monitor the nest from a distance and determine active/inactive status based on direct observations or evidence of breeding behavior (nest exchanges, food carries, fecal sac removal, nestling vocalizations, etc.). The qualified biologist will keep the nest monitoring as brief as possible to avoid causing undue stress to the adult(s) and young. For nests where contents are difficult to determine (e.g., gourd nests, cavity nests) or nests that seem inactive prior to the estimated fledge date, the nest will be considered inactive once nesting activity is no longer observed at the nest site during two consecutive monitoring visits by the qualified biologist. Two consecutive monitoring visits may not be necessary if strong evidence (e.g., nest is on the ground or evidence of predation on young) indicates the nest is no longer active or if the nest is unlikely to be affected by immediate project activities. Once a nest is deemed inactive by the qualified biologist and there is no evidence of a second nest attempt or other active nests in the same area, the biologist will deactivate the nest buffer and construction activities may resume in that area. CDFW will not need to concur with the nest "deactivation" determination prior to work resuming in the area. Project-related activities that result in loss of a nest ("take") will be immediately reported to the City and appropriate agencies (CDFW, USFWS). A summary of all nest monitoring activities (if any) will be	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		submitted to the City in a brief memo at the completion of each breeding season. **Specific Plan** **Mitigation Measure BIO-1-SP: Pre-disturbance Nesting Bird Surveys, Avoidance, and Monitoring**. If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds shall be conducted within 3 days of the start of any vegetation removal or ground-disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a no-disturbance buffer, which is typically 50 to 100 feet for songbird nests and 100 to 300 feet for raptors; however, the ultimate size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of construction noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed about the sensitivity of nest areas. A biological monitor shall be present to monitor the active nest to ensure that nesting behavior is not	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur. **Mitigation Measure BIO-2-SP: Preconstruction Burrowing Owl Surveys**. To ensure burrowing owl are still absent from the Specific Plan area, a pre-construction burrowing owl clearance survey shall be conducted in accordance with CDFW's 2012 Staff Report on Burrowing Owl Mitigation. Two surveys shall be conducted, the first 14 to 30 days prior to ground-disturbing activities, and the second within 24 hours before ground-disturbing activities. If no burrowing owls are observed within the Specific Plan area, no further review will be required. If burrowing owls are found within the Specific Plan area during the pre-construction clearance surveys, coordination with the CDFW will be required to determine if avoidance and minimization measures can be implemented to avoid any direct or indirect impacts to burrowing owl, or if an Incidental Take Permit under Section 2081 of the CESA will need to be prepared and approved by CDFW. **Mitigation Measure BIO-3-SP: Pre-disturbance Roosting Site Survey and Bat Management Plan**. If on-site clearing or grading will take place between late spring and late summer and/or in the fall (generally mid-March through late October), a qualified biologist shall be retained to determine whether potential roosting sites for bats may be affected. For large ornamental trees and palms suitable for bat roosting/nursery, exit counts and acoustic surveys shall be performed prior to initial ground disturbance or vegetation or structure removal to	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		determine whether the Specific Plan area (and a 300-foot buffer) supports a nursery or roost. Any bat species present shall also be identified. If the results of the bat survey find a single roosting individual of a special-status bat species or 25 or more individuals of a non-special status bat species with potential to be present in the Specific Plan area (i.e., hoary bat, western yellow bat), a Bat Management Plan shall be developed to ensure mortality to bats does not occur. For each location confirmed to be occupied by bats, the plan shall provide details both in text and graphically where exclusion devises and/or staged tree removal will need to occur, the timing for exclusion work, and the timeline and methodology needed to exclude the bats. The plan shall be reviewed and approved by CDFW prior to disturbance of the roosts.	
Impact BIO-2: Compliance with existing regulations would ensure that implementation of the proposed project would not have an adverse impact on riparian or sensitive habitats.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact BIO-3: Compliance with existing regulations would ensure that implementation of the proposed project would not have an adverse impact on jurisdictional waters.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact BIO-4: Implementation of the proposed project could affect wildlife movement.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure BIO-11-PPA:** Implement Mitigation Measure BIO-8-PPA (Pre-disturbance Nesting Bird Surveys). **Mitigation Measure BIO-12-PPA:** Implement Mitigation Measure BIO-9-PPA (Active Nest Avoidance and No-Work Buffers). **Mitigation Measure BIO-13-PPA:** Implement Mitigation Measure BIO-10-PPA (Nest Monitoring). **Specific Plan** **Mitigation Measure BIO-4-SP:** Implement Mitigation Measure BIO-1-SP (Pre-disturbance Nesting Bird Surveys, Avoidance, and Monitoring). **Mitigation Measure BIO-5-SP:** Implement Mitigation Measure BIO-3-SP (Pre-disturbance Roosting Site Survey and Bat Management Plan).	PPA: LTS EBPSP: LTS
Impact BIO-5: Compliance with the City's Biological Resources Habitat Mitigation Fee would ensure that implementation of the proposed project would not conflict with local policies and ordinances protecting biological resources in the city.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact BIO-6: The proposed project would not conflict with a Habitat Conservation Plan or Natural Communities Conservation Plan.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
CULTURAL RESOURCES			
Impact CUL-1: Implementation of the Policy Plan Amendment could impact historical resources.	PPA: PS EBPSP: LTS	**Policy Plan Amendment** **Mitigation Measure CUL-1-PPA [Former MM 5-1]:** Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approvals. Pursuant to the City's Development Code (Chapter 4, Permits, Actions, and Decisions, and Chapter 7, Historic Preservation), mitigation measures for ~~all~~ Tier III Historic Resources citywide, Tier II historic resources in Ontario Ranch, or potentially significant historic resources in Ontario Ranch shall include the following: a) Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including, but not limited to: [i] the preparation of site plans, floor plans, exterior and interior elevations, and detail drawings of character defining features (such as moldings, stairs, etc.); and [ii] photographs of the resource, including the exterior, interior, and interior and exterior character defining features (such as moldings, light fixtures, trim patterns, etc.). b) A mitigation fee ~~established pursuant to Section 7.01.030 (Historic Preservation Mitigation Fee)~~ shall be paid to the City and deposited into the Historic Preservation Trust Fund prior to the issuance of a demolition permit for Tier III historic resources, Tier II Historic Resources located in Ontario Ranch, or a potentially significant historic resource in Ontario Ranch. Fees for Tier III Historic	PPA: SU EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		Resources citywide shall be 10 percent and fees for Tier II historic resources in Ontario Ranch and potentially significant historic properties in Ontario Ranch shall be 30 percent of the price per square foot construction cost, as established in the most current ICC Building Valuation Data. Fees for Tier I citywide and II historic resources outside of Ontario Ranch shall be determined during the Environmental Impact Report process. ~~The fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources~~ c) Issuance of a ~~A~~ Certificate of Appropriateness shall be required ~~not be issued~~ for the demolition of a~~n~~ Tier III historic resource citywide or a Tier II historic resource in Ontario Ranch, either in whole or in part~~,~~ However, it shall not be issued until such time that a demolition permit application and a replacement structure has been approved by the City, and appropriate permits have been issued for its construction, unless: [i] a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050; [ii] a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050; or [iii] demolition is required pursuant to Section 7.01.050 (Unsafe or Dangerous Conditions)~~ of this Development Code~~. d) In an effort to preserve features and artifacts from historic resources, a determination whether items within or on the resource should be salvaged must be made by the Planning Department and may include the local	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, and dimension (as necessary), and the location of each item on a floor plan. **Mitigation Measure CUL-2-PPA:** Project applicants for development projects that contain Tier II Historic Resources in Ontario Ranch pursuant to the City's historic resource evaluation system (i.e., 8314 Edison Avenue, 8484 Schaefer Avenue, 8185 Edison Avenue, 14251 Euclid Avenue, and 13948 S. Walker Avenue) and all other potentially historic properties in Ontario Ranch shall be subject to the following additional mitigation requirements prior to the issuance of any grading, demolition, or development approvals: a) **Documentation.** A complete chain of title with copies of recorded deeds / documents for each parcel within the eligible property boundaries shall be provided to the Planning Department by the project applicant to ensure that all ethnic groups associated with each significant parcel / property are identified. The information shall be integrated into the HABS-Like Local Documentation Package prepared for each property. For properties with Basque or Portugues Associations, the following additional measures are required: ▪ **Basque Associations**. For properties with Basque associations, the project applicant shall contact the	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		Chino Basque Club to inquire if the organization possesses any historic materials relating to the property or the owners identified in the complete chain of title. New materials resulting in this effort shall be integrated with HABS-like documentation; and ▪ **Portuguese Associations**. For properties with Portuguese associations, the project applicant shall contact the Chino Valley Divino Espirito Santo (DEA) Club to inquire if the organization possesses any historic materials relating to the property or the owners identified in the complete chain of title. New materials resulting in this effort shall be integrated with HABS-like documentation. b) **Avoidance.** All efforts to avoid demolition of historic resources shall be made by the project applicant. Alternatives to demolition that shall include: ▪ **Adaptive Reuse Study.** Prior to approval of demolition, an adaptive reuse study shall be prepared by a qualified professional meeting the minimum qualifications standards of the Secretary of the interior Professional Qualifications (Code of Federal Regulations, 36 CFR Part 61). The adaptive reuse study shall make recommendations on the possible reuse of the historic resource into the proposed project. If feasible and determined appropriate, the historic resource shall be integrated into the project, thereby avoiding demolition. ▪ **Structural Analysis for Relocation and/or Reconstruction**. Prior to approval of demolition, a	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		structural analysis shall be prepared by a California licensed engineer meeting the minimum qualifications standards of the Secretary of the interior Professional Qualifications (Code of Federal Regulations, 36 CFR Part 61). The analysis shall identify the building components and materials and determine the feasibility of relocation and reconstruction. ○ If determined that relocation is feasible and a receiver site is available, the project applicant shall facilitate the relocation, affixing the building or structure to a permanent foundation, with approved relocation plans and required permit issuance. ○ If a receiver site is not available, the historic resource shall be advertised and shall be offered at no cost for those who can relocate the structures off-site. Advertisements notifying the public of the opportunity to relocate the structures shall be placed for a minimum of 30 days: on-site with temporary signage, in at least 3 local publications (newspapers, magazines, local organization newsletters), and on local bulletin boards (realtor's offices, local business). A social media campaign, posted on the applicant's website or on a local non-profit heritage site, including a dedicated web page with the structure's information (description, square footage, photographs) and contact information	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		should be incorporated into the relocation advertisement. c) **Interpretive Plan**. An interpretative plan highlighting the history, architectural styles, businesses, or individuals that have historic significance and have contributed to the development of the dairy industry shall be prepared by a qualified historian to further educate and increase community awareness of the local dairy history. The interpretive plan may be developed and constructed at a site-specific location, as determined by the City, or development in an on-line format. **Specific Plan** No mitigation measures are required.	
Impact CUL-2: Implementation of the proposed project could impact archeological resources in the City.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure CUL-3-PPA [Former MM 5-2]:** In areas of documented or inferred ~~from evident~~ 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: ▪ Archaeologists ~~and/or paleontologist~~ shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Should any archaeological resources ~~cultural resources~~ be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources. ▪ 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 a catalog with museum numbers. **Specific Plan** **Mitigation Measure CUL-1-SP:** An archaeological monitor shall be present full-time during all soil-disturbing and grading/excavation/trenching activities. In the event that cultural resources are discovered by the archaeological (or Native American monitor), all work shall be suspended 50 feet around the resource(s) and a qualified archaeologist meeting the Secretary of the Interior's Standards (principal investigator (PI)) shall assess the discovery. Work on the overall project may continue during this period if the following activities are initiated: ▪ If the discovery is a prehistoric resource, initiate consultation between the qualified archaeologist, the appropriate Native American tribal entity, and the City/Applicant;	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Include the appropriate Native American entity (as determined by a qualified archaeologist meeting the Secretary of the Interior's Standards) in the cultural resources investigations as soon as possible; and ▪ If the qualified archaeologist determines the resource(s) to be a "unique archaeological resource" consistent with PRC Section 21083.2 or a "tribal cultural resource" consistent with PRC Section 21074, a Cultural Resources Management Plan shall be prepared by the project archaeologist and submitted to the City Planning Division for approval and subsequent implementation. **<u>During Construction</u>** A. Monitor(s) Shall be Present During Grading/Excavation/Trenching ▪ The archaeological monitor shall be present full-time during all soil-disturbing and grading/excavation/trenching activities of native soil that could result in impacts to archaeological resources. ▪ The PI may submit a detailed letter to the lead agency during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present. B. Discovery Notification Process	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ In the event of an archaeological discovery, either historic or prehistoric, the archaeological monitor shall direct the contractor to temporarily divert all soil-disturbing activities, including but not limited to, digging, trenching, excavating, or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the Native American monitor and client, as appropriate. ▪ The monitor shall immediately notify the PI (unless the monitor is the PI) of the discovery. C. Determination of Significance ▪ The PI shall evaluate the significance of the resource. If human remains are involved, the protocol provided in Section D, below, shall be followed. o The PI shall immediately notify the City of Ontario to discuss the significance determination and shall also submit a letter indicating whether additional mitigation is required. o If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval from the City of Ontario to implement that program. In the event that prehistoric deposits are discovered, the ADRP should also be reviewed by the Native American consultant/monitor. Impacts to significant resources must be mitigated before ground-	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		disturbing activities in the area of discovery will be allowed to resume. ○ If the resource is not significant, the PI shall submit a letter to the City of Ontario indicating that artifacts will be collected, curated, and documented in the final monitoring report. The letter shall also indicate that that no further work is required. D. Discovery of Human Remains ▪ If human remains are discovered, work shall halt in that area until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California PRC (Section 5097.98), and the State Health and Safety Code (Section 7050.5) shall be undertaken: ▪ Notification ○ The archaeological monitor shall notify the PI if the monitor is not qualified as a PI. ○ The PI shall notify the Coroner's Division of the San Bernardino County Sheriff's Department after consultation with the City of Ontario, either in person or via telephone. ▪ Isolate discovery site ○ Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the sheriff-coroner in consultation	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		with the PI concerning the provenance of the remains. ○ The sheriff-coroner, in consultation with the PI, will determine the need for a field examination to determine the provenance. ○ If a field examination is not warranted, the sheriff-coroner will determine, with input from the PI, if the remains are or are most likely to be of Native American origin. ▪ If Human Remains are determined to be Native American ○ The medical examiner will notify the NAHC within 24 hours. By law, only the medical examiner can make this call. ○ The NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information. ○ The MLD will contact the PI within 24 hours or sooner after the sheriff/coroner has completed coordination to begin the consultation process in accordance with CEQA Section 15064.5(e), the California PRC, and the State Health and Safety Code. ○ The MLD will have 48 hours to make recommendations to the property owner or representative for the treatment or disposition with proper dignity of the human remains and associated grave goods.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		○ Disposition of Native American human remains will be determined between the MLD and the PI, and, if: ▪ The NAHC is unable to identify the MLD; or ▪ The MLD failed to make a recommendation within 48 hours after being notified by the NAHC; or ▪ The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94(k) by the NAHC fails to provide measures acceptable to the landowner; then ▪ Upon the discovery of multiple Native American human remains during a ground-disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree upon the appropriate treatment measures,	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		the human remains and grave goods buried with the Native American human remains shall be reinterred with appropriate dignity. ▪ If Human Remains are not Native American o The PI shall contact the sheriff-coroner and notify them of the historic era context of the burial. o The sheriff-coroner will determine the appropriate course of action with the PI and City staff (PRC 5097.98). o If the remains are of historic origin, they shall be appropriately removed and conveyed to the City of Ontario. The decision for internment of the human remains shall be made in consultation with City, the applicant/landowner, and any known descendant group. **<u>Post-Construction</u>** A. Preparation and Submittal of Draft Monitoring Report ▪ The PI shall submit to the City of Ontario a draft monitoring report (even if negative) prepared in accordance with the agency guidelines, which describes the results, analysis, and conclusions of all phases of the archaeological monitoring program (with appropriate graphics). o For significant archaeological resources encountered during monitoring, the ADRP	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		shall be included in the draft monitoring report. ○ Recording sites with the State of California DPR shall be the responsibility of the PI, including the recording (on the appropriate forms-DPR 523 A/B) any significant or potentially significant resources encountered during the archaeological monitoring program. ▪ The PI shall submit a revised draft monitoring report to the City of Ontario for approval, including any changes or clarifications requested by the City. B. Handling of Artifacts ▪ The PI shall be responsible for ensuring that all cultural remains collected are cleaned and cataloged. ▪ The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate. ▪ The cost for curation is the responsibility of the property owner. C. Curation of Artifacts ▪ Cultural materials shall be offered to a local museum for permanent curation. If the local museum chooses not to curate the item, it shall be offered to another curation facility that meets the California State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources, as chosen by the City. The PI shall provide	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		a comprehensive final report including a catalog with museum numbers. D. Final Monitoring Report(s) ▪ The PI shall submit the approved final monitoring report to the City of Ontario and any interested parties.	
Impact CUL-3: The proposed project could result in the discovery of human remains; however, compliance with existing law would ensure that significant impacts to human remains would not occur.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
ENERGY			
Impact ENE-1: The proposed project would not result in significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact ENE-2: The proposed project would not result in significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during operation.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact ENE-3: The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
GEOLOGY AND SOILS			
Impact GEO-1: Development of proposed project would adhere to the California Building Code to ensure residents, employees, or visitors in Ontario would not be adversely affected by potential seismic-related hazards.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact GEO-2: Implementation of the proposed project would not result in substantial soil erosion or the loss of topsoil.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact GEO-3 The City of Ontario would not exacerbate geologic hazards in the City, such as on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact GEO-4: Development associated with proposed project would not be located on expansive soil, as defined in Table 18-1B of the Uniform building	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Code (1994), creating substantial direct or indirect risks to life or property.			
Impact GEO-5: Implementation of proposed project would not result in use of septic tanks or alternative waste water disposal systems that would not be supported by soils in the City.	PPA: LTS EBPSP: NI	No mitigation measures are required.	PPA: LTS EBPSP: NI
Impact GEO-6: Implementation of TOP 2050 could directly or indirectly destroy a unique paleontological resource.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure GEO-1-PPA [Former MM 5-2]:** In areas of documented or inferred from evident ~~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: ▪ ~~Archaeologists and/or p~~Paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities. ▪ Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources.	PP: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ 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 a catalog with museum numbers. **Specific Plan** **Mitigation Measure GEO-1-SP:** Prior to the issuance of a grading permit, a Paleontological Resources Impact Mitigation Program (PRIMP) shall be approved by the City of Ontario Planning department, as follows 1. All mitigation programs shall be performed by a qualified professional paleontologist, defined as an individual with an M.S. or Ph.D. in paleontology or geology who has proven experience and who is knowledgeable in professional paleontological procedures and techniques. Fieldwork may be conducted by a qualified paleontological monitor, defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor shall always work under the direction of a qualified paleontologist. 2. Monitoring of mass grading and excavation activities shall be performed by a qualified paleontologist or paleontological monitor. Starting at a depth of four feet below existing grade, monitoring will be conducted full-time in areas of grading or excavation in undisturbed sediments. Monitoring of artificial fill is not required.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		3. If a fossil(s) is found at a shallower depth, earth disturbance activities should be halted within a radius of 50 feet from the location of the fossil, and the paleontologist shall be consulted to determine the significance of the fossilized remains. If the fossil is deemed significant by the paleontologist, fulltime monitoring should be initiated at the site. 4. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment from the affected area to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface or, if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. The monitor shall notify the paleontologist, who will then notify the concerned parties of the discovery. 5. Paleontological salvage during trenching and boring activities is typically from the generated spoils and does not delay the trenching or drilling activities. Fossils will be collected and placed in cardboard flats or plastic buckets and identified by field number, collector, and date collected. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are removed to a safe place. On mass grading projects, discovered fossil sites will be protected by flagging to prevent them from being overrun by earthmovers (scrapers) before salvage	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		begins. Fossils will be collected in a similar manner, with notes and photographs being taken before removing the fossils. The precise location of the site is determined with the use of electronic handheld devices. If the site involves remains from a large terrestrial vertebrate, such as large bone(s) or a mammoth tusk, that is/are too large to be easily removed by a single monitor, a fossil recovery crew shall excavate around the find, encase the find within a plaster and burlap jacket, and remove it after the plaster is set. For large fossils, use of the contractor's construction equipment may be solicited to help move the jacket to a safe location. 6. Isolated fossils will be collected by hand, wrapped in protective materials, and placed in temporary collecting flats or five-gallon buckets. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are moved to a safe place. 7. Particularly small invertebrate fossils typically represent multiple specimens of a limited number of organisms, and a scientifically suitable sample can be obtained from one to several five5-gallon buckets of fossiliferous sediment. If it is possible to dry screen the sediment in the field, a concentrated sample may consist of one or two buckets of material. 8. In accordance with the "Microfossil Salvage" section of the SVP guidelines (2010:7), bulk sampling and screening of fine-grained sedimentary deposits (including carbonate-rich paleosols) must be performed if the deposits are identified to possess indications of	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		producing fossil "microvertebrates" to test the feasibility of the deposit to yield fossil bones and teeth. If indicators of potential microvertebrate fossils are found, screening of a test sample (approximately 600 pounds) is recommended, according to the SVP guidelines. If feasible, wet screening shall be conducted on the site. If screening yields significant fossils, then removing and processing a "standard sample" of 6,000 pounds shall be performed. If the test sample screening does not yield significant fossils, the standard sample screening is not performed. 9. In the laboratory, individual fossils will be cleaned of extraneous matrix, any breaks will be repaired, and the specimen, if needed, will be stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72). 10. Recovered specimens will be prepared to a point of identification and permanent preservation (not display), including screen-washing sediments to recover small invertebrates and vertebrates. Preparation of individual vertebrate fossils is often more time-consuming than for accumulations of invertebrate fossils. 11. Recovered specimens will be identified and curated into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the San Bernardino County Museum). The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. Prior to curation, the	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		lead agency (the City of Ontario) will be consulted on the repository/museum to receive the fossil material. 12. A final report of findings and significance will be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). The report, when submitted to and accepted by the City of Ontario, will signify satisfactory completion of the program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.	
GREENHOUSE GAS EMISSIONS			
Impact GHG-1: Implementation of the proposed project would result in an increase in GHG emissions compared to the approved project and would not achieve the carbon neutrality threshold of AB 1279.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure GHG-1-PPA:** The City of Ontario shall prepare an update to the Community Climate Action Plan (CCAP) to align GHG emissions targets in the City with the GHG reduction targets of Assembly Bill (AB) 1279. The CCAP update shall be completed within 48 months of certification of the Ontario Policy Amendment SEIR. Following the initial update within 48 months, the CCAP shall be updated at a frequency of no less than every 5 years to ensure the City is monitoring the plan's progress toward achieving the City's greenhouse gas (GHG) reduction target. The initial and subsequent updates shall consider a trajectory consistent with the GHG emissions reduction goal established under AB 1279 for year 2045, and the latest applicable statewide legislative GHG emissions reduction that may be in effect at the time of the update. If it is determined that the CCAP is not achieving the GHG emissions reduction targets established therein, the plan shall be amended as appropriate to ensure the established GHG	PPA: SU EBPSP: SU

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		emissions reduction target is achieved by 2045 or other benchmark year(s) identified by the latest statewide GHG emissions reduction legislation. The CCAP shall include the following: ▪ GHG inventories of existing- and forecast-year GHG levels. ▪ Tools and strategies for reducing GHG emissions to ensure a trajectory with the long-term GHG reduction target and carbon neutrality goal for year 2045 in Assembly Bill 1279 or subsequent GHG emissions reduction legislation in effect at the time of the CCAP update. These measures may include but are not limited to: ○ Encouraging electric vehicle adoption through incentives or education programs. ○ Adopting local ordinances or policies that require greater energy efficiency, waste reduction, and water conservation in new construction, additions, and/or alterations. ○ Encouraging the construction of solar arrays above parking lots and the integration of solar and other renewable energy generation technologies in new construction, additions, and/or alterations. ○ Encouraging the incorporation of energy storage and other grid-harmonizing infrastructure in new construction, additions, and/or alterations. ○ Collaborating with Southern California Edison to encourage existing developments to upgrade natural gas equipment (e.g., furnaces) with electric equipment (e.g., heat pumps), to the extent feasible.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Plan implementation guidance that includes, at minimum, the following components: o Administration and Staffing o Finance and Budgeting o Timelines for Measure Implementation o Community Outreach and Education o Monitoring, Reporting, and Adaptive Management o Tracking Tools **Specific Plan** **Mitigation Measure GHG-1-SP:** Project development proposals pursuant to the EBPSP shall implement CCAP Screening Table Measures that achieve at least 100 points per the Screening Tables. The City shall verify that Screening Table Measures achieving the 100-point performance standard are incorporated in development plans prior to the issuance of building permit(s) and/or site plans (as applicable). The City shall verify implementation of the selected Screening Table Measures prior to the issuance of Certificate(s) of Occupancy. At the discretion of the City, measures that provide GHG reductions equivalent to GHG emissions reductions achieved via the Screening Table Measures may be implemented. Multiple development proposals may, at the discretion of the City, be allowed to collectively demonstrate achievement of at least 100 points per the Screening Tables. Measures that shall be considered include: ▪ Reduction Measure 1: Building Electrification ▪ Reduction Measure 2: Solar Energy Systems for New Warehouse Development only ▪ Reduction Measure 7: Vehicle Electrification	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Reduction Measure 8: Active Transportation ▪ Reduction Measure 11: Waste diversion ▪ Reduction Measure 12: Water conservation ▪ Reduction Measure AR-1: Charging stations for large trucks. ▪ Reduction Measure AR-3: Installation of EV charging stations for employee vehicle parking spaces. ▪ Reduction Measure AR-4 Recycled Water. ▪ Reduction Measure AR-5 Reflective Paving. ▪ Reduction Measure AR-6 Zero Emission Cargo Equipment. **Mitigation Measure GHG-2-SP:** Implement Mitigation Measure AIR-1-SP through AIR-8-SP.	
Impact GHG-2: The proposed project would be inconsistent with the Community Climate Action Plan's objective of reducing citywide GHG emissions and the State's carbon neutrality goals.	PPA: PS EBPSP: PS	**Policy Plan Amendment** Implementation of Mitigation Measures GHG-1-PPA would reduce emissions. **Specific Plan** Implementation of Mitigation Measures GHG-1-SP would reduce emissions.	PPA: SU EBPSP: SU
HAZARDS AND HAZARDOUS MATERIALS			
Impact HAZ-1: Compliance with existing regulations and policies would ensure that implementation of the proposed project would not adversely affect the environment through transport, use, and/or disposal of hazardous materials	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact HAZ-2: Existing regulations and policies of TOP 2050 would ensure that development associated with Policy Plan Amendment would not exacerbate the potential release of hazardous materials into the environment. However, development of the EBPSP, as well as existing site conditions, may reveal unknown soil or soil vapor contamination or unknown subsurface structures.	PPA: LTS EBPSP: PS	**Policy Plan Amendment** No mitigation measures are required. **Specific Plan** **Mitigation Measure HAZ-1-SP:** Prior to the issuance of a grading permit, the Applicant shall prepare a Soil Management Plan (SMP) to address potentially unknown soil/soil vapor contamination or unknown subsurface structures (e.g., clarifiers, underground storage tanks [USTs], asbestos containing pipelines [ACPs], etc.) that may be encountered during redevelopment activities. The SMP shall include explicit instructions for the appropriate handling, storage, and disposal of any known or potentially impacted soil during soil moving activities. The general contractor shall follow the requirements of the SMP and stop work to make notification to the environmental team if any potential impacts are observed at any time the environmental team is not already on-site. The SMP shall also require air monitoring activities to monitor the air downwind of the Specific Plan area and appropriate Health and Safety Plans that will be employed by site workers. The SMP shall identify specific requirements intended to protect human health when soil in certain areas of known or suspected impacts are disturbed for any reason, including, without limitation, as a result of demolition, utility installation/repair, soil excavation, drilling, grading/filling activities, stockpile generation, soil management, loading, and transportation.	PPA: LTS EBPSP: LTS
Impact HAZ-3: Existing regulations and policies identified in the Policy Plan Amendment	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
would ensure that the proposed project would have no adverse impacts to schools from facilities that handle hazardous materials.			
Impact HAZ-4: Existing regulations and policies of the Policy Plan Amendment would ensure that development associated with the proposed project would not exacerbate existing hazards.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact HAZ-5: The proposed project is within the airport influence area of the Ontario International Airport and Chino Airport; however, land uses are consistent with the airport safety zones.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact HAZ-6: Implementation of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact HAZ-7: The proposed project would not exacerbate wildfire risks in Ontario.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
HYDROLOGY AND WATER QUALITY			
Impact HYD-1: Compliance with existing regulations, City policies, and RWQCB standards would prevent violations of water quality objectives or substantial degradation of water resources associated with the proposed project.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact HYD-2: Buildout of the proposed project would not interfere with sustainable management of the groundwater basin.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact HYD-3: Implementation of BMPs outlined in project SWPPPs, erosion and sediment control plans, WQMPs, and adherence to TOP policies would address hydrology and water quality impacts related to erosion and flooding.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact HYD-4: With continued implementation of applicable City policies, FEMA regulations, and emergency management procedures, impacts related to the release of pollutants due to	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PP: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
project inundation would be less than significant.			
Impact HYD-5: Compliance with applicable regulatory requirements and TOP 2050 policies would ensure that the proposed project would not conflict with or obstruct implementation of the Basin Plan or any groundwater management plan.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
LAND USE AND PLANNING			
Impact LUP-1: Project implementation would not divide an established community.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact LUP-2: Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
MINERAL RESOURCES			
Impact MIN-1: The proposed project would not 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.	PPA: LTS EBPSP: NI	No mitigation measures are required.	PPA: LTS EBPSP: NI

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact MIN-2: The proposed project would not result in the loss of availability of a locally important mineral resource area.	PPA: LTS EBPSP: NI	No mitigation measures are required.	PPA: LTS EBPSP: NI
NOISE			
Impact NOI-1: Construction activities associated with buildout of the Policy Plan Amendment would result in intermittent, temporary increases in noise levels at sensitive receptors due to construction activities.	PPA: PS EBPSP: LTS	**Policy Plan Amendment** **Mitigation Measure NOI-1-PPA [Former MM 12-4]:** Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Construction contractors shall implement the following measures for construction activities conducted in the City of Ontario. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans submitted to the City. The City of Ontario Planning and Building Departments shall verify that grading, demolition, and/or construction plans submitted include these notations prior to issuance of demolition, grading, and/or building permits. ▪ Construction activity is limited to the hours: ~~Between~~ between 7:00 AM and 6:00 PM Monday through Friday and 9:00 AM to 6:00 PM Saturdays and Sundays, as prescribed in Municipal Code Section 5-29.09. ▪ During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible.	PPA: SU EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools. ▪ Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses. ▪ Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors. ▪ Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City Planning and Building Departments. ▪ At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City. ▪ Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes. ▪ During the entire active construction period and to the extent feasible, the use of noise-producing signals,	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws. ▪ Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier and may be lined on the construction side with an acoustical blanket, curtain, or equivalent absorptive material. **Specific Plan** No mitigation measures are required.	
Impact NOI-2: Implementation of the Policy Plan Amendment and EBPSP would expose sensitive receptors to substantial permanent traffic noise increases.	PPA: PS EBPSP: PS	No mitigation measures are available.	PPA: SU EBPSP: SU
Impact NOI-3: Construction activities associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne	PPA: PS EBPSP: LTS	**Policy Plan Amendment** **Mitigation Measure NOI-2-PPA [Former MM 12-2]:** Prior to issuance of a building permit for individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers occurring near sensitive	PPA: SU EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
vibration. Construction of the EBPSP would not exceed applicable thresholds or significantly increase ambient noise levels.		receptors shall be evaluated for potential vibration impacts. Construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded. **Specific Plan** No mitigation measures are required.	
Impact NOI-4: Heavy truck traffic annoyance along City haul routes associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration annoyance.	PPA: PS EBPSP: LTS	**Policy Plan Amendment** TOP 2050 policies would reduce potential impacts. However, no additional mitigation measures are available. **Specific Plan** No mitigation measures are required.	PPA: SU EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact NOI-5: Implementation of the Policy Plan Amendment could expose noise sensitive uses to excessive noise levels from the Ontario International Airport (ONT).	PPA: PS EBPSP: LTS	**Policy Plan Amendment** **Mitigation Measure NOI-3-PPA [Former MM 12-1]:** Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour of the Ontario International Airport, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Titles 24 and 21 of the California Code of Regulations). **Specific Plan** No mitigation measures are required.	PPA: SU EBPSP: LTS
POPULATION AND HOUSING			
Impact POP-1: The Policy Plan Amendment and Specific Plan would directly result in population growth in the City of Ontario. [Threshold P-1]	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact POP-2: Buildout of Policy Plan Amendment and Specific Plan would not displace people or housing and would not necessitate the construction of replacement housing. [Threshold P-2].	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
PUBLIC SERVICES			
Impact PUB-1: The proposed project would not result in significant environmental impacts due to the provision of new or expanded fire protection services.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact PUB-2: The proposed project would not result in significant environmental impacts due to the provision of new or expanded police facilities.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact PUB-3: Payment of Senate Bill 50 fees would result in full and complete mitigation of impacts for the provision or expansion of school facilities.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact PUB-4: The proposed project would not result in significant impacts associated with the provision or expansion of parks and recreation facilities.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact PUB-5: The proposed project would not result in significant environmental impacts due to the provision of new or expanded library services.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
RECREATION			
Impact REC-1: The proposed project would not result in substantial physical deterioration of recreational facilities.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact REC-2: The proposed project would not result in adverse impacts associated with new or expanded recreational facilities within the City.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
TRANSPORTATION			
Impact TRA-1: The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact TRA-2: The proposed project would generate a substantial increase in VMT per service population and total VMT compared to the approved project resulting in significant project-level and cumulative VMT impacts.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure TRA-1-PPA [Former MM T-1]:** Prior to approval of discretionary projects subject to VMT reduction analysis, applicants shall demonstrate compliance with the City's VMT Guidelines for CEQA assessment of VMT impacts. For projects with VMT per Service Population exceeding the County's significance threshold, a mitigation plan shall be developed and implemented. Mitigation should consist of Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with the California	PPA: SU EBPSP: SU

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		Air Pollution Control Officers Association's (CAPCOA) Final Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021) and approved by the City of Ontario (if applicable). Examples of measures include but are not limited to: ▪ Pedestrian Network Improvements: constructing new sidewalks and/or improving damaged or substandard sidewalks that connect to a larger pedestrian network. ▪ Construct or Improve Bike Facilities: constructing new or enhancing a single existing Class I, II or IV bike facility that connects to a larger bike network. ▪ Construct or Improve Bike Boulevards: implementing a Class III bike boulevard on a local or collector street that is one travel lane in each direction, has a design speed of 25 mph or less and a design volume of 5,000 ADT or less. ▪ Expand Bikeway Networks: constructing a network of interconnected new Class I, II, or IV bike facilities. ▪ Provide End of Trip Bicycle Facilities: constructing facilities that support cyclists such as bike parking, lockers, and showers. ▪ Implement Transit-Supportive Roadway Treatments: funding infrastructure improvements such as traffic signal modifications and roadway signing and striping that are dedicated to improving transit travel times and reliability. ▪ Transit Passes: proving discounted or free transit fare to a specific geographic area, population group, or to the general public.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ Vanpool Program: providing groups of 5 to 15 people with direct shuttle service between their workplace and residence. ▪ Carshare Program (conventional or EV): providing access to a shared fleet of on-demand vehicles for short-term use/rental. Best practice is to discount carshare membership and provide priority parking for carshare vehicles to encourage use of the service. ▪ Bikeshare Program (conventional or EV): providing access to a shared fleet of on-demand bicycles for short-term use/rental. Best practice is to discount bikeshare membership and dedicate bikeshare parking to encourage use of the service. ▪ Rideshare Program: providing access to and encouraging the use of a ridesharing platform or service. This could be an app, website, or other service that provides ride-matching coordination services. ▪ Community-Based Travel Planning (CBTP): CBTP is a residential based approach to outreach, performed by trained advisors, that provides households within a targeted geographic area with customized information, incentives, and support to encourage the use of transportation alternatives in place of single occupancy vehicles. ▪ Commute Trip Reduction (CTR) Program: CTR programs can be mandatory or voluntary, and involve providing information, coordination, services, infrastructure, and/or incentives for alternative modes such as ridesharing, vanpool, transit passes, and cycling	

		Specific Plan **Mitigation Measure TRA-1-SP:** Prior to the issuance of the certificate of occupancy for each tenant, the operator or tenant shall: 1) prepare and submit a Transportation Demand Management (TDM) Program to the City for review, detailing strategies for reducing the use of single occupant vehicles by employees; and 2) provide written documentation to the satisfaction of the City that the TDM Program requirement is incorporated into any lease agreement for the site to ensure enforceability. The TDM Program shall include the following transportation measures recommended by California Air Pollution Control Officers Association (CAPCOA) and analyzed in the VMT Mitigation Strategy Assessment (see SEIR Appendix K2) as calculated pursuant to the CAPCOA Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity or other substantial evidence: ▪ T-5 Commute Trip Reduction (CTR) Program. Employers within the EBPSP shall develop CTR programs to discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT. ▪ T-7 Commute Trip Reduction (CTR) Marketing. Materials shall educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT, including: o Onsite or online commuter information services. o Employee transportation coordinators. o Onsite or online transit pass sales. o Guaranteed ride home service.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		▪ T-8 Ridesharing Program. ○ Designating a certain percentage of desirable parking spaces for ridesharing vehicles. ○ Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles. ○ Providing an app or website for coordinating rides. ▪ T-10 End-of-Trip Bicycle Facilities. EBPSP land uses shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities may include bike parking, bike lockers, showers, and personal lockers.	
Impact TRA-3: The proposed project adequately addresses potentially hazardous conditions (sharp curves, etc.) and potential conflicting uses.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact TRA-4: The proposed project adequately addresses potentially inadequate emergency access.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
TRIBAL CULTURAL RESOURCES			
Impact TCR-1: Tribal cultural resources could be adversely impacted by grading activities associated with the Proposed Project.	PPA: PS EBPSP: PS	**Policy Plan Amendment** **Mitigation Measure TCR-1-PPA [Former MM 5-3]:** Upon receipt of an application for a proposed project subject to CEQA and is within the City's jurisdiction, the City's representative shall consult with the relevant tribe(s)' representative(s) to determine if the proposed project is within a culturally	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		sensitive area to the tribe. If sufficient evidence is provided to reasonably ascertain that the site is within a [tribal] culturally sensitive area, an archaeologist shall prepare a cultural resources assessment. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the tribe(s). If mitigation is recommended in the CEQA document, the procedure described in Mitigation Measure ~~5-4~~ TCR-2-PPA shall be followed. **Mitigation Measure TCR-2-PPA [Former MM 5-4]:** ~~Prior to the issuance of grading permits for a proposed project for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated tribe(s) to notify them of the grading, excavation, and monitoring program.~~ The applicant shall coordinate with ~~the City of Ontario and the~~ tribal representative(s) to ~~develop mitigation measures that~~ address the designation, responsibilities, and participation of tribal monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City's jurisdiction. **Mitigation Measure TCR-3-PPA [Former MM TCR-1]:** Tribal Cultural Resources Monitoring. The project archaeologist, in consultation with interested tribes, the developer, and the City of Ontario, shall develop an archaeological monitoring plan (AMP) to address the details, timing, and responsibility	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		of archaeological and cultural activities that will occur on the project site. Details in the AMP shall include: 1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling; 2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists (if the tribes cannot come to an agreement on the rotating or simultaneous schedule of tribal monitoring, the Native American Heritage Commission shall designate the schedule for the onsite Native American Tribal Monitor for the proposed project); 3. The protocols and stipulations that the developer, City, Tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation. At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground disturbing activities on the site, the developer shall retain a tribal cultural monitor to monitor all ground-	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		disturbing activities in an effort to identify any unknown archaeological resources. Pursuant to the AMP, a tribal monitor from the consulting tribe shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities. **Mitigation Measure TCR-4-PPA [Former MM TCR-2]:** Treatment and Disposition of Cultural Resources. In the event that Native American cultural resources are inadvertently discovered during the course of any ground-disturbing activities, including but not limited to brush clearance, grading, trenching, etc., for the proposed project, the following procedures will be carried out for treatment and disposition of the discoveries: 1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; 2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Ontario with evidence of same:	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed; all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality; b. A curation agreement with an appropriate qualified repository in San Bernardino County that meets federal standards per 36 CFR Part 79, and therefore the resource would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility in San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation; c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
		materials, materials shall be curated at the San Bernardino County Museum by default; d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, County Museum, and consulting tribes. **Specific Plan** **Mitigation Measure TCR-1-SP:** The EBPSP shall implement MM TCR-2-PPA, MM TCR-3-PPA, MM TCR-4-PPA.	

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
UTILITIES AND SERVICE SYSTEMS			
Impact USS-1: Implementation of the proposed project would not result in the relocation or construction of new or expanded water facilities which would cause a significant impact.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact USS-2: Implementation of the proposed project would not result in the relocation or construction of new or expanded wastewater facilities which would cause a significant impact.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact USS-3: Implementation of the proposed project would not result in the relocation or construction of new or expanded storm drainage facilities which would cause a significant impact.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact USS-4: Implementation of the proposed project would not result in the relocation or construction of new or expanded electric power or natural gas facilities which would cause a significant impact.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact USS-5: Implementation of the proposed project would not result in the relocation or construction of new or expanded telecommunication facilities which would cause a significant impact.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact USS-6: The City has sufficient water supplies to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact USS-7: The wastewater treatment provider has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact USS-8: Implementation of the proposed project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, and would not impair the attainment of solid waste reduction goals.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact USS-9: The proposed project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
WILDFIRE			
Impact WIL-1: Implementation of the proposed project would not impair or otherwise interfere with the City's adopted emergency response or evacuation plans.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact WIL-2: Implementation of the proposed project would not exacerbate wildfire risk, require infrastructure that could increase fire hazards, or expose people or structures to secondary post-fire hazards such as flooding, landslides, or drainage changes.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS
Impact WIL-3: Implementation of the proposed project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environments.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

Table ES-3 Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Level of Significance without Mitigation	Mitigation Measures	Level of Significance with Mitigation
Impact WIL-4: Implementation of the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.	PPA: LTS EBPSP: LTS	No mitigation measures are required.	PPA: LTS EBPSP: LTS

PPA = Policy Plan Amendment;

EBPSP = Eucalyptus Business Park Specific Plan

PS = Potentially Significant

SU = Significant and Unavoidable

LTS = Less than Significant

NI = No Impact

1. INTRODUCTION

1.1 PURPOSE OF THE EIR

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. This Draft Supplemental Environmental Impact Report (SEIR) has been prepared to satisfy CEQA and the CEQA Guidelines, as set forth in the Public Resources Code Section 21000, et seq., and the State CEQA Guidelines, Title 14 California Code of Regulations, Section 15000, et seq. The environmental impact report (EIR) is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage and to identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present, and reasonably foreseeable future projects.

As discussed in Section 2.2, *Project Background*, of this SEIR, on August 16, 2022, the Ontario City Council adopted a comprehensive update of the City's general plan, The Ontario Plan (TOP) 2050, and certified SEIR No. 2021070364 as the environmental documentation for the approved project. TOP is a guiding document that reflects the City's view of its future and is a blueprint for the City's growth and development. The City Council and the Planning Commission use TOP to help guide their land use decisions. The 2022 Certified EIR is incorporated by reference in this SEIR. A summary of 2022 Certified SEIR is provided in Section 2.2.2, *TOP Certified EIR*, of this SEIR. This SEIR contains information necessary to make the previous 2022 Certified EIR adequate for Policy Plan Amendment and EBPSP (proposed project).

The proposed project requires discretionary actions by one or more public agencies. The lead agency means "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment" (CEQA Section 21067). The City of Ontario has the principal responsibility for approval of project. For this reason, the City of Ontario is the CEQA lead agency for this project.

The intent of the SEIR is to provide sufficient information on the potential environmental impacts of the proposed project to allow the City of Ontario to make an informed decision regarding approval of the proposed project. Specific discretionary actions to be reviewed by the City are described in Section 2.5, *Intended Uses of the EIR*.

This SEIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, Section 21000, et seq.)
- State Guidelines for the Implementation of the CEQA of 1970 (CEQA Guidelines), as amended (California Code of Regulations, Section 15000, et seq.)

The overall purpose of this SEIR is to inform the lead agency, responsible agencies, decision makers, and the general public about the environmental effects of the development and operation of the proposed project. This SEIR addresses effects that may be significant and adverse; evaluates alternatives to the proposed project; and identifies mitigation measures to reduce or avoid adverse effects.

1.2 ENVIRONMENTAL REVIEW PROCESS

1.2.1 Notice of Preparation and Scoping Meeting

The City of Ontario has determined that a Supplemental EIR would be required for this project and issued a Notice of Preparation (NOP) on November 4, 2025. The NOP and comments received during the NOP's public review period, from November 4 to December 5, 2025, are in Appendix A, *Notice of Preparation*. The NOP process is used to help determine the scope of the environmental issues to be addressed in the Draft SEIR. Thirty agencies/interested parties responded to the NOP. This SEIR has taken those responses into consideration. Table 1-1, *NOP Comment Summary*, summarizes the issues identified by the commenting agencies, along with a reference to the section(s) of this SEIR where the issues are addressed.

Table 1-1 NOP Comment Summary

Commenting Agency / Person	Date	Comment Summary	Issue Addressed In:
Agua Caliente Band of Cahuilla Indians	11/4/2025	▪ Not located in the Tribe's Traditional Use Area and they defer to other tribes.	Section 3.18, *Tribal Cultural Resources*
Endangered Habitats League	11/4/2025	▪ Requests that the project incorporate mitigation fees applicable to the Annexation Area 163 via the Settlement and General Use Agreement. ▪ Requests for advancement of Livable Communities Policies as set forth under	Section 3.4, *Biological Resources,* and Section 3.11, *Land Use and Planning*

Table 1-1 NOP Comment Summary

Commenting Agency / Person	Date	Comment Summary	Issue Addressed In:
		the Settlement and General Use Agreement.	
NAHC	11/4/2025	▪ Requests that the EIR evaluate whether there are historic resources that could be impacted by the project. ▪ Recommend tribal consultation under Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18) pursuant to NAHC's recommendation for conducting cultural resources assessments.	Section 3.5, *Cultural Resources*, and Section 3.18, *Tribal Cultural Resources*
Yuma Quechan Tribe	11/4/2025	▪ The Tribe does not wish to comment on the project and defers to other local Tribes.	Section 3.18, *Tribal, Cultural Resources*
SoCalGas	11/6/2025	▪ Identified numerous medium- and high-pressure facilities in the project area and requests that 811 be contacted prior to any demolition and/or excavation activities. ▪ Request to review any available plans to review for possible conflicts with existing facilities.	Section 3.9, *Hazards and Hazardous Materials*
Micaella Mosley	11/6/2025	▪ Identified constant flow of large trucks traveling along Ontario Ranch Road and which results in "significant vibration" ▪ Requests that the City review the Truck Route along Ontario Ranch Road and consider possible solutions to reduce	Section 3.13, *Noise*, and Section 3.17, *Transportation*

Table 1-1 NOP Comment Summary

Commenting Agency / Person	Date	Comment Summary	Issue Addressed In:
		vibrations to nearby homes.	
Tiffany Johnson	11/13/2025	▪ Requests no more warehouse in the City ▪ Request development of more parks, stores, improved schools, and family homes.	Section 3.11, *Land Use and Planning*, Section 3.14, *Population and Housing*, Section 3.15, *Public Services*, and Section 3.16, *Recreation*
Jason Alonzo	11/17/2025	▪ Identifies their "strong dissatisfaction" with the land use changes of the Ontario Ranch land from Mixed-Use to Business Park. ▪ Requests more thoughtfully planned spaces that align with the identity and culture of the community.	Section 3.11, *Land Use and Planning*
Southern California Agricultural Land Foundation (SCALF)	11/20/2025	▪ Concerned about loss of Farmland to development within the City, specifically the proposed EBPSP. ▪ Concerned for Prop 70 lands. ▪ Requests consolidation of the EBPSP.	Section 3.2, *Agricultural and Forestry Resources*, and Section 3.11, *Land Use and Planning*
Raymond Smith	11/20/2025	▪ Identifies opposition to Warehouses within the City as it increases air pollution and traffic within the City. ▪ Request consolidation of EBPSP to provide a buffer between Grand Park and Warehousing to the south. ▪ Request clarification on how Edison Avenue as a	Section 3.3, *Air Quality*, Section 3.8, *Greenhouse Gas Emissions*, Section 3.11, *Land Use and Planning*, Section 3.14, *Population and Housing*, and Section 3.17, *Transportation*

Table 1-1 NOP Comment Summary

Commenting Agency / Person	Date	Comment Summary	Issue Addressed In:
		truck route meets AB 98 requirements. ▪ Requests clarification on how job estimates are derived. ▪ Requests clarification on mitigation measure for Air Quality and Greenhouse Gas Emission impacts.	
San Bernardino County Public Works	11/20/2025	▪ Identifies a parcel owned in fee by San Bernardino County Flood Control District and that development cannot proceed at this parcel. ▪ Requests to be included on the mailing list.	Section 3.11, *Land Use and Planning*
Aida Cuamari	11/20/2025	▪ Requests concerns with Land Use Plan on impacts to chemicals and population. ▪ Raised concerns about traffic, pollution, safety, population, hazards, and noise.	Section 3.3, *Air Quality*, Section 3.8, *Greenhouse Gas Emissions*, Section 3.11, *Land Use and Planning*, Section 3.14, *Population and Housing*, and Section 3.17, *Transportation*
Paul Hammes	11/20/2025	▪ Supports removal of Truck Route on Archibald Avenue ▪ Requests for improvement of bicycle infrastructure.	Section 3.17, *Transportation*
Ran Cheng	11/21/2025	▪ Concerned regarding increased density and no increase in schools and public parks in the City.	Section 3.11, *Land Use and Planning*, Section 3.14, *Population and Housing*, and Section 3.16, *Recreation*
SCAG	11/21/2025	▪ Requests review of the goals and policies of the project with the applicable policies of the Regional Transportation Plan/ Sustainable	Section 3.11, *Land Use and Planning*, and Section 3.14, *Population and Housing*

Table 1-1 NOP Comment Summary

Commenting Agency / Person	Date	Comment Summary	Issue Addressed In:
		Communities Strategy (RTP/SCS) or Connect SoCal.	
Catherine Cho	11/24/2025	▪ Concerned regarding rezoning of parkland/open space on Haven and Chino in Ontario Ranch. ▪ Requests to leave as parkland/open space.	Section 3.11, *Land Use and Planning,* and Section 3.16, *Recreation*
Paul Cho	11/25/2025	▪ Concerned regarding rezoning of parkland/open space on Haven and Chino in Ontario Ranch. ▪ Requests leaving as parkland/open space.	Section 3.11, *Land Use and Planning*, and Section 3.16, *Recreation*
Philip Guevara	11/25/2025	▪ Concerned regarding rezoning of parkland/open space on Haven and Chino in Ontario Ranch to medium density. ▪ Requests leaving as parkland/open space. ▪ Concerned with impacts on traffic on Haven Avenue and strain on schools as a result of rezoning to medium density	Section 3.11, *Land Use and Planning*, Section 3.15, *Public Services*, Section 3.16, *Recreation*, and Section 3.17, *Transportation*
John Anker	12/1/2025	▪ Request less housing density in the City. ▪ Requests improved truck routes in the City.	Section 3.11, *Land Use and Planning*, Section 3.14, *Population and Housing*, and Section 3.17, *Transportation*
Asa Lu	12/2/2025	▪ Concerned regarding rezoning of parkland/open space on Haven and Chino in Ontario Ranch.	Section 3.16, *Recreation*
City of Chino Hills	12/2/2025	▪ Requests the SEIR examines potential increase in vehicular traffic, particularly truck	Section 3.11, *Land Use and Planning*, and Section 3.17, *Transportation*

Table 1-1 NOP Comment Summary

Commenting Agency / Person	Date	Comment Summary	Issue Addressed In:
		traffic, that may have cumulative impacts on City of Chino Hills.	
Henry Kim	12/2/2025	▪ Requests that the property owner's parcels are rezoned from industrial park back to multiuse zoning.	Section 3.11, *Land Use and Planning*
Jodi Ruiz	12/2/2025	▪ Requests that the OS-R on Haven Avenue and Chino Avenue not be rezoned.	Section 3.16, *Recreation*
Zuleika Wang	12/2/2025	▪ Requests that the OS-R on Haven Avenue and Chino Avenue not be rezoned.	Section 3.11, *Land Use and Planning*, and Section 3.16, *Recreation*
Tina Silva	12/4/2025	▪ EBPSP impacts from increased truck activity and resultant air quality, roadway safety, and neighborhood viability impacts.	Section 3.3, *Air Quality*, Section 3.8, *Greenhouse Gas Emissions*, Section 3.11, *Land Use and Planning*, Section 3.14, *Population and Housing*, and Section 3.17, *Transportation*
Craig Cristina	12/4/2025	▪ Concerned that the minimum density requirements will deter projects and slow down housing development within the City. ▪ Recommends retaining high density residential designations but remove minimum density requirements or include a high-density residential overlay.	Section 3.11, *Land Use and Planning*, and Section 3.14, *Population and Housing*
Center for Community Action and Environmental Justice (CCAEJ)	12/5/2025	▪ Concerned about agricultural impacts, specifically Prop 70 lands in Ontario Ranch. ▪ Requests cumulative impacts of warehouses	Section 3.1, *Agricultural and Forestry Resources*, Section 3.3, *Air Quality*, Section 3.8, *Greenhouse Gas Emissions*, Section 3.11, *Land Use and Planning*, Section 3.14,

Table 1-1 NOP Comment Summary

Commenting Agency / Person	Date	Comment Summary	Issue Addressed In:
		are evaluated for health studies, GHG, and air quality. ▪ Requests zero-emission equipment for construction. ▪ Requests that high-injury streets and intersections be identified in the mobility element pursuant to SB 932.	*Population and Housing*, and Section 3.17, *Transportation*
Sierra Club	12/5/2025	▪ Requests that the project fully disclose GHG and VMT impacts. ▪ Requests that the project evaluate consistency with regional planning documents, including SCAG's RTP/SCS.	Section 3.8, *Greenhouse Gas Emissions*, Section 3.11, *Land Use and Planning*, and Section 3.17, *Transportation*
Edison Ranch	12/5/2025	▪ Recommend fiscal and infrastructure justification for increased industrial and commercial uses. ▪ Recommends evaluation of truck traffic and goods movement circulation. ▪ Recommends phased transition plan for agricultural resources. ▪ Requests an evaluation of air quality, health risk, and hydrology and water quality impacts of the EBPSP.	Section 3.1, *Agricultural and Forestry Resources*, Section 3.3, *Air Quality*, Section 3.8, *Greenhouse Gas Emissions*, Section 3.10, *Hydrology and Water Quality*, Section 3.11, *Land Use and Planning*, Section 3.14, *Population and Housing*, Section 3.17, *Transportation,* and Section 3.19, *Utilities and Service Systems*
Parveena Mendes	12/5/2025	▪ Requests that the OS-R on Haven Avenue and Chino Avenue not be rezoned.	Section 3.11, *Land Use and Planning*, and Section 3.16, *Recreation*

SCOPING MEETING

Prior to preparation of the SEIR, the City of Ontario hosted a public scoping meeting on November 20, 2025, to determine the concerns of responsible and trustee agencies and the community regarding the proposed project. The scoping meeting identified concerns related to truck routes, warehousing, and associated air quality, noise, and vibration impacts; loss of agricultural resources; and increased housing density.

1.2.2 Scope of this Draft SEIR

The scope of the Draft SEIR was determined based on the CEQA Guidelines Appendix G Checklist and comments received in response to the NOP and Scoping Meeting. Pursuant to Sections 15126.2 and 15126.4 of the CEQA Guidelines, the Draft SEIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of insignificance.

The information in Chapter 2, *Project Description,* establishes the basis for analyzing future, project-related environmental impacts. However, further environmental review by the City may be required as more detailed information and plans are submitted on a project-by-project basis.

IMPACTS CONSIDERED LESS THAN SIGNIFICANT

The SEIR identified the following impacts as less than significant or no impact.

- Aesthetics (PPA + EBPSP)
- Agricultural and Forestry Resources (PPA + EBPSP)
- Cultural Resources (Historic Resources: EBPSP)
- Energy (PPA + EBPSP)
- Hazards and Hazardous Materials (PPA)
- Hydrology and Water Quality (PPA + EBPSP)
- Land Use and Planning (PPA + EBPSP)
- Mineral Resources (PPA + EBPSP)
- Noise (Construction Noise and Vibration, EBPSP)
- Population and Housing (PPA + EBPSP)
- Public Services (PPA + EBPSP)
- Recreation (PPA + EBPSP)
- Utilities and Service Systems (PPA + EBPSP)
- Wildfire (PPA + EBPSP)

POTENTIALLY SIGNIFICANT ADVERSE IMPACTS

The SEIR determined that the following environmental factors have potentially significant impacts if the proposed project is implemented but would be reduce to less than significant levels with mitigation.

- Biological Resources (PPA + EBPSP)
- Cultural Resources (Archeological Resources: PPA + EBPSP)
- Geology and Soils (Paleontological Resources: PPA + EBPSP)
- Hazards and Hazardous Materials (Soils Management Plan: EBPSP)
- Tribal Cultural Resources (PPA + EBPSP)

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

This SEIR identifies 5 significant and unavoidable adverse impacts, as defined by CEQA, that would result from implementation of the proposed project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. The City must prepare a "statement of overriding considerations" before it can approve the project, attesting that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits outweigh the adverse effects, and therefore the adverse effects are considered acceptable.

The impacts that were found in the SEIR to be significant and unavoidable are:

- **Air Quality** AQMP Consistency (PPA + EBPSP), Regional Construction Emissions (PPA), Regional Operation Emissions (PPA + EBPSP), Localized Construction Emissions (PPA), and Cumulative Health Risk (PPA);
- **Cultural Resources** Historic Resources (PPA);
- **Greenhouse Gas Emissions** GHG emissions (PPA + EBPSP) Consistency with the City's Community Climate Action Plan (PPA + EBPSP);
- **Noise** Construction Noise (PPA), Traffic Noise (PPA + EBPSP), Construction Vibration Annoyance (PPA), Heavy Truck Vibration Annoyance (PPA) and Exterior Airport Noise Exposure (PPA); and
- **Transportation** Vehicle Miles Traveled (PPA + EBPSP).

1.2.3 Final EIR Certification

This SEIR is being circulated for public review for 45 days. Interested agencies and members of the public are invited to provide written comments on the SEIR to the City address shown on the title page of this document. Upon completion of the 45-day review period, the City of Ontario will review all written comments received and prepare written responses for each. A Final Supplemental EIR (Final SEIR) will incorporate the received comments, responses to the comments, and any changes to the SEIR that result from comments. The Final SEIR will be presented to the City of Ontario for potential certification as the environmental document for the project. All persons who comment on the SEIR will be notified of the availability of the Final SEIR and the date of the public hearing before the City.

The SEIR is available to the general public for review at various locations:

- City of Ontario, City Hall, Planning Department, 303 East B Street, Ontario, CA 91764
- Ovitt Family Community Library, 215 East C Street, Ontario, CA 91764
- Lewis Family Branch, 3850 East Riverside Drive, Ontario, CA 91761
- Online at: https://www.ontarioca.gov/Planning/Reports/EnvironmentalImpact

All comments received from agencies and individuals on the SEIR will be accepted during the 45-day public review period. All comments on the SEIR should be sent to:

Thomas Grahn, Principal Planner
City of Ontario
City Hall, Planning Department
303 East B Street, Ontario, CA 91764
Or emailed to TGrahn@ontarioca.gov

Public agencies that submit comments during the 45-day public review period on the SEIR will receive written responses to their comments at least 10 days prior to final action on the proposed project. If the City Council decides to certify the Final SEIR, it will make the necessary findings required by CEQA and the CEQA Guidelines regarding the extent and nature of the impacts presented in the Final SEIR. The Final SEIR must be certified by the City prior to making a decision to approve the proposed project. Public input is encouraged at all public hearings and meetings before the Planning Commission and City Council concerning the proposed project.

1.3 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code Section 21081 or adopted a Negative Declaration pursuant to 21080(c). Such a program is

intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or Mitigated Negative Declaration.

The Mitigation Monitoring Reporting Program for Policy Plan Amendment and Eucalyptus Business Park Specific Plan will be completed prior to consideration of the project by the City of Ontario City Council.

1.4 INCORPORATION BY REFERENCE

Some documents are incorporated by reference into this Draft EIR, consistent with section 15150 of the CEQA Guidelines, and they are available for review at the City of Ontario.

- City of Ontario Municipal Code
- *The Ontario Plan 2050* prepared by City of Ontario
- *The Ontario Plan 2050 Supplemental EIR* (State Clearinghouse No. 2021070364)
- *The Ontario Plan Recirculated Draft EIR* (State Clearinghouse No. 2008101140)
- *The Ontario Plan Draft EIR* (State Clearinghouse No. 2008101140)
- Ontario Municipal Water District 2020 Urban Water Management Plan

In each instance where a document is incorporated by reference for purposes of this report, the SEIR will briefly summarize the incorporated document or briefly summarize the incorporated data if the document cannot be summarized. In addition, the SEIR will explain the relationship between the incorporated part of the referenced document and the SEIR.

This SEIR also relies on previously adopted regional and statewide plans and programs, agency standards, and background studies in its analyses, such as the South Coast Air Quality Management District's (South Coast AQMD) Air Quality Management Plan. Each section provides a complete list of references utilized in preparing the SEIR. Documents that are not published that are incorporated by reference are available for review at:

City of Ontario
City Hall, Planning Department
303 East B Street
Ontario, CA 91764

2. PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The City of Ontario is in the southwestern portion of San Bernardino County and is surrounded by the cities of Chino and Montclair and unincorporated San Bernardino County to the west; the cities of Upland and Rancho Cucamonga to the north; the city of Fontana and unincorporated San Bernardino County to the east; and the cities of Eastvale and Jurupa Valley to the south (see Figures 2-1, *Regional Location*, and 2-2, *Citywide Aerial Map*). The City is in the central part of the Upper Santa Ana River Valley. The primary tributary that flows through Ontario is the Cucamonga Creek, which originates, together with sub tributaries, in the San Gabriel Mountains and flows into the Prado Dam, where it joins the Santa Ana River, eventually terminating in the Pacific Ocean.

The City comprises approximately 50 square miles (32,022 acres), including the 8,200-acre Ontario Ranch in the southern part of the City—formerly known as the New Model Colony (NMC) and formerly the City's sphere of influence (SOI). The northern, more urbanized part of the City is known as the Original Model Colony (OMC) in reference to the City's founding as a model colony for cities in terms of layout and infrastructure. Generally, the City is 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 2-1). Regional circulation to and through the City is provided by I-10 and State Route (SR) 60, east to west, and by I-15 and SR-83 (Euclid Avenue), north to south. The City is also home to the Ontario International Airport (ONT) and proximate to Chino Airport.

2.1.1 Eucalyptus Business Park Specific Plan

The 189-acre Eucalyptus Business Park Specific Plan (EBPSP or Specific Plan) project site is bounded to the south by Eucalyptus Avenue, the east by Walker Avenue, and the west by Campus Avenue. Figure 2-3, *EBPSP Aerial Map*, illustrates the general location of the EBPSP. The project site includes the following Assessor's Parcel Numbers: 0216-322-01, 0216-322-02, 0216-321-06, 0216-321-07, 0126-322-10, 0216-321-01, 0216-321-02, 1053-551-01, 1053-541-02, 1053-541-01, 1053-571-01, 1053-571-02, 1053-531-01, 1053-531-02, 1053-531-03, 1053-531-04, 1053-581-04, and 1053-581-03.

The Specific Plan area is within the City's Ontario Ranch area, which comprises a portion of the former San Bernardino County Agricultural Preserve annexed by the City of Ontario in 1999. The

majority of the Specific Plan area is currently utilized by active dairy facilities, including dry lots, milking parlors, feed storage facilities, and associated residential uses. Other land uses include storage and minor maintenance of semitrailer trucks, storage and distribution of krill oil and soy sauce, tire storage, and small animal keeping.

2.2 PROJECT BACKGROUND

2.2.1 The Ontario Plan 2050 (Approved Project)

The Ontario Plan 2050 (TOP 2050 or approved project) is the City's policy and implementation framework that guides the long-term growth and improvement of the Ontario community through six interrelated components of city governance:

A **Vision** that provides a sense of purpose and mission for city governance and sets the tone for the other components of TOP. The Vision's central theme is a sustained, community-wide prosperity that continuously adds value and yields benefits.

A **Governance Manual** that establishes a set of goals and policies to promote consistent City leadership based on the principles of regional leadership, transparency, long-term value, accountability, and inclusivity.

A **Policy Plan** that serves as the City's legally required general plan and that states long-term goals, principles, and policies to achieve Ontario's Vision through 9 elements: land use, housing, mobility, safety, environmental resources, parks and recreation, community economics, community design, and social resources.

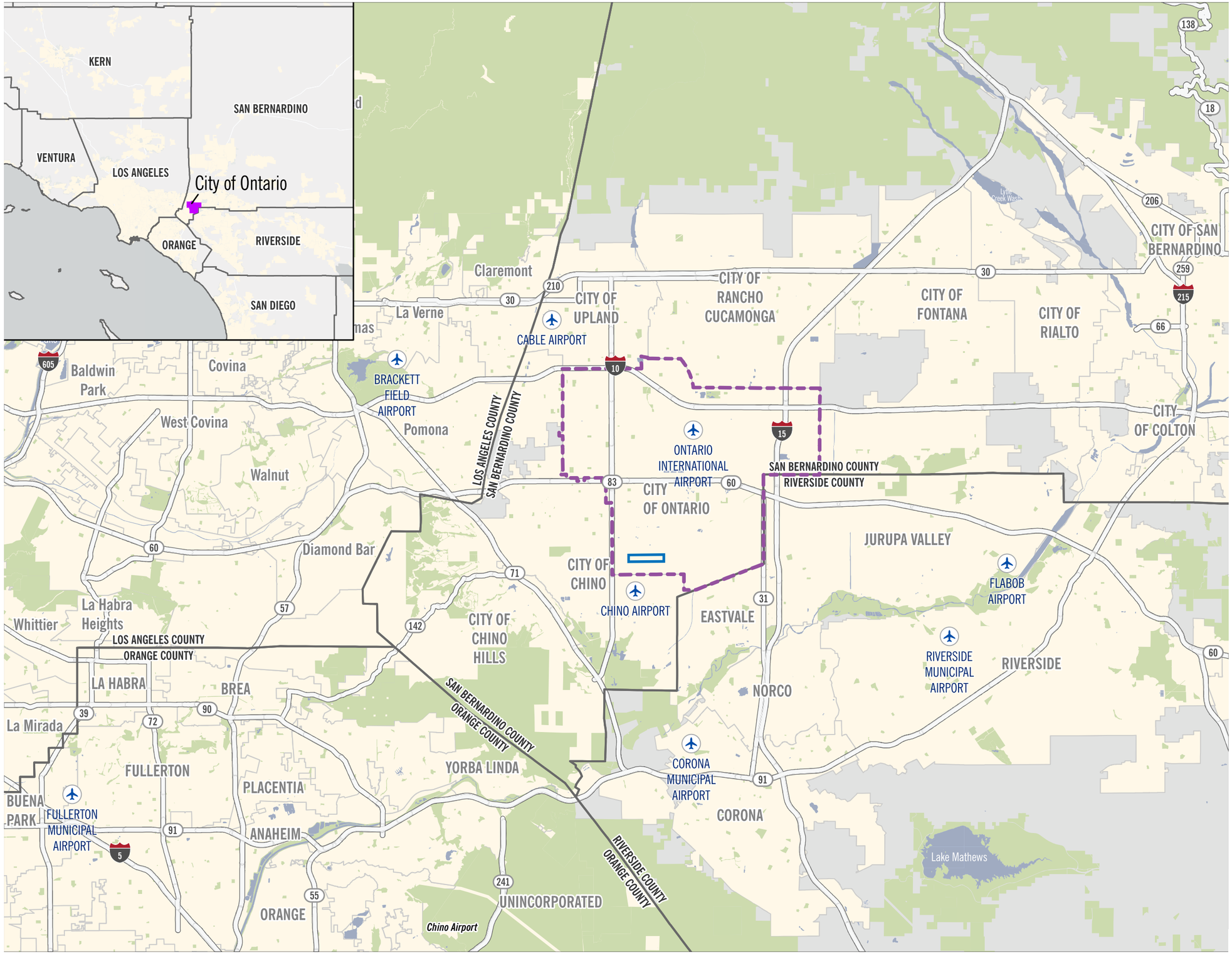
A list of **City Council Priorities** that shape the City's ongoing annual budgeting process, with a focus on a variety of short- and long-term goals and objectives.

An **Implementation Plan** that identifies the actions needed to carry out TOP's policies. This includes initiatives by the City such establishing consistent land use zoning and creating objective development and design standards, as well as decisions on public and private development projects and City activity programs.

A **Tracking and Feedback** system that charts the City's progress toward achieving the Policy Plan goals, providing data and analysis that enable decision makers to make strategic course corrections in response to changing circumstances and monitor ongoing operational effectiveness.

Figure 2-1

Regional Location



- EBPSP Boundary
- Airports
- Ontario City Limit
- Parks and Open Space
- City Boundary
- County Boundary
- Unincorporated County

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

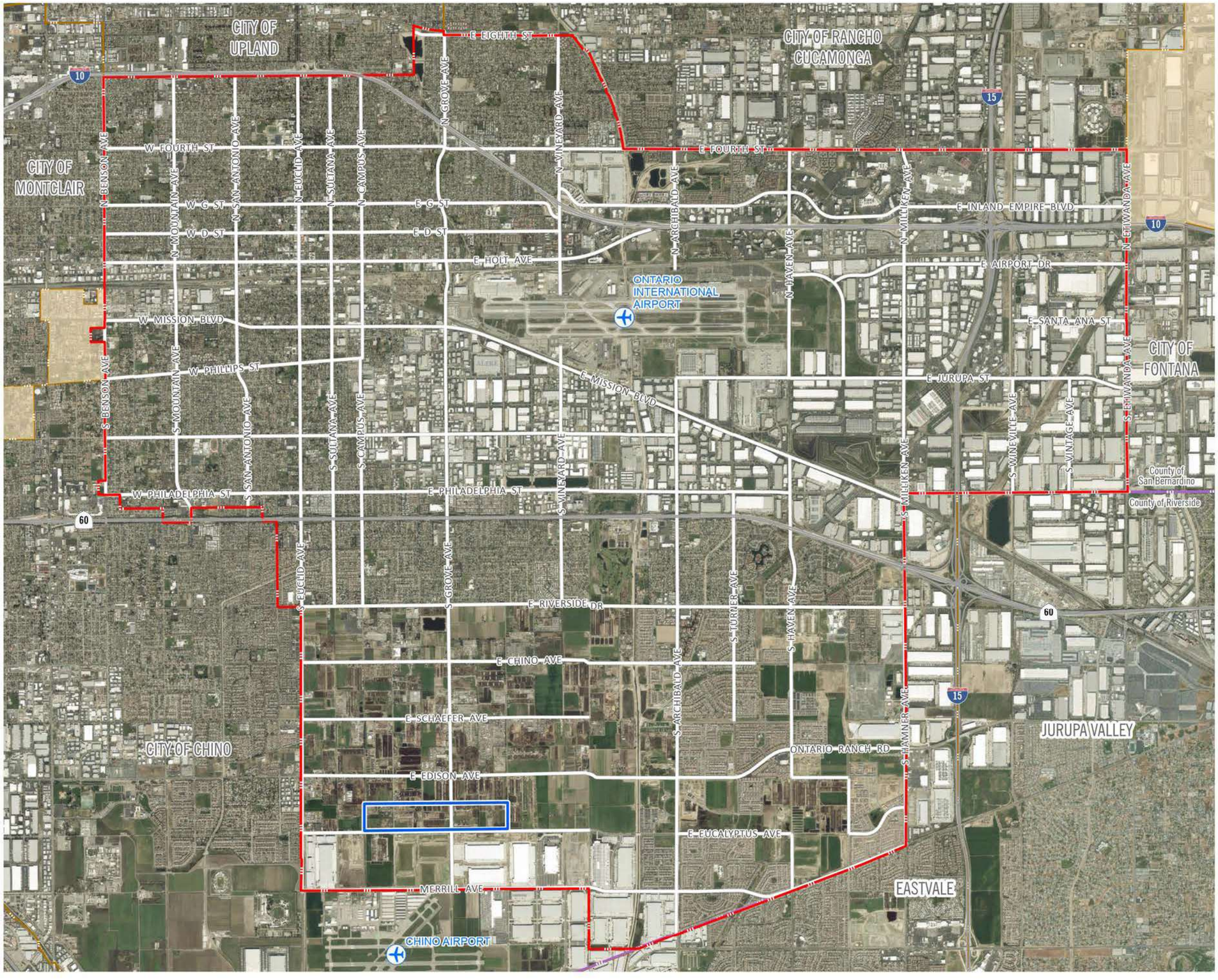
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Date: 2/10/2026

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Figure 2-2

Citywide Aerial Map



- Airport
- Ontario City Boundary
- Adjacent City Boundary
- County Boundary
- Unincorporated County
- EBPSP Boundary

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

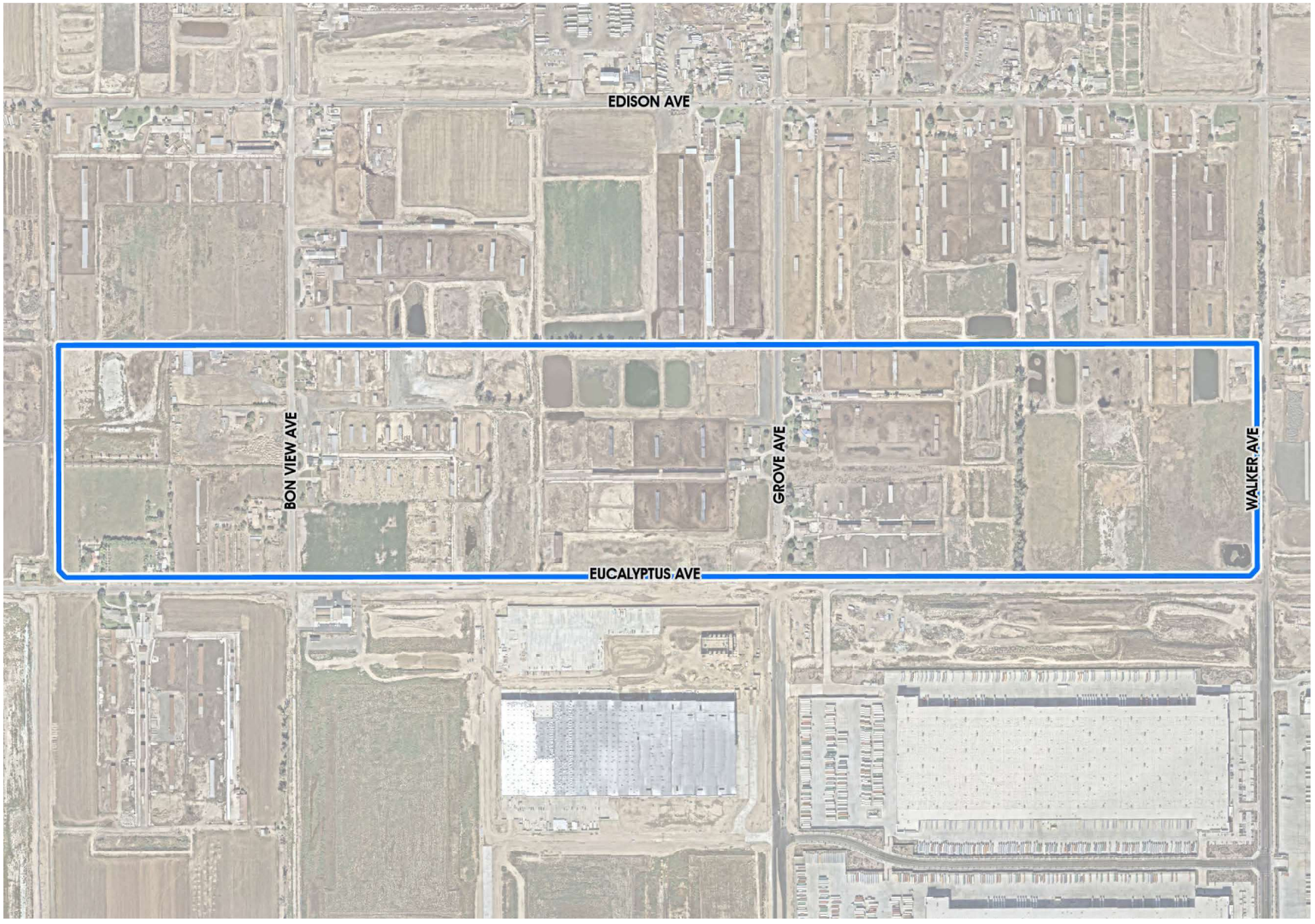
0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 2/19/2026

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Figure 2-3

EBPSP Aerial Map



2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 275 550 Ft

Source: T&B 2026.

Date: 03/03/2026

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Figure 2-4, *Current TOP Land Use Plan*, shows the existing land use designations. Table 2-1, *Approved TOP 2050 Land Use Designations*, presents a breakdown of the land use buildout in the City under the approved project.

Table 2-1 Approved TOP 2050 Land Use Designations

TOP 2050 Land Use	Acres	Housing Capacity (DU)	House-holds (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
Residential						
Rural Residential (RR)	528.7	1,057	1,015	3,863	—	—
Low Density Residential (LDR)	6,273.9	34,848	33,454	127,326	—	—
Low-Medium Density Residential (MLDR)	888.7	7,518	7,218	26,471	—	—
Medium Density Residential (MDR)[1]	2,299.1	47,206	45,317	152,855	—	—
High Density Residential (HDR)	198.0	5,089	4,885	13,038	—	—
Subtotal	10,188.4	95,718	91,889	323,553	—	—
Mixed-Use (MU) Subareas						
Downtown[2]	131.5	2,762	2,651	7,077	1,833,291	4,097
Ontario Center (not including Piemonte Area)	186.4	3,729	3,579	9,553	3,329,507	7,327
Ontario Center Arena (Piemonte Area only)	169.2	5,076	4,873	13,006	1,621,435	3,417
Ontario Mills	249.4	3,990	3,830	10,223	3,394,666	3,971
Guasti	86.3	777	746	1,991	2,012,077	3,848
Multimodal	72.6	653	627	1,673	2,449,557	5,993
Grand Park[2]	299.7	7,342	7,049	18,813	2,741,373	4,846
Eucalyptus/Chino Airport[2]	100.9	1,471	1,412	3,769	2,059,760	4,008
East Holt[2]	75.2	1,692	1,625	4,336	655,222	546
Meredith	90.8	1,815	1,743	4,651	691,939	577
Inland Empire	36.6	300	288	769	100,455	84
Mountain & 6th St	7.8	137	131	350	136,070	340
Mountain & West Holt	1.5	33	31	84	12,678	11
Euclid & Francis	12.7	190	183	487	220,912	552
Euclid & Walnut	16.4	369	354	945	142,840	357

Table 2-1 Approved TOP 2050 Land Use Designations

TOP 2050 Land Use	Acres	Housing Capacity (DU)	House-holds (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
Mountain & 4th St	7.2	251	241	643	75,008	188
Rich-Haven	153.7	2,380	2,285	6,097	287,946	371
Grove & Chino[2]	36.1	821	788	2,104	385,285	630
Euclid & Riverside[2]	15.0	394	378	1,009	130,662	327
Parkside	3.0	52	50	132	51,440	129
Subtotal	1,752	34,234	32,864	87,712	22,332,123	41,619
Retail / Service						
Neighborhood Commercial	245.8	—	—	—	3,212,553	8,762
General Commercial	385.2	—	—	—	5,033,395	5,605
Office / Commercial	309.2	—	—	—	10,101,733	28,239
Hospitality	194.2	—	—	—	8,458,978	11,412
Subtotal	1,134.4	—	—	—	26,806,659	54,018
Employment						
Business Park	1,056.3	—	—	—	23,373,049	39,732
Business Park Overlay Areas	89.6	—	—	—	1,951,398	3,814
Industrial	7,591.3	—	—	—	181,873,225	147,096
Industrial Overlay Areas	60.2	—	—	—	1,441,256	1,197
Subtotal	8,797.4	—	—	—	208,638,928	191,839
Other						
Open Space Non-Recreation	1,200.2	—	—	—	285,160	242
Open Space Parkland	1,041.3	—	—	—	193,455	82
Open Space - Water	17.3	—	—	—	—	1
Public Facility	89.7	—	—	—	495,688	1,806
Public School	603.4	—	—	—	2,666,341	3,102
Ontario International Airport	1,422.7	—	—	—	2,401,641	6,400
Landfill	136.6	—	—	—	6,528	34
Railroad	249.6	—	—	—	1,956	62

Table 2-1 Approved TOP 2050 Land Use Designations

TOP 2050 Land Use	Acres	Housing Capacity (DU)	House-holds (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
Roadways	5,389.3	—	—	—	—	—
Subtotal	10,150.1	—	—	—	6,050,769	11,729
Total	**32,022**	**129,951**	**124,753**	**411,268**	**263,828,479**	**299,204**

Notes: Totals may not add up to 100 percent due to rounding.

1. Lower-Income Housing in Medium Density Residential (MDR). The MDR category will allow up to 30 dwelling units per acre (du/ac) (rather than 25 du/ac) if the site is within the Affordable Housing zoning overlay. Sites within the overlay may also be exempted from specific plan requirements if there is no existing specific plan or PUD, and the minimum density allowed on any site within the Affordable Housing overlay zone shall be 20 du/ac.

2. Lower-Income Housing in a Mixed-Use (MU) area. Mixed use sites within the affordable housing overlay may be exempted from specific plan and PUD requirements if there is no existing specific plan, and the minimum density allowed on any site within the Affordable Housing overlay zone shall be 20 du/ac.

2.2.2 TOP Certified EIR

The proposed project is an update to the approved project; therefore, this SEIR relies on the findings of the 2022 Draft SEIR and 2022 Final SEIR and, per CEQA Guidelines Section 15163, contains all the information necessary to ensure that the 2022 Certified EIR fully evaluates the proposed project. These documents, though discussed separately here, are collectively referred to in this SEIR as the 2022 Certified EIR. In accordance with CEQA Guidelines Sections 15148 and 15150, this SEIR incorporates the 2022 Certified EIR (and its constituent parts) by reference. A summary of the 2022 Certified EIR follows. All documents incorporated by reference are available for review at the City of Ontario Community Development Department at 303 East B Street, Ontario, CA 91764.

2022 DRAFT SEIR AND FINAL EIR FOR THE ONTARIO PLAN 2050

The City of Ontario circulated the 2022 Draft SEIR for a 45-day public review period beginning May 9, 2022, and ending June 23, 2022, and 20 topics were evaluated in detail in the 2022 SEIR.

The following impacts were considered less than significant without mitigation in the 2022 SEIR:

- Aesthetics
- Agricultural and Forestry Resources
- Biological Resources
- Energy
- Greenhouse Gas Emissions

- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildlife

The following impacts were identified as having potentially significant impacts that could be mitigated, avoided, or substantially lessened.

- Cultural Resources (Archeological Resources)
- Geology and Soils (Paleontological Resources)
- Tribal Cultural Resources

The 2022 SEIR identified the following environmental categories as having significant and unavoidable impacts that could not be avoided by incorporating mitigation.

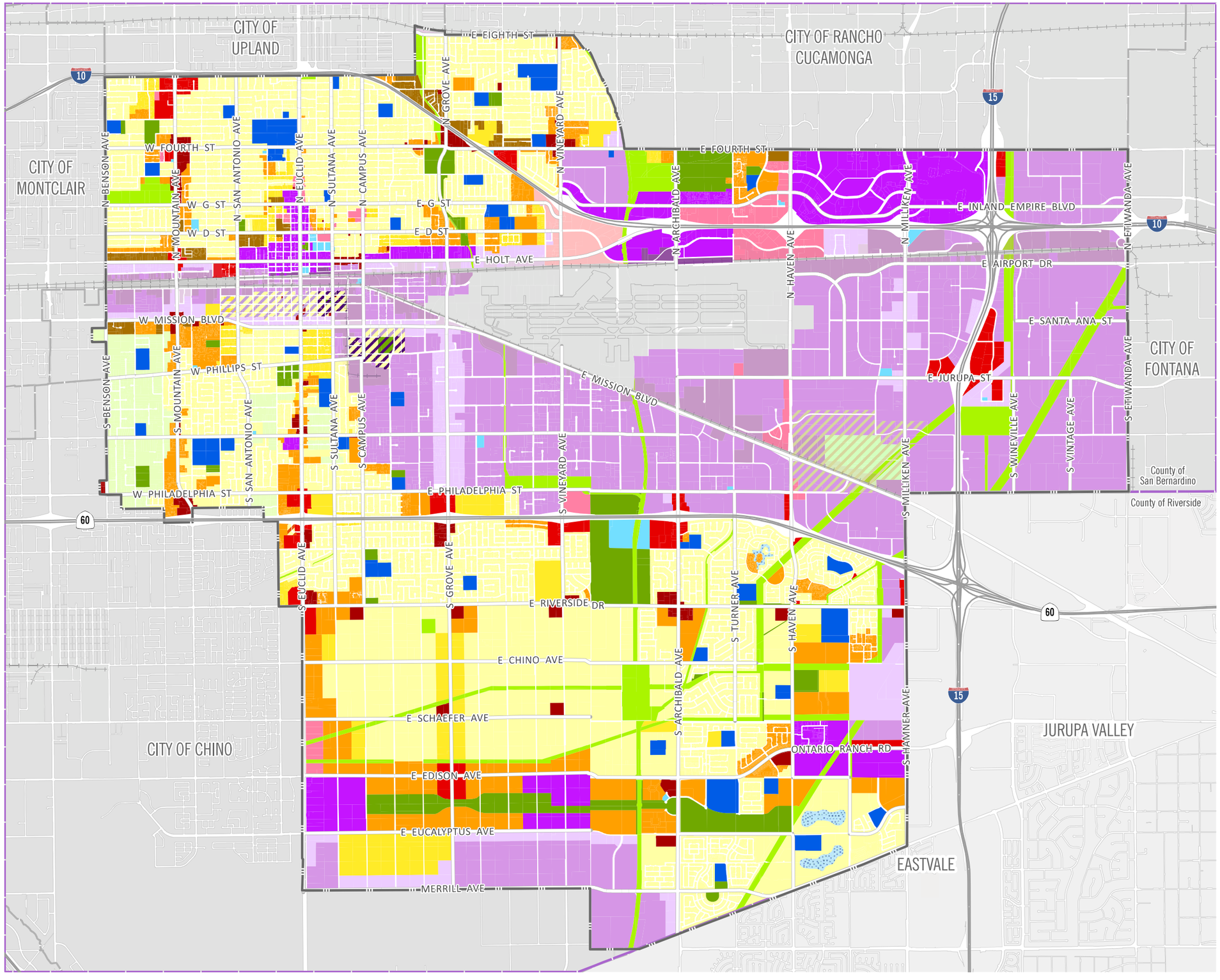
- **Air Quality** (AQMP Consistency, Regional Construction Emissions, Regional Operation Emissions, and Cumulative Health Risk)
- **Cultural Resources** (Historic Resources)
- **Noise** (Construction Noise, Construction Vibration, and Airport Land Use Compatibility)
- **Transportation** (Vehicle Miles Traveled)

The City of Ontario approved The Ontario Plan 2050 and certified the TOP 2050 SEIR (State Clearinghouse No. 2021070364) on August 16, 2022.

THIS figure is out of date

Figure 2-4

Current TOP Land Use Plan



- Ontario City Boundary
- County Boundary
- Rail Network

Overlay Zones
- Commercial
- Business Park
- Industrial
- Landfill Impact Area

Current Land Use

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- PS Public School
- ARPT Airport
- LF Landfill
- Rail

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 10/15/2025

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2009 DEIR AND RECIRCULATED DEIR

The 2022 SEIR tiered off the findings for TOP Final EIR certified in January 2010. The City of Ontario circulated the 2009 Draft EIR for public review in April 2009. Six environmental categories (agricultural resources, air quality, cultural resources, global climate change, noise, and traffic and transportation) had significant and unavoidable impacts that could not be avoided with mitigation. A Recirculated Draft EIR for The Ontario Plan was released in November 2009 to update and provide additional analysis concerning GHG emissions impacts associated with buildout of the Policy Plan. This analysis was based on verbal comments made by the California Attorney General's Office after the end of the public review period and on recent rules and regulations about lowering GHG emissions. Only the following topic areas were analyzed in the 2009 Recirculated Draft EIR: Global Climate Change and Additional Project Alternative: 15 percent GHG Reduction Alternative. Remaining topics previously analyzed in the 2009 Draft EIR were determined to be adequately addressed. Analysis in the 2009 Recirculated Draft EIR found that significant and unavoidable impacts identified in the 2009 Draft EIR would remain significant and unavoidable. These determinations were reiterated in the 2010 Final EIR when it was certified on January 27, 2010.

2.3 STATEMENT OF PROJECT OBJECTIVES

Objectives for the Policy Plan Amendment and the EBPSP will aid decision makers in their review of the project and associated environmental impacts.

2.3.1 Policy Plan Amendment

- Comprehensively plan for and assess land use changes requested by property owners while ensuring compliance with state laws and maintaining the vision and objectives of current TOP 2050.
- Reposition the planned employment center in southwest Ontario from a mix of office, retail, and residential uses to a concentration of business park uses.
- Ensure there is no net loss in overall housing capacity within the City, consistent with the requirements of state law.
- Plan for adequate housing capacity to ensure the City continues to meet the requirements of the City's sixth-cycle RHNA obligation.
- Update the City's truck routes based on proposed land use changes to ensure the City continues to comply with state law and ensures a safe and efficient goods movement network while minimizing the exposure of existing and future sensitive receptors to noise, vibration, and air pollution generated by heavy trucks.

- Update the Policy Plan component of TOP 2050 for internal consistency with proposed land use and circulation changes.

2.3.2 Specific Plan

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.
- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide business park uses that are compatible with surrounding land uses.
- To provide opportunities for positive economic benefit to the City, including new net revenues to the General Fund that can be used for vital City services.
- To provide opportunities for the development of passive use parks consistent with the City of Ontario's Grand Park Master Plan.
- To provide landscaped open space within the Specific Plan area, including pedestrian trails adjacent to public arterial and collector streets.
- To improve connectivity in the area by providing pedestrian paths, bicycle routes, and comfort amenities such as bike racks that encourage circulation by means not dependent on a motorized vehicle.
- To identify and construct capital improvements for water, recycled water, sewer, storm drain, and circulation facilities that serve planned land uses within and adjacent to the Specific Plan area.
- To set forth a development phasing sequence that allows for logical development and aligns with installation of on-site and off-site infrastructure.
- To define guidelines and standards that provide a cohesive design for architecture, landscaping, streetscapes, entry monuments, corner treatments, walls and fencing, lighting, and signage within the Specific Plan area.

2.4 PROJECT CHARACTERISTICS

"Project," as defined by the CEQA Guidelines, means:

> ... the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)…enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700. (14 Cal. Code of Reg. sec. 15378[a])

2.4.1 Policy Plan Amendment Project

POLICY PLAN AMENDMENT

The Policy Plan Amendment project component primarily involves modifying the currently permitted and planned TOP land use pattern across more than 1,300 acres in southern Ontario. These proposed changes to TOP are driven by requests from property owners and developers who seek to alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the City as a regional employment and logistics center. A critical aspect of these proposed Policy Plan Amendments is to ensure compliance with state laws, including requirements enacted by the following Senate and Assembly Bills (SB/AB).

- ***No-Net-Loss Provisions (SB 330):*** If any proposed rezonings convert land from uses that allow housing to uses that do not allow housing, the City must offset this by concurrently upzoning another property elsewhere to prevent a net loss of housing capacity. Since some of the requested changes would reduce potential housing buildout, the overall amendments include additional land use changes specifically for this offset.

- ***SB 166 (Affordable Housing Sites):*** The City must maintain enough appropriately zoned sites to accommodate its fair share of lower- and moderate-income units according to the regional housing needs assessment (RHNA). If properties currently used to meet the City's lower-income RHNA requirement are rezoned, new suitable sites must be identified on the land use plan. These changes would only be to the Policy Plan; no individual housing projects are being proposed through this process.

- ***SB 1000 (Environmental Justice):*** The City is required to evaluate its environmental justice policies to comply with SB 1000, which is triggered when 2 or more elements of the General Plan (such as Land Use, Housing, Mobility, Community Design) are updated. The City

reviewed its environmental justice goals, policies, and actions as part of the proposed changes to multiple elements of the Policy Plan. Beyond incremental additions of residential and commercial capacity along Holt Avenue and Riverside Avenue, no land use changes are proposed within or adjacent to areas mapped in TOP 2050 Figure ER-01 as Environmental Justice Areas. All of the proposed Business Park land use changes are nearly 2 miles south of the nearest mapped Environmental Justice Area. Accordingly, no changes to the City's environmental justice goals, policies, or actions were deemed necessary. Therefore, the review found the current policies and objectives adequate to meet the requirements of state law and no changes are proposed as part of the project.

- ***AB 98 (Truck Routes).*** The City's network of truck routes that would be impacted by the proposed land use changes would be evaluated for opportunities to minimize impacts to sensitive receptors and ensure direct access and compliance with AB 98.

Assessor Parcels Numbers

The following Assessor Parcel Numbers (APNs) would be affected by the Policy Plan Amendment:

- 0113-282-15
- 216-174-01
- 216-174-02
- 216-174-06
- 216-174-07
- 216-174-08
- 216-174-16
- 216-174-17
- 216-211-01
- 216-211-04
- 216-211-20
- 216-211-24
- 216-211-26
- 216-214-01
- 216-214-02
- 216-214-03
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Policy Plan Elements

The proposed land use changes necessitate updates and modifications across the Land Use Element and various other elements of TOP 2050 Policy Plan.

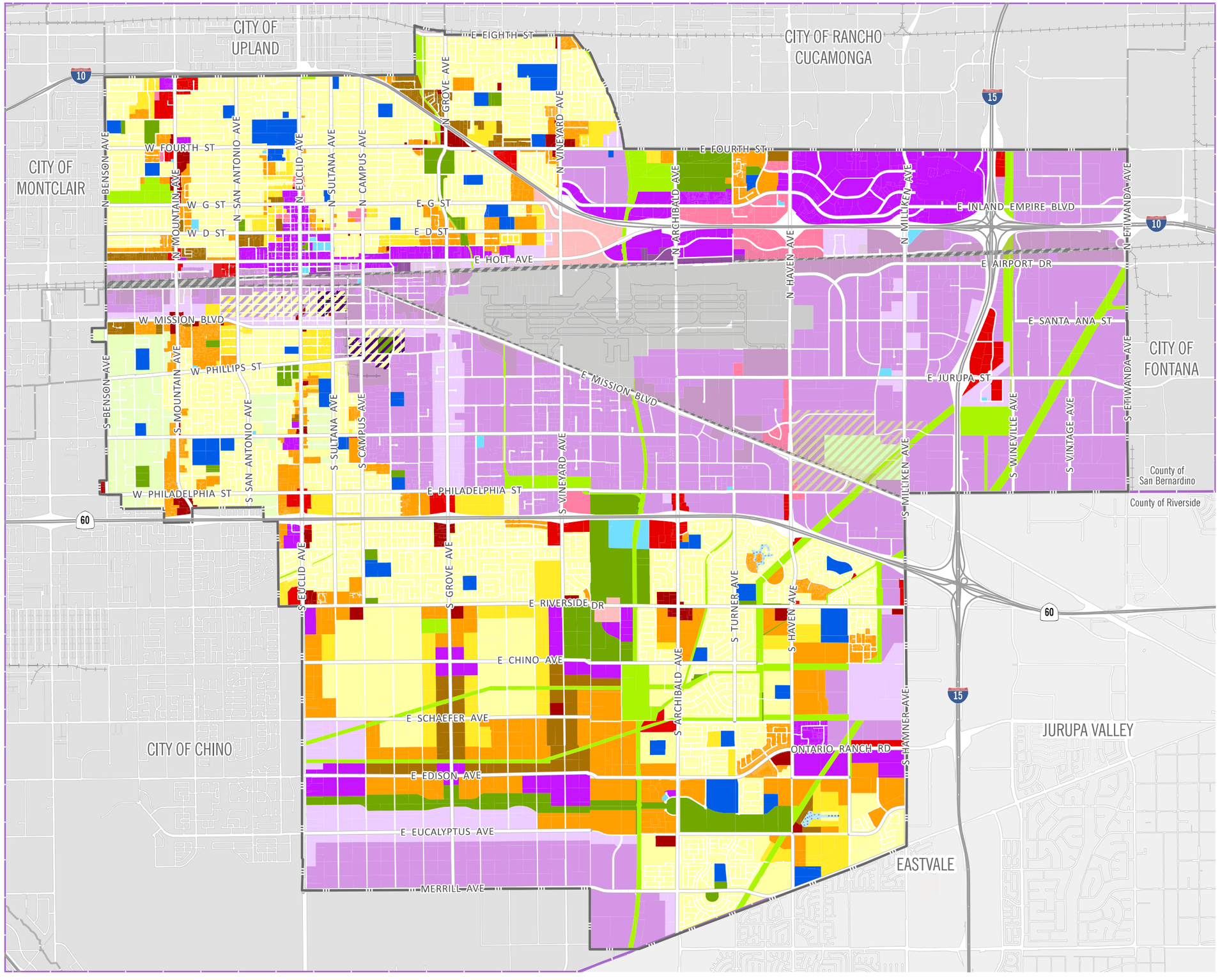
- **Land Use Element.** The City's current TOP Land Use Plan is shown on Figure 2-4. Proposed changes to the TOP Land Use Plan are shown on Figure 2-5, *Proposed Land Use Plan*. Additional figures in the Land Use Element would be updated to maintain consistency, including TOP Figures LU-02, LU-03, and LU-04. Land Use Plan changes are primarily located within the Ontario Ranch (south of Riverside Drive), with a handful of changes in the northern part of the City along East Holt Avenue and South Grove Avenue, as further discussed below.

- **Housing Element.** To comply with state law, the Housing Element requires updates to TOP housing sites inventory to reflect changes in the list of sites suitable to fulfill the City's RHNA requirement.

- **Mobility Element.** The City's network of truck routes would be updated in compliance with AB 98, and consistent with proposed land use changes. Minor updates to the City's Roadway System (M-01), and multipurpose trails and bikeways, identified on TOP Figure M-02, are also proposed to reflect the City's long term plan for roadways, and align future bike improvements with the proposed changes in the land use pattern and truck routes in southwestern Ontario. New Mobility policies and implementation actions addressing priority safety corridors consistent with Senate Bill 932 are proposed, as well as a new policy promoting lower speed limits for trucks in areas adjacent to noise-and-vibration-sensitive land uses. Finaly Policies M-3.1 and M-4.1 would be updated. Policy M-3.1 would be expanded to note that the City would prioritize coordinating access to transit in areas near sites identified in the housing element as suitable for lower-income (in addition to Environmental Justice areas), while policy M-4.1 would clarify that noise-sensitive land uses is intended to include both noise and vibration sensitive land uses.

Figure 2-5

Proposed Land Use Plan



Ontario City Boundary
County Boundary
Rail Network

Overlay Zones
- Business Park
- Industrial
- Landfill Impact Area

Land Use Designations

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- ROW; ROW-bp
- PS Public School
- ARPT Airport
- LF Landfill
- Rail

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 10/15/2025

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- **Community Design Element.** Mixed-use place types, identified in the Community Design Element, would be updated to reflect proposed land use changes. Revisions include changes to existing mixed-use areas, and the establishment of new mixed-use areas, including creating a new district-level place type for the Ontario Sports Empire, revising the South Euclid District place type, and removing the South Employment District place type. TOP Figures CD-01, CD-02, CD-06, CD-07, CD-08, and CD-09.2 are anticipated to be updated. The approved TOP Figure CD-07 would be removed and replaced with a new TOP Figure CD-07, establishing the Ontario Sports Empire as "District Place Type."

- **Parks and Recreation.** Revisions to the location of planned park facilities in TOP Figure PR-01 to maintain consistency with approved projects and the proposed land use plan.

- **Safety.** Revisions to the Traffic Noise Contours Map (S-06a) would be updated consistent with proposed changes in land use and circulation. In addition, minor changes to the base maps used in the map of Critical Facilities (S-08), Evacuation Constrained Properties (S-09), and Evacuation Routes (S-10) would be processed to show updates to the City's park network or remove parks from the base maps, as the location of parks in no way alters the intent of the map.

- **Environmental Resources.** Policy ER-5.4 would be updated to state that the City does not require replacement farmland or require the dedication or preservation of agricultural land outside of the City if a property owner elects to transition from agricultural to urban uses.

Finally, the City's Development Code would be updated to maintain consistency with the proposed Land Use Plan.

- **Development Code Consistency.** The zoning map and Development Code would be updated to implement the Policy Plan Amendment.

Land Use Designations and Zoning

The land use designations for the proposed project are the same as those in the approved project with the exception of the addition of a new Sport Park (MU-SP) land use designation, the removal of the Mixed Use-Eucalyptus / Chino Airport Overlay, changing the Great Park mixed use designation to the Grand Park Mixed Use designation, raising the minimum allowable density for the Meredith Mixed Use designation, and the addition of footnotes to clarify that the minimum density shall be 20 du/ac on all sites identified as suitable for lower-income housing in the Sites Inventory of the Housing Element and subject to rezoning to accommodate that housing since 2021. Table 2-2, *Land Use Designations in the City of Ontario*, includes the existing land use designations, their density or intensity, and intention.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Residential		
Rural	0 to 2.0 du/ac	Single-family detached residences, typically in an estate setting.
Low Density	2.1 to 5.0 du/ac	Single-family detached residences.
Low-Medium Density	5.1 to 11.0 du/ac	Single/multifamily attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density	11.1 to 25.0 du/ac[1,2,3]	Single/multifamily attached and detached residences, including townhouses, stacked flats, courtyard homes, stacked flats, and small-lot single-family subdivisions.
High Density	25.1 to 45.0 du/ac	Multifamily dwellings, including stacked flats and midrise and high-rise residential complexes.
Retail/Service		
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
General Commercial	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Office/Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Hospitality	1.00 FAR	Regional serving tourist-serving, retail, entertainment, and service uses such as convention centers, hotels/motels, and restaurants.
Employment		
Business Park	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, “clean” industry, light manufacturing, and supporting retail within a business park setting.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Industrial	0.55 FAR	Variety of light industrial uses, including warehousing/distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances. If office uses and/or multiple tenant uses are developed on parcels fronting on the Milliken, Haven, and Archibald corridors, a FAR of 0.60 may be used.
Other		
Open Space – Non-recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Open Space – Parkland	Not applicable	Recreational facilities, such as tot-lots, parks, golf courses, and sports complexes and joint-use facilities with schools, utilities, and drainage facilities.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School	Not applicable	Public schools (K-12) and universities.
Airport	Not applicable	Airport, including terminals, parking, service commercial, distribution, hangers, repair, and warehousing.
Landfill	Not applicable	Allows for the use, operation, and reclamation of the Milliken Landfill. If the site is reclaimed, the City will consider a host of uses including a transit station and multimodal transfer station.
Rail road	Not applicable	—
Roadways	Not applicable	—
Mixed Use[1]		
Mixed Use-Downtown (MU-Downtown)	25.0 to 75.0 dwelling units per acre 2.0 FAR for retail and office uses	Envisioned as an intensive vertical and horizontal mixture of retail, office, civic, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Mixed Use-Holt Blvd (MU-Holt)	14.0 to 40.0 dwelling units per acre[2] 2.0 FAR for office uses 1.0 FAR for retail uses	This area is envisioned as a low-rise (3-5 stories) intensification of the Holt Corridor. The intent is to create identity and place along the Holt Corridor, connect the corridor to Downtown, and connect the Downtown to the Ontario Airport Metro Center.
Mixed Use-Meredith (MU-Meredith)	25.0 to 125.0 dwelling units per acre 3.0 FAR for office and retail uses	This area is envisioned as a mixture of mid-rise buildings, regional-serving retail and office centers, and stand-alone high density residential projects.
Mixed Use-Multimodal (MU-Multimodal)	20.0 to 80.0 dwelling units per acre 1.0 FAR for office and retail uses	The Multimodal Mixed Use Area is under consideration for our future multi-modal transit station that links rail, regional, local, and Airport transit. Intensive office, retail, and residential uses are envisioned to be integrated with the transit station, which is expected to be within the area or in close proximity. The transit center is envisioned as an iconic, convenient, and intuitively-designed multimodal transportation center that serves the City of Ontario and the region at-large.
Mixed Use-Inland Empire Corridor (MU-Inland Empire)	14.0 to 30.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	Located along Inland Empire Boulevard, this area is primarily residential with a retail center at the corner of Inland Empire Boulevard and Archibald. The small amount of remaining vacant land is envisioned for retail uses that relate to the regional park.
Mixed Use-Guasti (MU-Guasti)	25.0 to 65.0 dwelling units per acre 1.0 FAR for office and retail uses	This site includes the Guasti Winery, which is on the National Register of Historic Places. This area is envisioned as a mixture of high quality office, lodging, retail and residential uses that incorporate the Guasti Winery. More intensive office and commercial uses are envisioned along I-10 while office, commercial, and lodging uses are envisioned in and around the historic structures; the southern portion of the area is being considered as potential site for the multimodal transit center. There is an approved Specific Plan on this site that may require amendment to align with TOP.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Mixed Use-Ontario Center (MU- Ontario Center)	20.0 to 125.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	This area is one of the most intensive developments in Ontario and is characterized by low-rise (3-5 stories) and mid-rise (5-10 stories), mixed-use buildings, iconic architecture, and regionally significant uses, such as the Toyota Arena, and other cultural and entertainment uses. This area accommodates a vertical and horizontal mixture of entertainment, retail, office, and residential uses in an active, pedestrian oriented atmosphere. In this area, The Haven Corridor is envisioned as an elegant, landscaped boulevard lined multi-story office uses near the I-10 and mixed and residential uses closer to the City's northern boundary along 4th Street. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Mixed Use-Ontario Mills (MU-Ontario Mills)	25.0 to 85.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses	This area will continue to be our regional retail center. We envision intensification of the area to include additional retail and entertainment, office, and multi-family (3-5 story) residential uses. New development is envisioned to occur along the interior loop road and the perimeter of the area. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Mixed Use-Rich Haven (MU-Rich Haven)	14.0 to 50.0 dwelling units per acre 0.7 FAR for office and retail uses Subject to approved Specific Plan	The Rich-Haven Mixed Use Area is within the Rich-Haven Specific Plan. This area is envisioned as a low-rise (3-5 stories), primarily horizontal mixture of retail, office, medical, and residential uses. The greatest level of intensity is envisioned along Ontario Ranch Road and Hamner Avenue.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Mixed Use-Grand Park (MU-Grand Park)	14.0[2] to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses Subject to Specific Plan[3]	The Grand Park Mixed Use Areas are envisioned as the southwestern activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to the Great Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison Avenue/Ontario Ranch Road.
Mixed Use-Grove (MU-Grove)	14.0[2] to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses Subject to Specific Plan[3]	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents.
Mixed Use - Parkside (MU-PS)	25.0-45.0 dwelling units per acre 1.0 FAR for retail uses Subject to approved Specific Plan	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place and serve the surrounding residents.
Mixed Use Sports Park (MU-SP**)**	25.0 to 65.0 dwelling units per acre 1.00 FAR for hospitality and/or retail uses 1.5 FAR for office uses Subject to PUD or Specific Plan[3]	The Sports Park Mixed Use Areas are envisioned as a mixed use recreation and entertainment hub, accommodating a vertical and horizontal mixture of commercial, office, entertainment, hospitality, and residential uses all in proximity to the Sports Park. This Mixed Use area is envisioned as low-rise (3-5 stories) mixture of hospitality, commercial, residential, and office uses that will create identity and place along the corridor and serve the surrounding residents.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Mixed Use Neighborhood Activity Hubs (MU-NH) 6th and Mountain 4th and Mountain Francis and Euclid Walnut and Euclid Riverside and Euclid	20.0 to 75.0 dwelling units per acre 1.0 FAR for retail and office Subject to Specific Plan[3] Projects located outside of Ontario Ranch will be subject to PUD at City's Discretion	Envisioned as a low-rise (3 to 5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents.
Overlays		
Business Park **Transitional Areas**	Per the underlying designation unless a non-residential use is developed in which case the density and use requirements of the Business Park land use designations shall apply.	This area is within existing and future noise and safety impact zones of LA/Ontario International Airport. This overlay allows residential uses to transition to a Business Park land use if an entire block can be recycled to a Business Park use and the block is contiguous to another non-residential block. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.
Industrial Transitional Areas	Per the underlying designation unless a non-residential use is developed in which case the density and use requirements of the Industrial land use designations shall apply.	This area is within existing and future noise and safety impact zones of LA/Ontario International Airport. This overlay allows residential uses to transition to an industrial land use if an entire block can be recycled to an Industrial use and the block is contiguous to another non-residential block. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
ONT Airport Influence Area	Varies	An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on those uses. Refer to the Airport Land Use Compatibility Plan for Ontario International Airport.
Chino Airport Influence Area	Varies	An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on those Uses. Refer to the Ontario Development Code for Chino Airport land use policies and criteria for development.
Landfill Impact Area	Varies	Lands immediately surrounding the Milliken Landfill may be contaminated or present other landfill-related hazards that could limit allowable uses and site design. Development in this area requires the submission of a detailed environmental analysis.
Plan Required Overlays		
Ontario Airport Metro Center	Per approved individual specific plans[3]	Envisioned as the most intensive area outside of downtown Los Angeles with a vertical and horizontal mixture of regional-serving retail, office, restaurant, entertainment, cultural, and residential uses in low to mid-rise buildings (3-10 stories). See the Ontario Airport Metro Center Area Plan or adopted specific plans for more detail.
Ontario Ranch	Per approved individual specific plans[3]	Envisioned as a mixture of residential neighborhoods integrated with areas of high intensity (3-10 stories) employment, retail, service, entertainment, cultural, and residential uses united by a network of greenways/trails, open spaces, amenities, and infrastructure. All development to be oriented toward or designed to leverage the “Grand Park,” a linear open space amenity containing active and passive recreational features, gardens, water features, and cultural facilities. Additional direction may be provided through the application of place types and specific plans.

Table 2-2 Land Use Designations in the City of Ontario

General Plan Land Use Designations	Residential Density and Nonresidential Intensity	Permitted Uses (General Description)
Downtown	Per approved planned unit development (PUD may be waived at City's discretion)[3]	Envisioned as an intensive vertical and horizontal mixture of retail, office, civic, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues. See the Downtown Area Plan for more detail.

1. Some parcels with this designation may fall within a Place Type, which characterizes the vision and urban design intent within a specified area. If any portion of a parcel is within a Place Type boundary, as shown in Figure CD-01, Place Types, in the Community Design Element, that parcel is subject to Goal CD-3, and related policies. Projects must demonstrate that they are consistent with the vision and policy intent for the applicable Place Type as defined in Exhibits CD-02 through CD-09.

2. Parcels designated as MDR within the affordable housing overlay zoning district allow a maximum density of 30 dwelling units per acre if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements of the overlay zone.

3. All parcels within the affordable housing overlay zoning district have a minimum density of 20 dwelling units per acre. All parcels within the affordable housing overlay zoning district are exempt from the specific plan requirement if there is no existing specific plan and the project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements of the overlay zone.

Land Use Summary

Table 2-3, *TOP 2050 Policy Plan Amendment Proposed Land Use Summary*, details the projected population, employment, dwelling units, acreage, assumed density/intensity, and nonresidential square footage of development by land use in the City planned for under TOP 2050 Policy Plan Amendment. Figure 2-5*, Proposed Land Use Plan*, shows the proposed project land use map for the City.

Table 2-3 TOP 2050 Policy Plan Amendment Proposed Land Use Summary

TOP 2050 Land Use	Acres	Housing Capacity (DU)	Households (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
Residential						
Rural Residential (RR)	528.7	1,057	1,015	3,863	—	—
Low Density Residential (LDR)	5,809.6	32,753	31,443	119,671	—	—
Low-Medium Density Residential (LMDR)	929.5	7,865	7,550	27,737	—	—

Table 2-3 TOP 2050 Policy Plan Amendment Proposed Land Use Summary

TOP 2050 Land Use	Acres	Housing Capacity (DU)	Households (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
Medium Density Residential (MDR)[1]	2,292.3	47,010	45,130	152,223	—	—
High Density Residential (HDR)	535.7	16,902	16,226	43,308	—	—
Subtotal	10,095.8	105,587	101,364	346,802	—	—
Mixed-Use (MU) Subareas						
Downtown[1]	131.5	2,783	2,672	7,131	1,833,291	4,097
Ontario Center (not including Piemonte Area)	186.4	3,729	3,579	9,553	3,329,507	7,327
Ontario Center Arena (Piemonte Area only)	169.2	5,076	4,873	13,006	1,621,435	3,417
Ontario Mills	249.4	3,990	3,830	10,223	3,394,666	3,971
Guasti	86.3	777	746	1,991	2,012,077	3,848
Multimodal	72.6	653	627	1,673	2,449,557	5,993
Grand Park[1]	187.5	4,595	4,411	11,772	1,715,486	3,032
East Holt[1]	92.2	2,074	1,991	5,313	802,882	669
Meredith	90.8	1,815	1,743	4,651	691,939	577
Inland Empire	36.6	300	288	769	100,455	84
Mountain & 6th St	7.8	137	131	350	136,070	340
Mountain & West Holt	1.5	33	31	84	12,678	11
Euclid & Francis	12.7	190	183	487	220,912	552
Euclid & Walnut	16.4	369	354	945	142,840	357
Mountain & 4th St	7.2	251	241	643	75,008	188
Rich-Haven	153.7	2,380	2,285	6,097	287,946	371
Grove & Chino[1]	45.1	1,025	984	2,627	481,025	786
Euclid & Riverside[1]	15.0	394	378	1,009	130,662	327
Parkside	3.0	52	50	132	51,440	129
Vineyard & Riverside[1]	36.7	331	317	847	856,025	1,368
Sports Park[1]	70.8	637	612	1,632	1,649,650	2,637
Subtotal	1,672.4	31,591	30,326	80,935	21,995,551	40,081
Retail / Service						
Neighborhood Commercial	237.3	—	—	—	3,100,519	8,456
General Commercial	356.7	—	—	—	4,661,303	5,191
Office / Commercial	309.2	—	—	—	10,101,733	28,239

Table 2-3 TOP 2050 Policy Plan Amendment Proposed Land Use Summary

TOP 2050 Land Use	Acres	Housing Capacity (DU)	Households (HH)	Population (Pop)	Nonresident Bldg. Capacity (Sq. Ft.)	Jobs
Hospitality	167.0	—	—	—	7,273,232	9,812
Subtotal	1,070.2	—	—	—	25,136,787	51,698
Employment						
Business Park (not including EBPSP)	1,197.5	—	—	—	26,449,295	43,550
Business Park (EBPSP only)	138.0	—	—	—	2,939,000	1,583
Business Park Overlay Areas	89.6	—	—	—	1,951,398	3,814
Industrial	7,606.2	—	—	—	182,228,282	147,391
Industrial Overlay Areas	60.2	—	—	—	1,441,256	1,197
Subtotal	9,091.5	—	—	—	215,009,231	197,535
Other						
Open Space Non-Recreation	1,200.2	—	—	—	285,160	242
Open Space Parkland (not including EBPSP)	961.8	—	—	—	164,012	69
Open Space Parkland (EBPSP only)	36.4	—	—	—	—	7
Open Space – Water	17.3	—	—	—	—	1
Public Facility	89.7	—	—	—	495,688	1,806
Public School	603.7	—	—	—	2,666,341	3,102
Ontario International Airport	1,407.9	—	—	—	2,401,641	6,400
Landfill	136.6	—	—	—	6,528	34
Rail road	249.6	—	—	—	1,956	62
Roadways	5,389.3	—	—	—	—	—
Subtotal	10,092.5	—	—	—	6,021,326	11,723
Total	**32,022**	**137,177**	**131,690**	**427,741**	**268,162,895**	**301,035**

Notes: Totals may not add up to 100 percent due to rounding.

1. Affordable Housing Overlay. As part of this project, the affordable housing overlay will be applied to all sites where rezoning was required by Program 13 of the Housing Element to accommodate the City's lower-income 6th cycle RHNA where the assigned TOP category includes either 1) a minimum density less than 20 du/ac, and/or 2) the site would otherwise require a specific plan or PUD. The affordable housing overlay requires all development projects on the site to have a minimum density of 20 du/ac regardless of affordability level and superseding requirements of the base zone (if any). The overlay also exempts projects meeting Tier 1 or Tier 2 requirements (those containing at least 20 (Tier 1) or 25 (Tier 2) percent of units for lower-Income households) from the specific plan or PUD requirement. In these cases, the traditional zoning category consistent with TOP land use designation, or a comparable existing zoning implementation tool that aligns with the density and intensity of the proposed

project, would regulate development. Finally, the affordable housing overlay increases the maximum density for any Tier 2 project to 30 du/ac on lots designates at Medium Density Residential (MDR) in TOP, increasing the base density allowed from 25 to 30 du/ac.

Buildout Summary

Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*, provides a statistical summary of the buildout potential of TOP 2050 Policy Plan Amendment compared to the buildout potential under the currently approved TOP 2050. As shown in this table, the Policy Plan Amendment would increase population, dwelling units, nonresidential building square footage, and employment compared to the approved TOP 2050.

Table 2-4 Comparison of Approved TOP 2050 to Policy Plan Amendment

Scenario	Units	Population	Nonresidential Square Feet	Employment
Approved TOP 2050	129,951	411,268	263,828,479	299,204
Policy Plan Amendment	137,177	427,741	268,162,895	301,035
Net Difference (Proposed Project – Approved Project)	**7,225**	**16,473**	**4,334,416**	**1,831**

Summary of Changes to the Approved Project

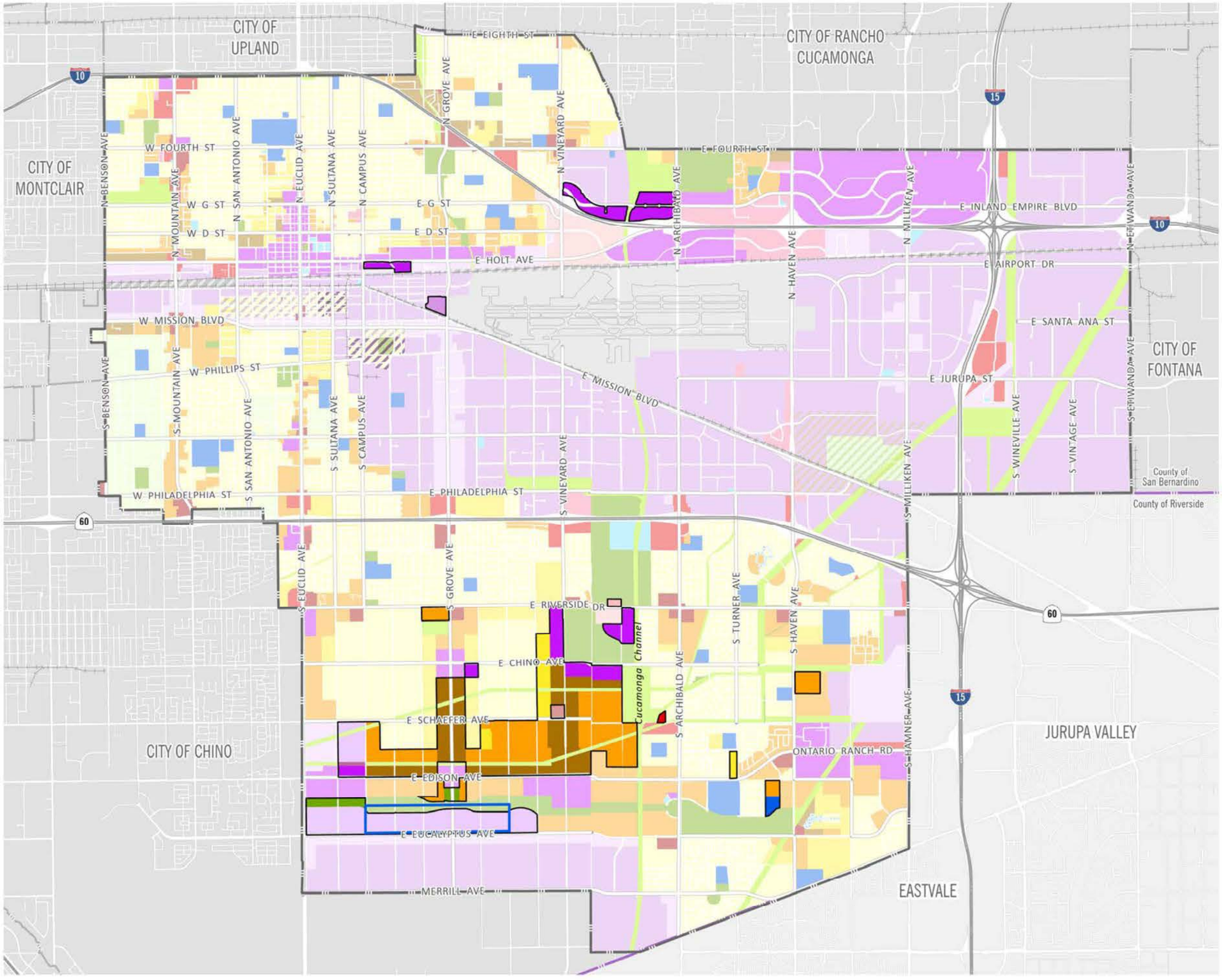
The proposed changes to TOP are driven by requests from property owners and developers who seek to alter the allowable type or intensity of land use on their properties as well as land use changes required to maintain land use compatibility with requested changes, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that continues to position the southwest portion of the City as a regional employment and logistics center. A critical aspect of these proposed Policy Plan Amendments is to ensure compliance with state laws (SB 330, SB 166, SB 1000, and AB 98).

Land Use Changes

Figure 2-6, *Policy Plan Amendment Areas of Change*, shows the changes in land use between the Current TOP and proposed project that will be evaluated in this SEIR. The proposed project has approximately 1,300 acres of land use changes that affect the buildout projections throughout the City; however, the majority of changes are concentrated in Ontario Ranch.

Figure 2-6

Policy Plan Amendment Areas of Change



- EBPSP Boundary
- Proposed TOP Areas of Change
- Ontario City Boundary
- County Boundary
- Rail Network

Overlay Zones
- Business Park
- Industrial
- Landfill Impact Area

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- ROW; ROW-bp
- PS Public School
- ARPT Airport
- LF Landfill
- Rail

*Areas where no land use change is proposed are shown at 40% opacity

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Source: The City of Ontario 2026 Date: 2/26/2026

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Senate Bill 330 Compliance. Because the changes to the land use plan would replace areas planned for residential use with nonresidential uses, the loss in residential capacity must be offset by increasing the residential capacity by an equal amount elsewhere in the City to comply with SB 330, which mandates no net loss of residential capacity citywide. The proposed land use changes result in a net gain in housing capacity, increasing the estimated number of allowed units from 129,951 units under TOP 2050, to 137,177 units under the proposed project, an increase of 5.6 percent, meeting the requirements of SB 330. The reason the City must plan for an increase in housing units rather than net replacement of units is due to more stringent requirements related to Senate Bill 166, as described below.

Senate Bill 166 Compliance. SB 166 mandates that a jurisdiction maintain an inventory of sites suitable to fulfill its low and very low Regional Housing Needs Assessment (RHNA)[1] obligation at all times. To comply with State Housing Law, codified as SB 166, the City must remove sites identified in its inventory as suitable for low and very-low income households when land use or zoning changes render them no longer suitable for affordable housing, and the City must identify additional adequate sites to meet its RHNA requirements. California housing law establishes general criteria for sites to be considered suitable for low and very low income RHNA:

- **Minimum Density.** 30 dwelling units per acre or more.
- **Infrastructure and Realistic Development Potential by 2029.** Sites must have available or planned infrastructure and demonstrate realistic development potential within the planning period. Where infrastructure is planned jurisdictions must account for development time and uncertainty by counting only a percentage of the total units that could develop towards its low and very-low (lower) income requirements.
- **Vacant or Underutilized Property.** All properties identified in the inventory must be vacant or underutilized.
- **Lot Size.** Properties smaller than 0.5 acre or larger than 10 acres must provide additional documentation to show that development of lower-income units is feasible.
- **Affirmatively Furthering Fair Housing (AFFH).** Sites for lower-income households must not be concentrated in lower resource areas but dispersed throughout the community, including in areas with access to greater resources, amenities, and opportunities.

[1] RHNA is California's process for determining how much housing each jurisdiction must plan for during an 8-year cycle. The state allocates housing needs to regional agencies, which then distribute specific unit targets to each city and county across four income categories: lower (including very low and low), moderate, and above moderate income.

Several properties identified as suitable for lower-income housing must be removed from the current sites inventory due to changes that are part of the proposed project as well changes to zoning or entitlement status that are outside the scope of the proposed project but render sites no longer suitable for lower-income units. Because the loss of sites cannot be absorbed within the current inventory and there are not enough sites that meet the criteria above to offset the loss of sites, the proposed project includes upzoning several sites to meet the City's RHNA obligation (see Figure 2-7, *Policy Plan Amendment Affordability Sites Inventory Changes*).

Table 2-5, *Ontario's 2021-2029 RHNA Requirements*, identifies the City's current RHNA requirements for the 2021-2029 Housing Element cycle.

Table 2-5 Ontario's 2021-2029 RHNA Requirements

Income Category	Units
Lower Income	8,926
Moderate Income	3,329
Above Moderate Income	8,599
Total	**20,854**

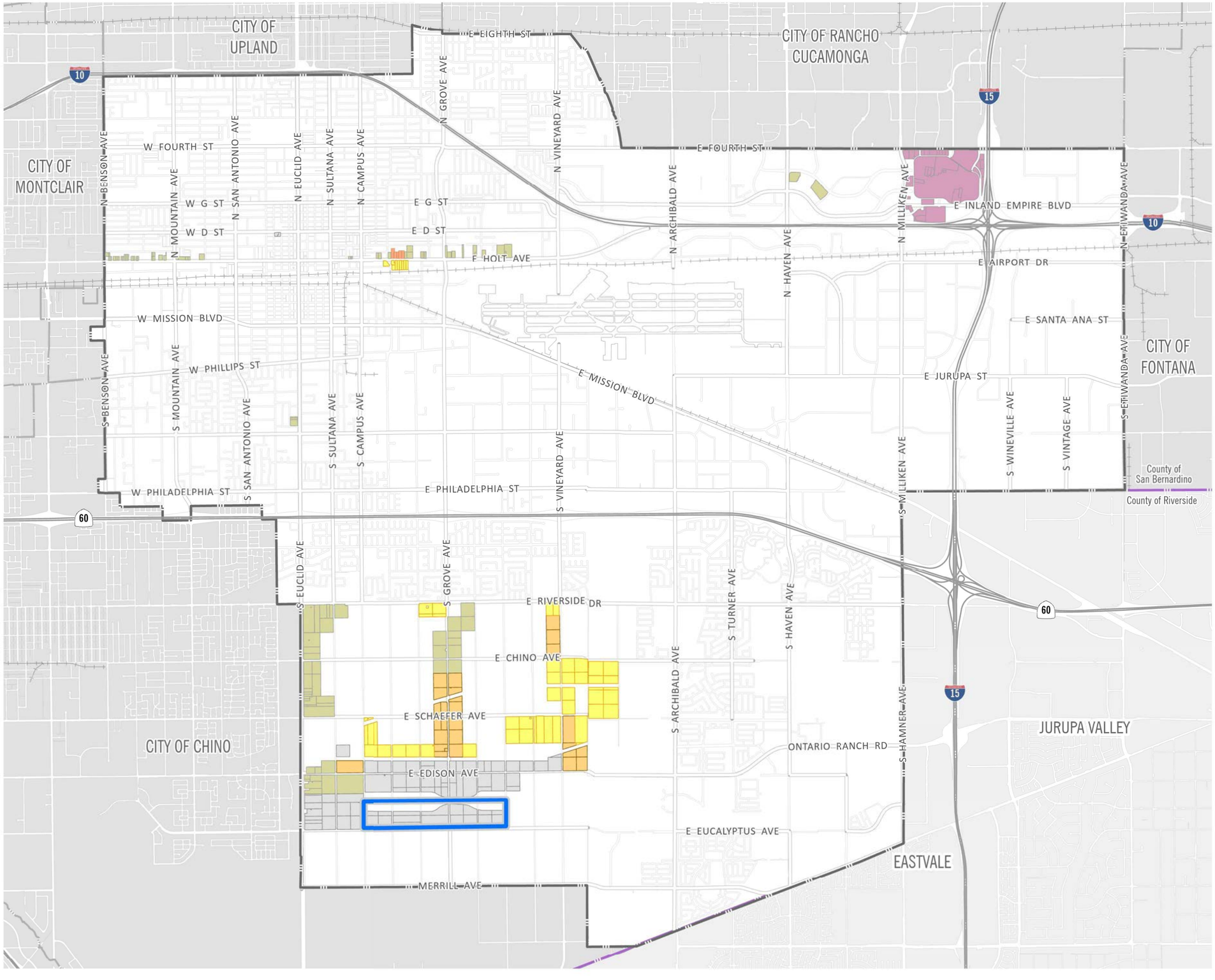
Transportation Updates

The proposed project would also result in changes to the truck routes map to address the requirements of AB 98. The intent of AB 98 is to improve community health and the environment by strategizing how and where heavy-duty trucks travel to and from logistics and warehousing facilities. The primary direction of state law is to prioritize routes that maximize the use of freeways or state highways followed by larger local roads (arterial and collector roadways). Changes to the City's truck routes are to avoid, when possible, routing trucks through residential areas and near concentrations of other sensitive uses (such as schools, hospitals, and parks).

In summer 2025, the City conducted outreach and initiated evaluation of its existing truck routes, which resulted in changes to the truck routes in northern Ontario, in the Original Model Colony (OMC). Figure 2-8, *Current Truck Routes*, shows the current truck routes map. Changes in southern Ontario are being evaluated as part of the Policy Plan Amendment concurrent with land use changes. The City received comments regarding heavy truck traffic passing by residential areas, especially along Ontario Ranch Road and Archibald Avenue. Specific issues identified by the public from truck travel include noise, vibration, and air quality impacts on homes and schools; safety concerns for pedestrians and cyclists; road damage from heavy vehicles; and the need for better enforcement of truck routes. Based on feedback from the public, the City identified four truck routes concepts for Ontario Ranch. Figure 2-9, *Proposed Truck Routes*, identifies the proposed truck routes selected by the City to move forward for the Policy Plan Amendment and to address the requirements of AB 98.

Figure 2-7

Policy Plan Amendment Affordability Sites Inventory Changes



- EBPSP Boundary
- Ontario City Boundary
- County Boundary
- Rail Network

Proposed Changes to the Housing Element Sites Inventory

- Retain with no Changes
- Retain: Affordable Project Entitled
- Retain with no Changes / zoning not in place
- Upzone existing site (MDR to HDR or Mixed Use)
- New Site (add to Housing Sites inventory)
- Remove Site

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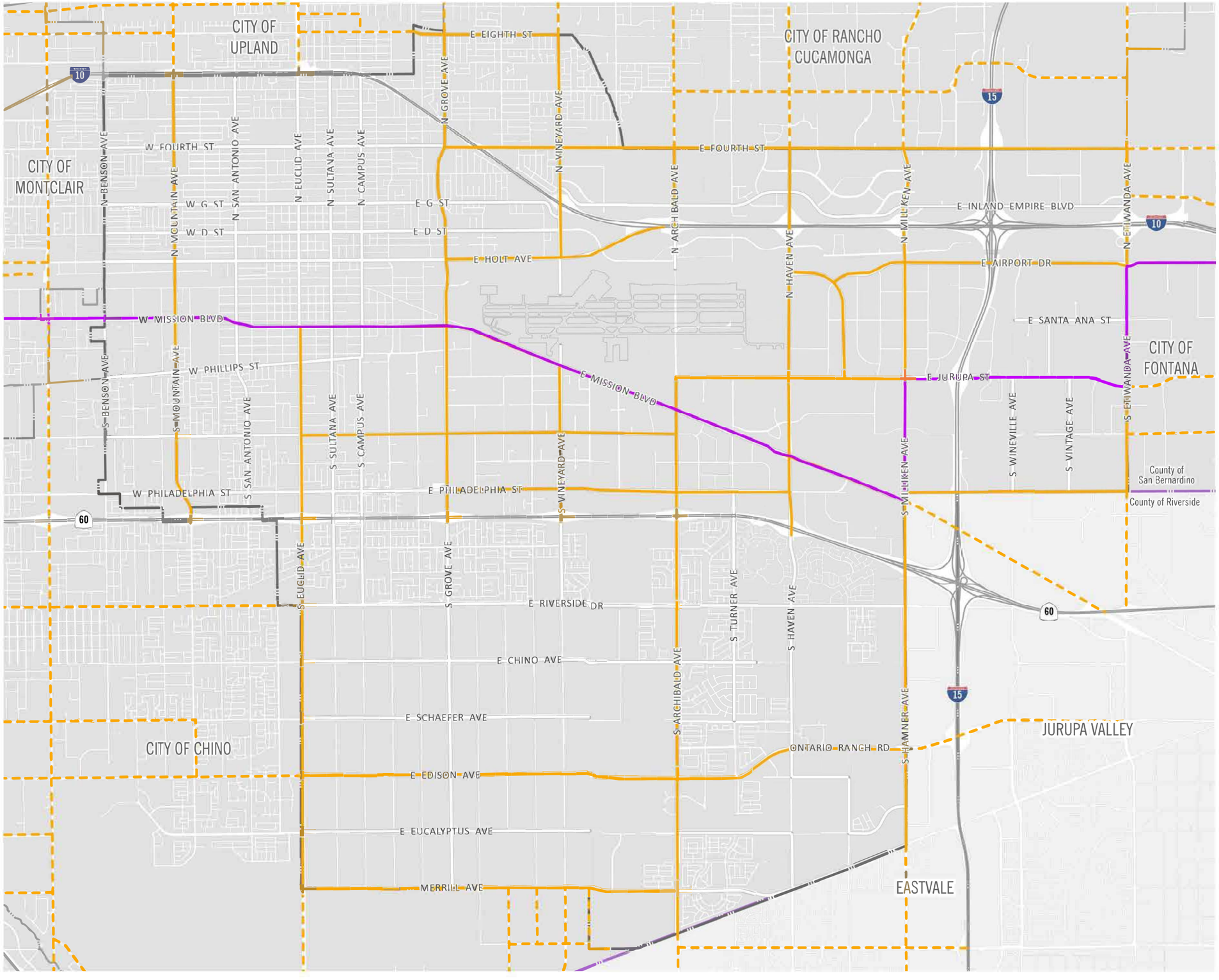
Source: City of Ontario, 2026

Date: 3/2/2026

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Figure 2-8

Current Truck Routes



- Ontario City Boundary
- County Boundary
- Truck Route
- Adjacent Agency Truck Route
- State DOT Network

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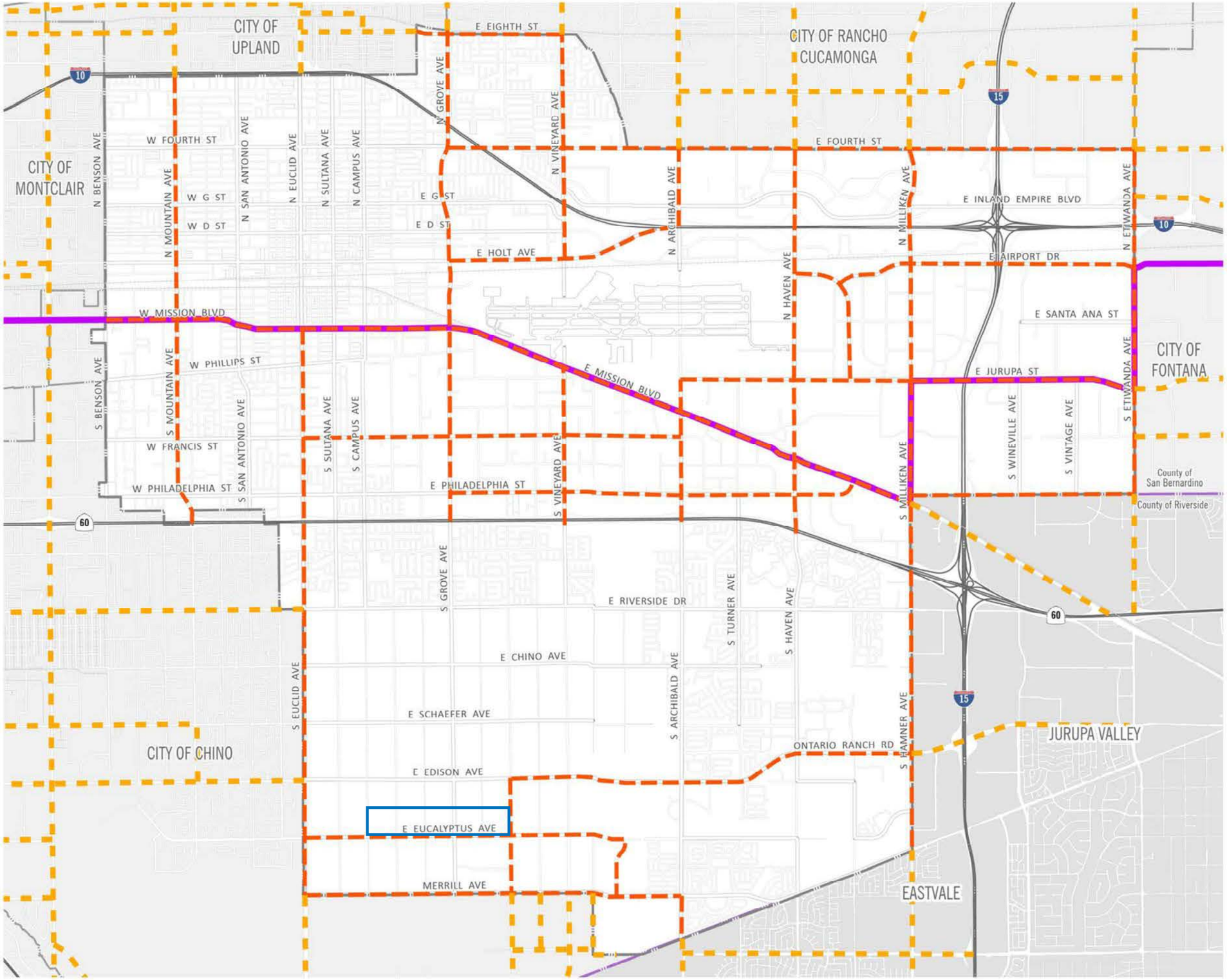
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Figure 2-9

Proposed Truck Routes



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Source: The City of Ontario 2025

Date: 12/20/25

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Recommended changes to the truck routes map in TOP 2050 identified in Figure 2-9 include:

- Removal of Archibald Avenue between SR-60 and Merrill Avenue.
- Removal of Edison Avenue/Ontario Ranch Road between Euclid Avenue and Walker Avenue.
- Add Eucalyptus Avenue between Euclid Avenue and South Hellman Avenue.
- Add Walker Avenue between Edison Avenue/Ontario Ranch Road and Merrill Avenue.
- Add South Hellman Avenue between Eucalyptus Avenue and Merrill Avenue.

As described above, the changes to the truck route map are to minimize the number of existing and proposed sensitive receptors adjacent to the truck routes. Factors that were considered included:

- Direct access to a freeway interchange.
- Connection to truck routes in other jurisdictions.
- Direct service to Industrial and Business Park land uses.
- Larger roads (generally 4-6 lanes).
- The presence of soundwalls and vegetation.
- The proximity of a parallel truck route.
- Existing and future estimated truck volumes.
- Fewer gaps in truck routes.
- Presence of existing and planned sensitive uses (e.g., residential areas, Grand Park, and schools).
- Roadway operations.

In addition to the truck routes update, the proposed project also includes updates to multipurpose trails and bikeways within the City as a result of the proposed land use and truck route changes described above.

EBPSP Land Use Changes

As part of the Policy Plan Amendment being processed in conjunction with the EBPSP, the land use designations for the site would be changed as shown in Table 2-6, *EBPSP Proposed Land Use Designations,* and Figure 2-6. The City of Ontario's Zoning Map designates the Specific Plan area's zoning as Specific Plan (SP) with an Agricultural Overlay and an Affordable Housing Overlay. Upon approval of the Specific Plan, the site's zoning would become Specific Plan–EBPSP.

Table 2-6 EBPSP Proposed Policy Plan Land Use Designations

Current Land Use Designation	New Land Use Designation	Acreage Affected
Medium Density Residential (with Affordable Housing Overlay)	Business Park	47.74
Mixed-Use (with Chino Airport Overlay and Affordable Housing Overlay)	Business Park	81.70
Open Space – Parkland	Business Park	19.18
Total		**148.62**

1. The remaining Specific Plan acreage is either designated as Open Space–Parkland or being utilized for within the EBPSP for the roadway and would be unaffected by the Policy Plan Amendment.

ZONING

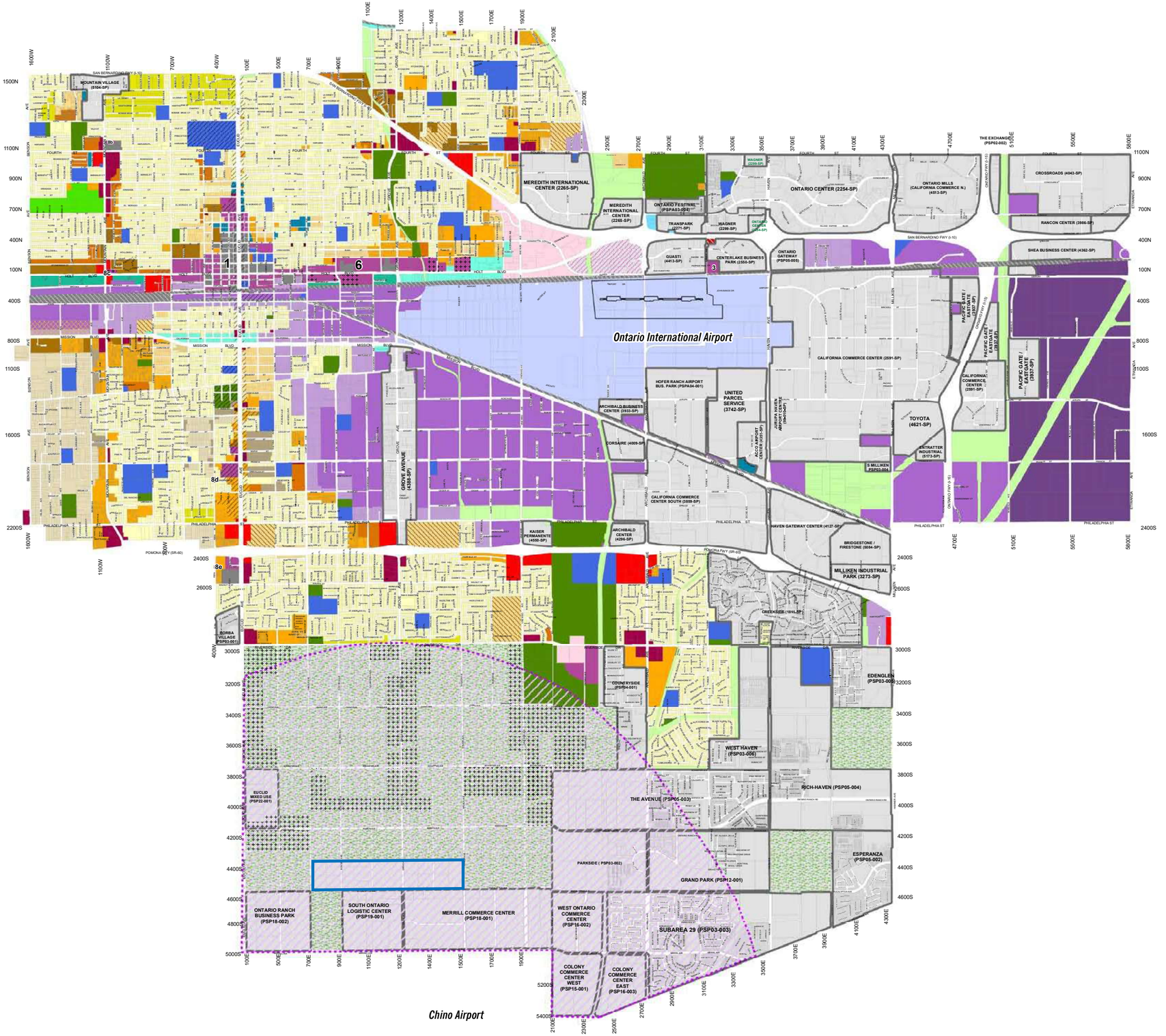
In addition to changes to TOP 2050, the proposed project includes amendments to the City's development code to implement the land-use changes, including updates to the zoning map and the affordable housing overlay, see Figure 2-10, *Proposed Zoning Map*. There are no separate environmental impacts associated with the Zoning update since these changes reflect the changes to the Policy Plan associated with the proposed Policy Plan Amendment.

2.4.2 Eucalyptus Business Park Specific Plan Project

The Specific Plan would function as the regulatory document for implementing zoning for the entire site, ensuring the orderly and systematic implementation of the City's Policy Plan. The Specific Plan establishes the necessary land use plan, development standards, design guidelines, infrastructure systems, and implementation strategies on which subsequent, related development activities would be founded. Upon adoption of the Specific Plan, subsequent subdivision maps, plot plans, conditional use permits, grading and building permits, or any other actions requiring either ministerial or discretionary approvals would be required to demonstrate consistency with the Specific Plan.

Figure 2-10

Proposed Zoning Map



Residential

- AR-2, Residential-Agricultural
- RE-2, Rural Estate
- RE-4, Residential Estate
- LDR-5, Low Density Residential
- MDR-11, Low-Medium Density Residential
- MDR-18, Medium Density Residential
- MDR-25, Medium-High Density Residential
- HDR-45, High Density Residential

Mixed Use

Mixed Use

1. Downtown
3. Centrelake West
6. East Holt
8b. Mountain and Fourth
8c. West Holt
8d. Euclid and Francis
8e. Euclid and Walnut

Retail/Service

- CS, Corner Store
- CN, Neighborhood Commercial
- CC, Community Commercial
- CR, Regional Commercial
- CCS, Convention Center Support Commercial
- OL, Low Intensity Office
- OH, High Intensity Office

Employment

- BP, Business Park
- IP, Industrial Park
- IL, Light Industrial
- IG, General Industrial
- IH, Heavy Industrial

Other

- PUD, Planned Unit Development
- MHP, Mobile Home Park
- ONT, Ontario International Airport
- CIV, Civic
- OS-R, Open Space-Recreation
- OS-C, Open Space-Cemetery
- UC, Utilities Corridor
- RC, Rail Corridor
- SP, Specific Plan

Overlays

- AG, Agricultural
- EA, Euclid Avenue
- MTC, Multimodal Transit Center
- EBPSP Boundary
- ICC, Interim Community Commercial
- ES, Emergency Shelter
- AH - Affordable Housing
- CNO (Chino Airport) Overlay

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Source: The City of Ontario 2026 Date: 2/10/2026

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EBPSP LAND USE PLAN

As illustrated in Figure 2-11, *Conceptual EBPSP Land Use Plan*, the EBPSP would establish 9 planning areas that would provide for development of the site with approximately 2,939,000 SF of Business Park uses on 137.9 acres and 36.15 acres of Open Space–Parkland. The remaining 14.97 acres would be utilized for roadway improvements. Table 2-7, *EBPSP Land Use Statistical Summary,* provides a breakdown of acreages by planning area. The EBPSP would result in 1,590 employees within the project site.

Table 2-7 EBPSP Land Use Statistical Summary

Planning Area (PA)	Land Use Designation	Acres	Target Buildout SF
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
7	Open Space – Parkland	8.05	—
8	Open Space – Parkland	14.10	—
9	Open Space – Parkland	14.00	—
-	Roadway	14.97	—
	TOTAL	**189.0**	**2,939,000**

Notes: SF = square feet

A maximum of 10,000 SF of Commercial uses may be provided within Business Park planning areas 1, 2, 3, 4, 5, or 6. This square footage is included within the total listed above.

A publicly operated animal resource center may be provided within any of the Business Park planning areas. The animal resource center shall not exceed 35,000 SF.

The EBPSP allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum building FAR (0.55).

Total acreage of 189.0 is rounded to the nearest one-tenth of an acre.

EBPSP CURRENT LAND USE DESIGNATIONS

The approved TOP 2050 designates the EBPSP project site for Medium Density Residential (MDR), Mixed-Use (Eucalyptus/Chino Airport) (MU-BC); and Open Space Parkland (OS-R). Buildout of the approved TOP 2050 for the EBPSP site would allow for up to 2,195 residential units and 1,632,143 square feet (SF) of non-residential land uses within the 189-acre project site (see Table 2-8, *EBPSP Current TOP 2050 Land Uses*).

Table 2-8 EBPSP Current TOP 2050 Land Uses

Land Use Designation	TOP 2050 Approved Land Uses				
	Acres	Dwelling Units	Population	Non-residential SF	Employment
MDR	47.74	1,051	3,403	—	—
MU-BC	81.70	1,144	2,931	1,601,747	3,117
OS-R	58.22	—	—	30,396	10
Roadways	1.75	-	-	-	-
TOTAL	**189.41**	**2,195**	**6,335**	**1,632,143**	**3,126**

Notes: SF = square feet; MDR = Medium Density Residential; MU-BC = Mixed-Use (Eucalyptus/ Chino Airport); OS-R = Open Space Parkland

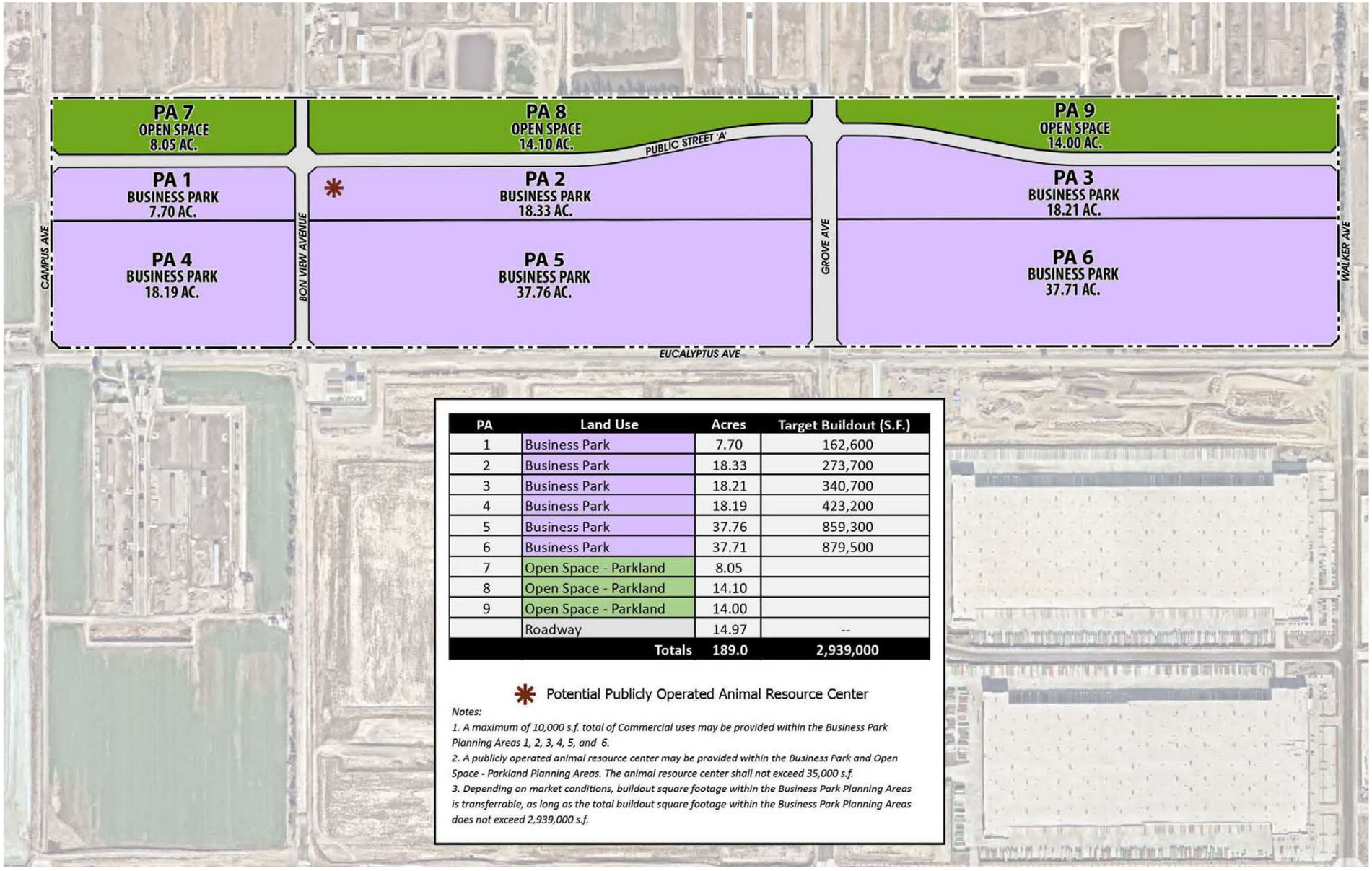
BUSINESS PARK

Encompassing 137.9 acres in the southerly portion of the Specific Plan area along its frontage with Eucalyptus Avenue, Planning Areas 1 through 6 would be designated for Business Park uses. Up to 2,939,000 SF of building space are permitted across Planning Areas 1 through 6.

The Business Park land use designation is intended to provide for uses such as employee-intensive office spaces, technology centers, research and development facilities, warehouse and distribution, and light manufacturing. No cold storage would be permitted. The Specific Plan would also allow a maximum of 10,000 SF of commercial uses within the Business Park planning areas to support the Business Park operations and a 35,000 SF publicly operated animal resource center if the City of Ontario decides to locate an animal resource center in the Specific Plan.

Figure 2-11

Conceptual EBPSP Land Use Plan



PA	Land Use	Acres	Target Buildout (S.F.)
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
7	Open Space - Parkland	8.05	
8	Open Space - Parkland	14.10	
9	Open Space - Parkland	14.00	
	Roadway	14.97	--
	Totals	**189.0**	**2,939,000**

* Potential Publicly Operated Animal Resource Center

Notes:

1. A maximum of 10,000 s.f. total of Commercial uses may be provided within the Business Park Planning Areas 1, 2, 3, 4, 5, and 6.

2. A publicly operated animal resource center may be provided within the Business Park and Open Space - Parkland Planning Areas. The animal resource center shall not exceed 35,000 s.f.

3. Depending on market conditions, buildout square footage within the Business Park Planning Areas is transferrable, as long as the total buildout square footage within the Business Park Planning Areas does not exceed 2,939,000 s.f.

EBPSP Boundary

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THE ONTARIO PLAN
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0 275 550 Feet

Source: T&B 2026 Date: 02/03/2026

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OPEN SPACE–PARKLAND

Situated between the northern boundary of the Specific Plan and new Public Street 'A', Planning Areas 7, 8, and 9 would be designated Open Space–Parkland. This 36.15-acre area would implement a segment of the City's public "Grand Park." Grand Park is planned as a 3.7-mile, 340-acre greenbelt between Haven Avenue and Campus Avenue. The Specific Plan would implement the southern half of a 1.25-mile stretch of the park. The northern half of this segment of Grand Park would be installed by the Center Park Specific Plan, which is currently proposed to the north of the EBPSP.[2] Passive recreational opportunities for future employees, visitors, and City residents would be provided through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens. The park would be landscaped, including forested areas, meadow areas, and open space lawn areas, consistent with the City's Grand Park Landscape Master Plan. It is noted that the previously referenced 35,000 SF publicly operated animal resource center is also an allowed use within these planning areas, should the City of Ontario elect to locate the facility in the park.

CONCEPTUAL SITE PLAN

A conceptual site plan for the EBPSP is presented as Figure 2-12, *Conceptual EBPSP Site Plan*. As illustrated, the Specific Plan intends to provide a range of building sizes in an effort to house a diverse range of businesses. The larger buildings would be along the Eucalyptus Avenue frontage as a transition from the larger industrial buildings to the south across Eucalyptus Avenue. Buildings in excess of 560,000 square feet would not be permitted. Smaller buildings would be along Street 'A' to the north, further transitioning the size and scale of the buildings to the Open Space–Parkland along the northern frontage of the EBPSP.

It is noted that the plan illustrated in Figure 2-12 is preliminary and conceptual. The EBPSP allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum FAR (0.55).

The precise location and layout of the potential commercial uses and public animal shelter have not yet been developed. If necessary, the arrangement of the business park uses would be revised to accommodate these uses.

[2] It is noted that although only the southern half of the Grand Park is included in the EBPSP, development of the entire park area has been assumed and analyzed within the EBPSP's technical studies in case the northern development does not occur.

ACCESS AND CIRCULATION

Regional Access

State Route 60 (SR-60) is approximately 2.2 miles north of the Specific Plan area and is accessible via the Grove Avenue ramps. State Route 83 (SR-83) is approximately 0.5 mile west of the Specific Plan area and is accessible via Edison Avenue/Ontario Ranch Road and Eucalyptus Avenue. Interstate 15 (I-15) is approximately 4.5 miles east of the Specific Plan area and is accessible via the Edison Avenue/Ontario Ranch Road ramps or the Limonite Avenue ramps.

Local Access

As illustrated in Figure 2-13, *Conceptual EBPSP Vehicular Circulation and Access Plan*, direct access to the EBPSP area is provided by Campus Avenue to the west, Eucalyptus Avenue to the south, and Walker Avenue to the east. Additionally, Bon View Avenue and Grove Avenue provide north-south access through the Specific Plan area. The Specific Plan would provide an internal east-west Public Street 'A' to connect Campus Avenue and Walker Avenue. Public Street 'A' would separate Business Park and Open Space–Parkland uses. The developer(s) of the Specific Plan would be responsible for the construction of certain roadway improvements, including segments of Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Eucalyptus Avenue and the full width of Street 'A'. Please refer to Chapter 4, Infrastructure Plan, of the EBPSP for detailed descriptions of all circulation improvements to be implemented by the Specific Plan.

Truck Routes

As part of the Policy Plan Amendment being processed in conjunction with the Specific Plan, truck routes within the City would be modified. The Policy Plan Amendment would remove the following roadway segments from the City's officially designated truck routes:

- Edison Avenue/Ontario Ranch Road between Euclid Avenue and Walker Avenue.
- Archibald Avenue from the SR-60 Freeway to Merrill Avenue.

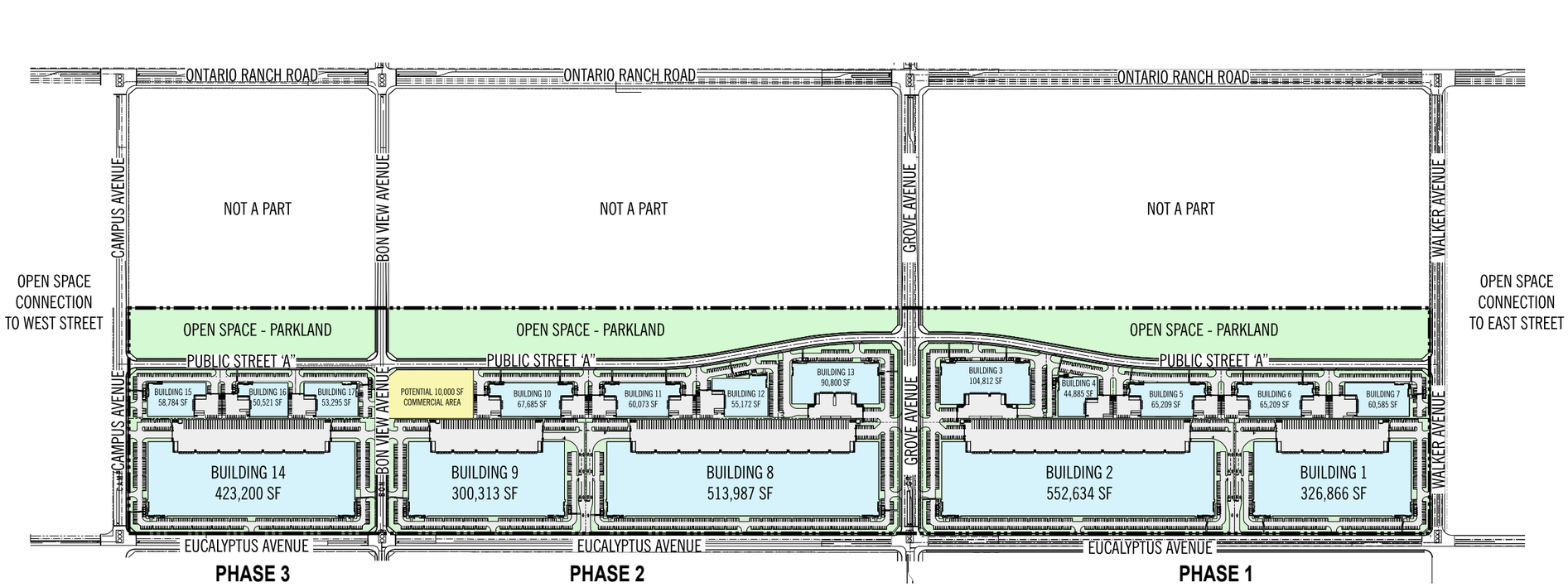
The following roadway segments would be added to the City's officially designated truck routes:

- Eucalyptus Avenue between Euclid Avenue and South Hellman Avenue.
- South Hellman Avenue from Eucalyptus Avenue to Merrill Avenue.
- Walker Avenue from Edison Avenue/Ontario Ranch Road to Merrill Avenue.

Truck traffic generated by the land uses implemented pursuant to the EBPSP would be required to utilize officially designated truck routes.

Figure 2-12

Conceptual EBPSP Site Plan



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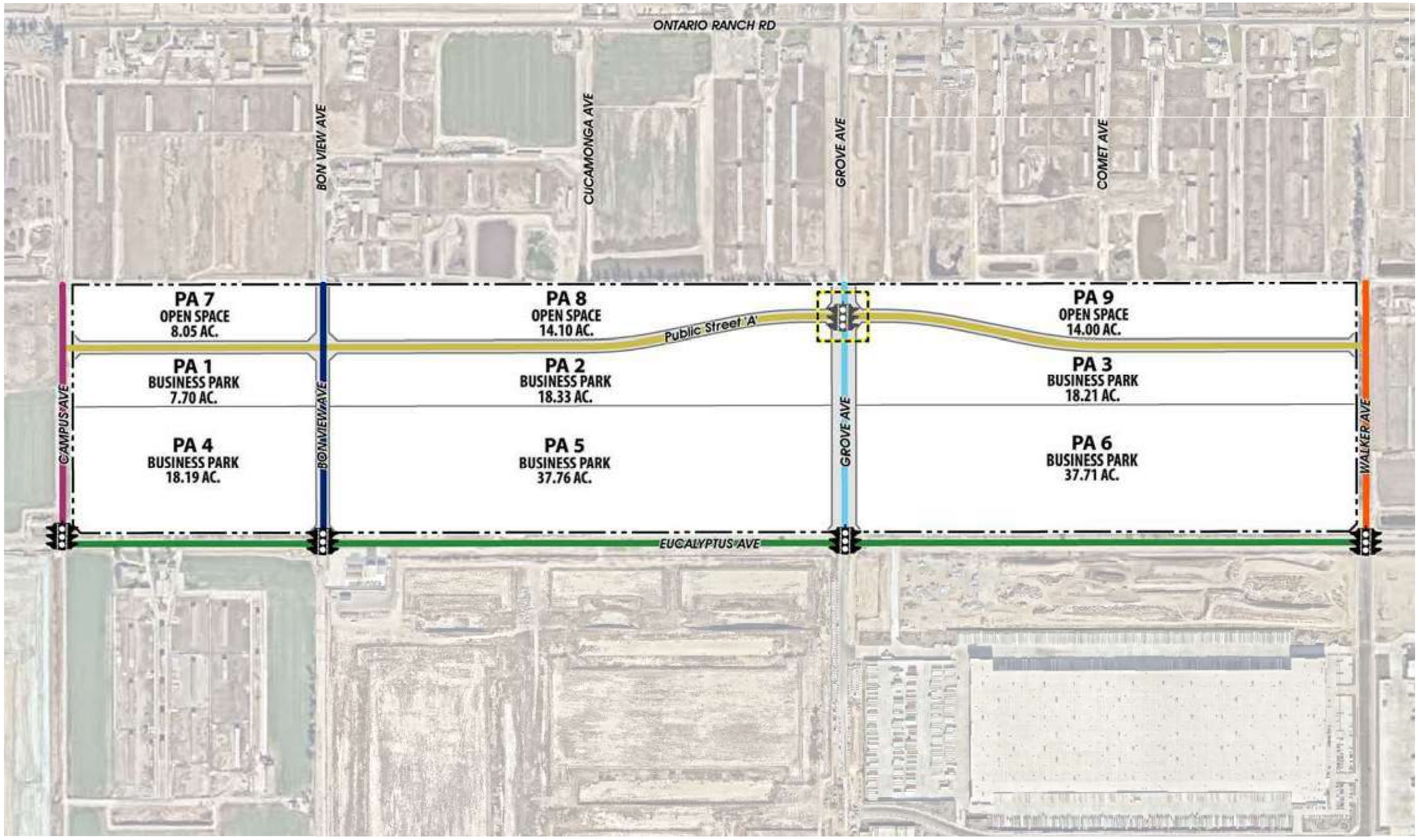
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Figure 2-13

Conceptual EBPSP Vehicular Circulation and Access Plan



- EBPSP Boundary
- Traffic Signal
- Potential Signal Location
- Grove Avenue (124' ROW - Principal Arterial)
- Eucalyptus Avenue (108' ROW - Collector)
- Campus Avenue (108' ROW - Minor Arterial)
- Walker Avenue (88' ROW - Collector)
- Bon View Avenue (66' ROW - Collector)
- Public Street 'A' (64' ROW - Collector)

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Source: T&B 2026

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Non-vehicular Circulation

Pedestrian and bicycle circulation would be accommodated within the Specific Plan area through a network of sidewalks, multipurpose trails, and bike lanes, as illustrated on Figure 2-14, *Conceptual EBPSP Non-vehicular Circulation and Mobility Plan*. Additional pedestrian and bicycle facilities would be designed on individual business park building sites at the time buildings are designed and positioned in each planning area as part of implementing development projects. Provisions for sidewalks, bicycle storage facilities, and employee and visitor gathering areas interior to the planning areas are described in Chapter 6, Design Guidelines, of the EBPSP. Additional pedestrian and bicycle facilities in Planning Areas 7, 8, and 9 would be designed consistent with the City of Ontario Grand Park Master Plan.

Transit Service

Transit services are currently provided to the Specific Plan area by Omnitrans. The following bus and transit facilities are near the Specific Plan area.

- Omnitrans Bus Route 83, about 0.6 mile to the west along Euclid Avenue.
- Omnitrans Bus Route 87, about 1.8 miles to the north along Riverside Drive.
- In addition, the EBPSP would construct a bus turnout near the intersection of Grove Avenue and Eucalyptus Avenue in anticipation of future Omnitrans service.

INFRASTRUCTURE

Infrastructure is summarized in this section. Infrastructure plans are shown and analyzed in SEIR Section 3.19, *Utilities and Service Systems*.

Potable Water

The City of Ontario provides water service to the Specific Plan area. The Specific Plan area lies within the 925 Pressure Zone (PZ). Existing potable water lines include a 16-inch potable water line within Eucalyptus Avenue between Campus Avenue and Grove Avenue; a 24-inch potable water line within Eucalyptus Avenue between Grove Avenue and Walker Avenue; and a 30-inch potable water line within Grove Avenue between Eucalyptus Avenue and Edison Avenue/Ontario Ranch Road.

Potable water system improvements necessary to serve the Specific Plan area include: potable water lines along Campus Avenue and Walker Avenue from Eucalyptus Avenue to the northern boundary of the Specific Plan area; and a potable water line along Bon View Avenue from Eucalyptus Avenue to the northern boundary of the Specific Plan area and Public Street ‘A’ between Campus Avenue and Walker Avenue. Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development.

Additional City of Ontario Water Master Plan improvements would be necessary to serve the Ontario Ranch area. These improvements are detailed in SEIR Section 3.19, *Utilities and Service* Systems.

Recycled Water

The City of Ontario/Ontario Municipal Utilities Company (OMUC) and the Inland Empire Utilities Agency (IEUA) supply recycled water to the Specific Plan area. Recycled water supplied by OMUC is produced by the IEUA from its 5 wastewater reclamation plants (IEUA 2026). Existing recycled water lines include an IEUA recycled water line within Eucalyptus Avenue between Campus Avenue and Bon View Avenue; and an IEUA recycled water line within Bon View Avenue between Eucalyptus Avenue and Edison Avenue/Ontario Ranch Road.

Recycled water system improvements necessary to serve the Specific Plan area include recycled water lines within Grove Avenue and Walker Avenue. An additional recycled water line would be installed within Campus Avenue Walker Avenue, at the City's discretion. Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development.

Sewer

Sanitary sewer/wastewater collection for the Specific Plan area is provided by the City of Ontario/OMUC, which conveys wastewater to the IEUA for transmission and treatment. There is currently no sanitary sewer infrastructure within the Specific Plan area.

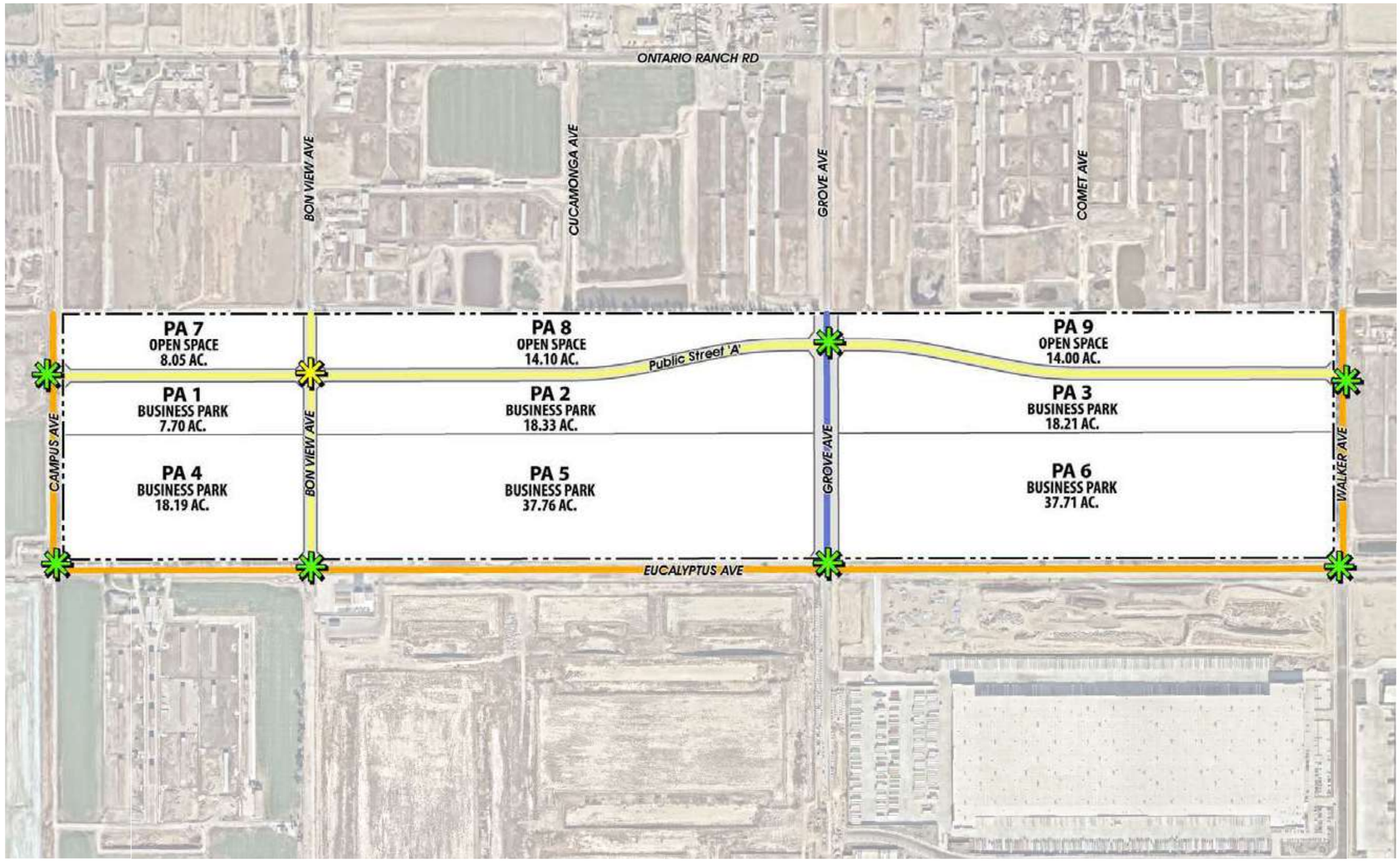
Sanitary sewer infrastructure improvements necessary to serve the Specific Plan area include new sewer lines in Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Public Street A between Campus Avenue and Walker Avenue. Additional sewer improvements may also be required along Eucalyptus Avenue and 'A' Street within the EBPSP frontage where future development would not front an existing public master-planned main. Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development.

Drainage and Water Quality

Existing storm drain infrastructure includes a storm drain line within Eucalyptus Avenue just east and west of Grove Avenue and a storm drain line within Eucalyptus Avenue west of Walker Avenue.

Figure 2-14

Conceptual EBPSP Non-Vehicular Circulation and Mobility Plan



EBPSP Boundary
Pedestrian Crosswalk
Potential Pedestrian Crosswalk
Sidewalk Only
Sidewalk Only and Multi-Purpose Trail
Sidewalk, Class II Bikeway, and Multi-Purpose Trail

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Storm drain infrastructure improvements necessary to serve the Specific Plan area include: a 60-inch storm drain line within Campus Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area; a 96-inch storm drain line within Bon View Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area; a 108-inch storm drain line within Grove Avenue and Walker Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area; 24-inch storm drain lines within Public Street 'A' between Campus Avenue and Bon View Avenue; and 36-inch storm drain lines within Public Street 'A' between Bon View Avenue and Walker Avenue.

During construction of future land uses implemented pursuant to the EBPSP, water quality would be managed through the preparation and implementation of Storm Water Pollution Prevention Plan(s). Post-construction water quality would be managed through implementation of site-specific Water Quality Management Plan(s).

Dry Utilities

The Specific Plan area would also require electrical and telecommunications services. The following service providers are available to the Specific Plan area.

- Electrical service is provided by Southern California Edison. Additional points of connection to existing facilities would be provided consistent with purveyor requirements.
- Telecommunications services are available in the area from various private services, including OntarioNet Fiber and Frontier Communications.

Dry utilities internal to the Specific Plan area would be installed underground in conjunction with the development in accordance with applicable public utility standards and specifications.

GRADING PLAN

As part of site grading activities, the majority of the Specific Plan area would be subject to grading and disturbance. Specifically, grading activities on-site would require approximately 1,000,000 cubic yards (CY) of cut and approximately 1,150,000 CY of fill. Net fill (import) would be 150,000 CY. Within this earthwork operation, the site needs to export approximately 51,000 CY of organic materials. Maximum depth of ground disturbance is expected to be approximately 15 feet for grading, 15 feet for the building foundation, 10 feet for landscaping, 35 feet for utilities, and 25 feet for the storm water detention chamber. Disturbances would also occur in association with the off-site roadway improvements. See Figure 2-15, *EBPSP Grading Plan*.

DEVELOPMENT REGULATIONS AND DESIGN GUIDELINES

The EBPSP establishes development standards and design guidelines to guide development of the physical components of the area. The development standards provided in the Specific Plan are intended to work in concert with the architecture and landscape design guidelines.

Development regulations for each land use category are imposed for new development and provide the permitted, conditionally permitted, and ancillary uses for each land use category. Additionally, the development regulations address lot size, floor area ratio, height, setbacks, landscaping, parking, and other requirements.

Future development accommodated by the Specific Plan would be required to comply with the Specific Plan's design guidelines, which establish the desired quality and character of future land uses. While the design guidelines provide direction, they are meant to provide a certain level of flexibility to allow creative expression during the design of implementing development projects.

TENTATIVE TRACT MAP

As shown on Figure 2-16a, b, and c, *EBPSP Tentative Tract Map*, the Specific Plan would create the appropriate lots to facilitate the implementation of the proposed uses, as described above. Additional subdivision maps (parcel and/or tract maps, including vesting maps) could be processed in conjunction with this Specific Plan to subdivide the site into smaller parcels and to regulate development of the physical components of the Specific Plan.

DEVELOPMENT AGREEMENT

A development agreement would be executed between the Applicant, Ontario Ranch Venture, LLC and Ontario Ranch Venture II, LLC, and the City of Ontario strictly in relation to the EBPSP. California Government Code Sections 65864 to 65869.5 authorize the use of development agreements between any city, county, or city and county, with any person having a legal or equitable interest in real property for the development of the property. The Development Agreement would detail the off-site improvements to be constructed as part of the EBPSP, as described within this section and analyzed throughout this SEIR.

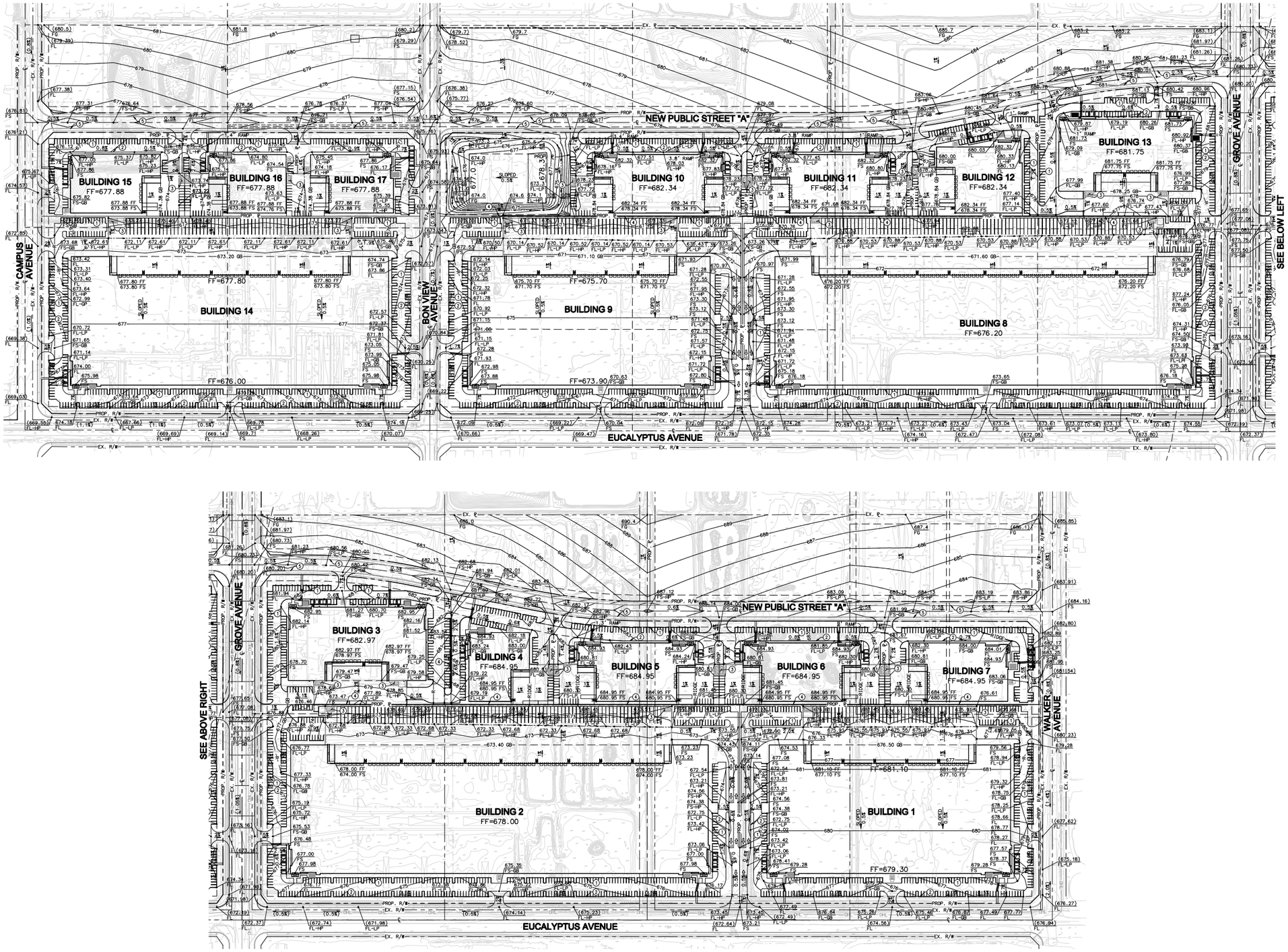
CONSTRUCTION AND OPERATIONAL CHARACTERISTICS

Construction Characteristics

Proposed physical disturbances necessary to implement the EBPSP are depicted on Figure 2-17, *EBPSP Limits of Disturbance*. As shown on this figure, proposed ground-disturbing activities would result in impacts to approximately 189 acres on-site, as well as off-site areas associated with roadway improvements to Campus Avenue, Eucalyptus Avenue, Edison Avenue/Ontario Ranch Road, and Walker Avenue.

Figure 2-15

EBPSP Grading Plan



Construction Notes

1. PROPOSED 6" CURB.
2. PROPOSED 6" CURB & GUTTER.
3. PROPOSED TRASH ENCLOSURE.
4. PROPOSED RETAINING WALL.
5. PROPOSED 8" CURB & GUTTER.

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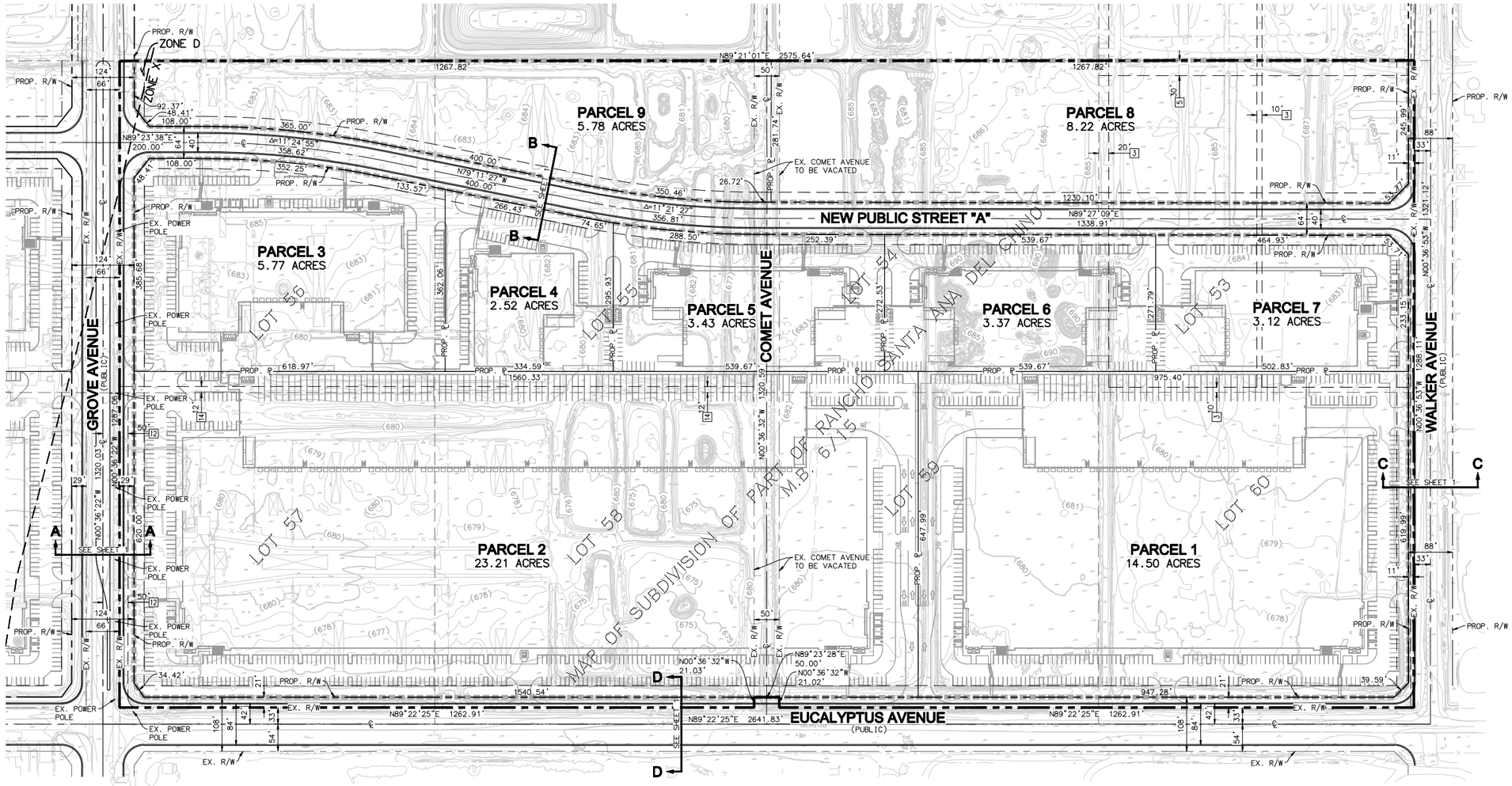
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Figure 2-16a

EBPSP Tentative Tract Map Phase 1



PARCEL MAP BOUNDARY
PROPOSED R/W LINE
EXISTING R/W LINE
PROPOSED PROPERTY LINE
EXISTING PROPERTY LINE
PROPOSED PARCEL BOUNDARY
CENTERLINE
EASEMENT LINE
FLOOD ZONE LINE

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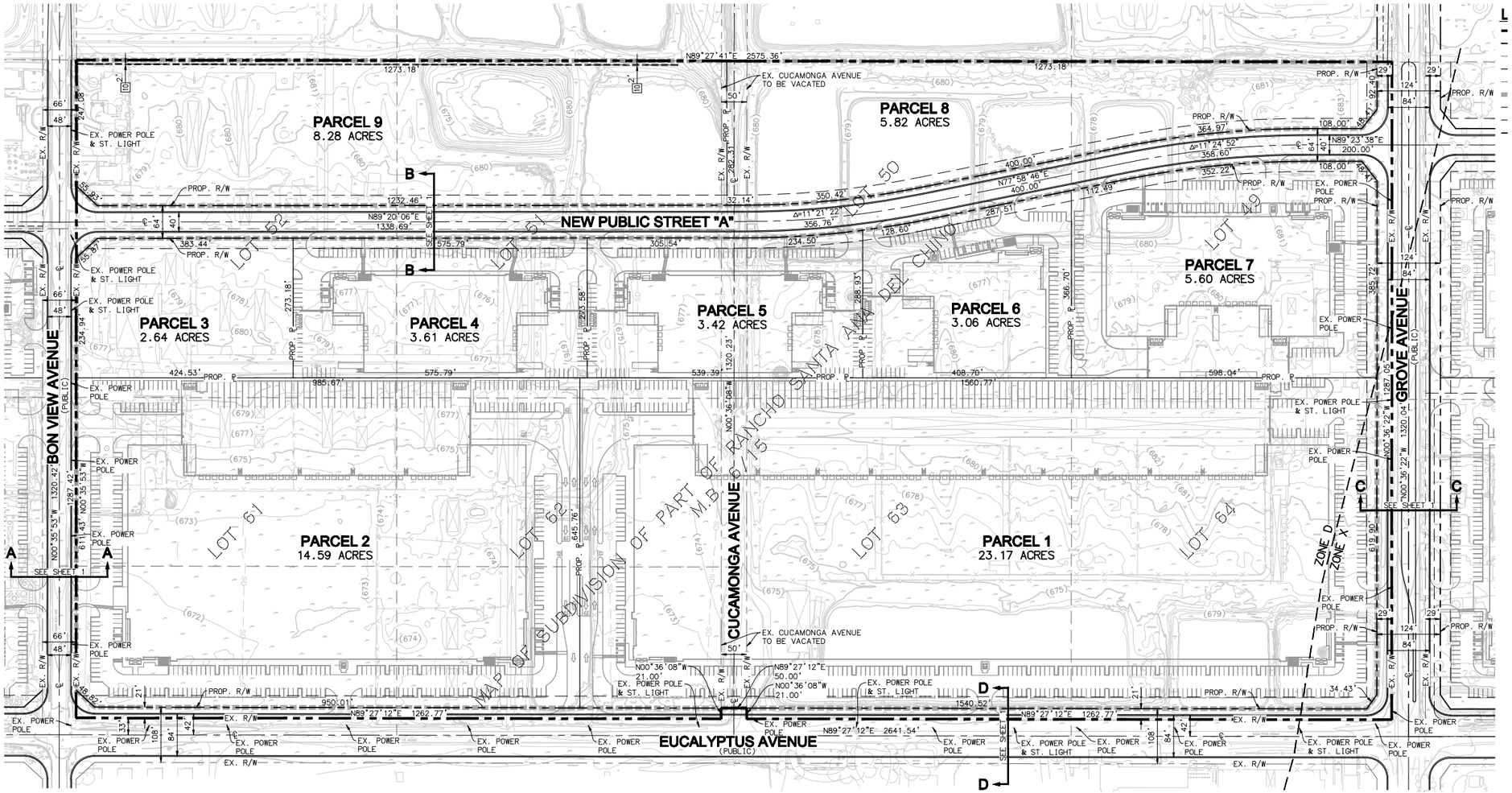
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Figure 2-16b

EBPSP Tentative Tract Map Phase 2



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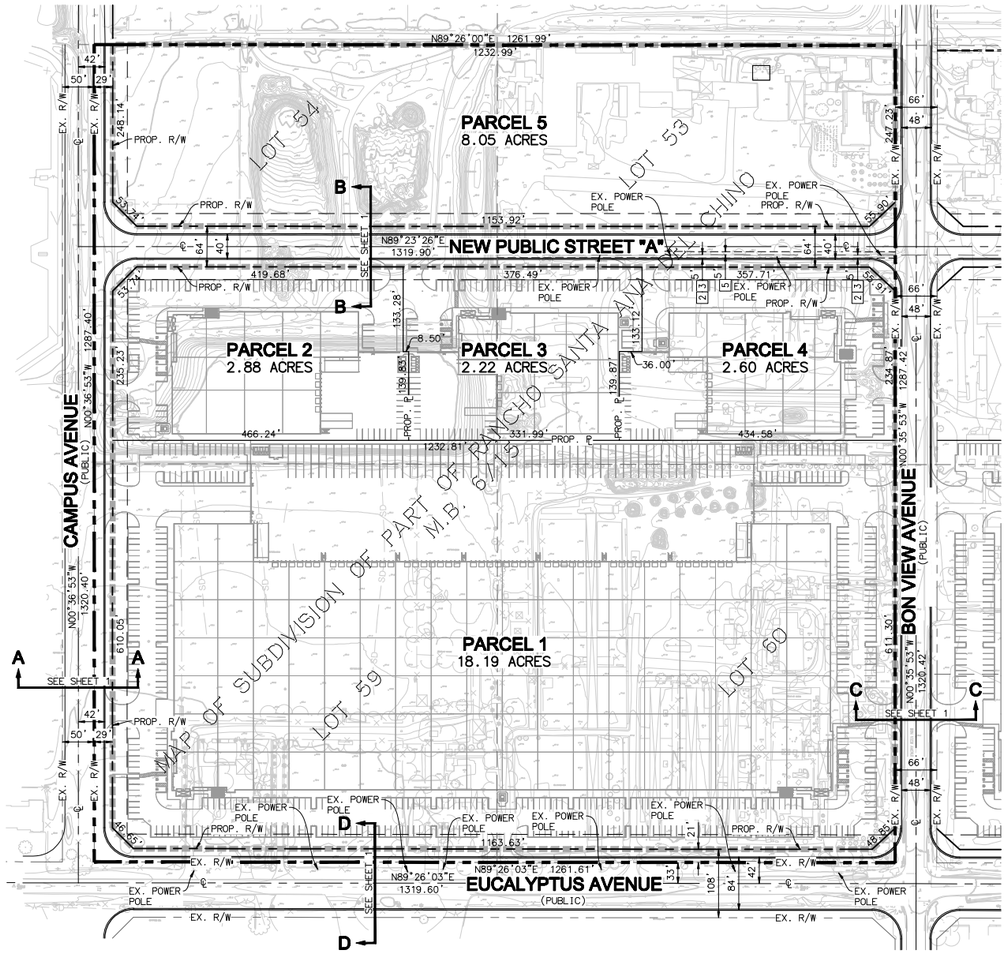
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Figure 2-16c

EBPSP Tentative Tract Map Phase 3



PARCEL MAP BOUNDARY
PROPOSED R/W LINE
EXISTING R/W LINE
PROPOSED PROPERTY LINE
EXISTING PROPERTY LINE
PROPOSED PARCEL BOUNDARY
CENTERLINE
EASEMENT LINE

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THE ONTARIO PLAN
SUPPLEMENTAL EIR

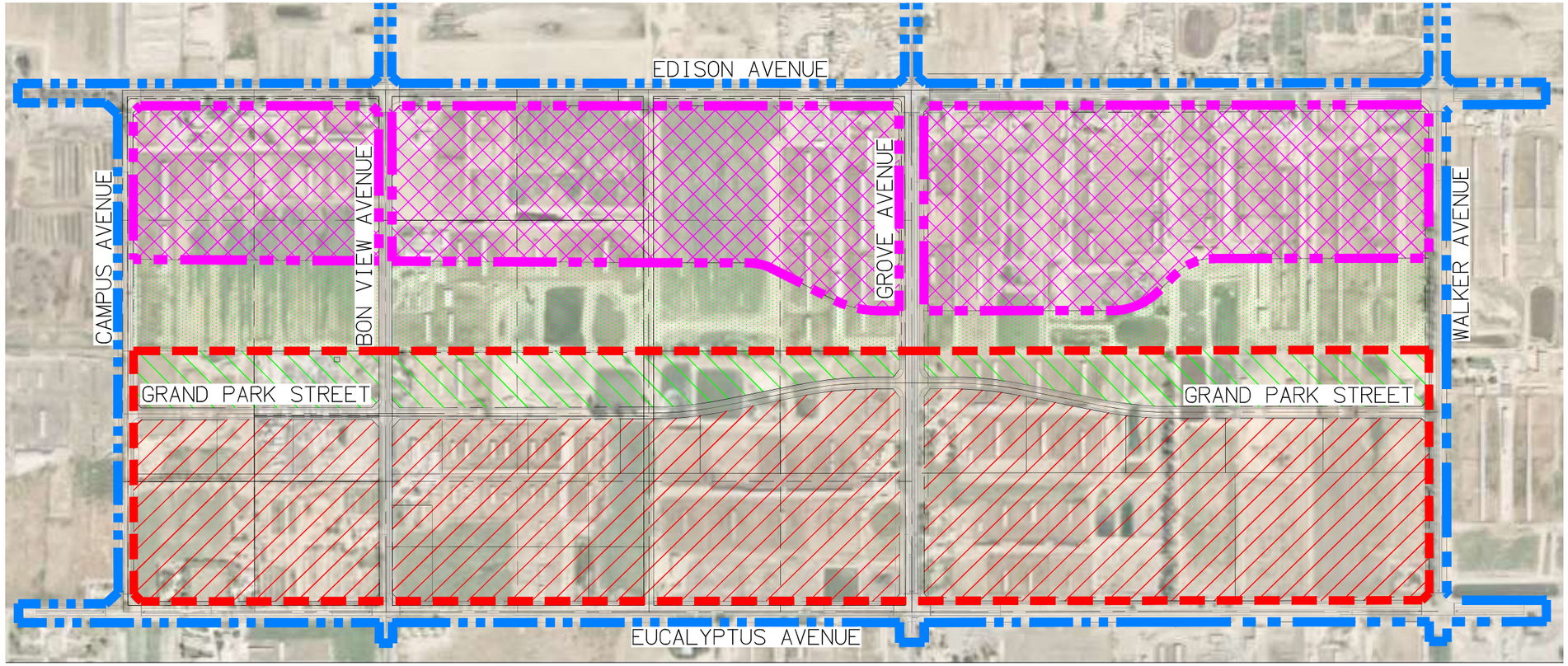
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Figure 2-17

EBPSP Limits of Disturbance



EBPSP Boundary - 190 AC

Overall Limits of Disturbance Boundary - 300 AC

Excluded from Overall Limits of Disturbance Boundary

Business Park (within project limits)

Open Space (within project limits)

Open Space (north of project limits)

Excluded from Overall Limits of Disturbance

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For purposes of analysis in this EIR, construction is assumed to commence in January 2027 and would last through June 2031 (see Table 2-9, *EBPSP Construction Duration*). The construction schedule used in the analysis is a conservative analysis scenario because if construction occurs any time after the respective dates emission factors for construction would decrease as time passes due to emission regulations becoming more stringent. The construction equipment (see Table 2-10, *EBPSP Anticipated Construction Equipment*) is a reasonable approximation of the expected construction fleet as required by the CEQA Guidelines.

Table 2-9 Construction Duration

Phase	Construction Activity	Start Date	End Date	Days
1	Demolition	1/1/2027	2/18/2027	35
	Site Preparation	2/19/2027	3/18/2027	20
	Grading	3/19/2027	6/3/2027	55
	Building Construction	6/4/2027	6/30/2028	281
	Paving	1/8/2028	6/30/2028	125
	Architectural Coating	1/8/2028	6/30/2028	125
2	Demolition	7/1/2028	8/18/2028	35
	Site Preparation	8/19/2028	9/15/2028	20
	Grading	9/16/2028	12/1/2028	55
	Building Construction	12/2/2028	12/31/2029	281
	Paving	7/10/2029	12/31/2029	125
	Architectural Coating	7/10/2029	12/31/2029	125
3	Demolition	1/1/2030	2/18/2030	35
	Site Preparation	2/19/2030	3/18/2030	20
	Grading	3/19/2030	6/3/2030	55
	Building Construction	6/4/2030	6/30/2031	280
	Paving	2/11/2031	6/30/2031	100
	Architectural Coating	2/11/2031	6/30/2031	100

Table 2-10 EBPSP Anticipated Construction Equipment

Construction Activity	Equipment	Quantity	Hours
Demolition	Tractors/Loaders/Backhoes	6	8
	Excavators	2	8
	Other Material Handling Equipment	2	8
	Off-Highway Trucks	2	8
Site Preparation	Rubber Tired Dozers	3	8
	Crawler Tractors	4	8
Grading	Graders	4	8
	Excavators	2	8

Table 2-10 EBPSP Anticipated Construction Equipment

Construction Activity	Equipment	Quantity	Hours
	Rubber Tired Dozers	4	8
	Off-Highway Trucks	2	8
	Crawler Tractors	2	8
Building Construction	Forklifts	3	8
	Generator Sets	2	8
	Cranes	2	8
	Welders	2	8
	Tractors/Loaders/Backhoes	3	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	3	8

Operational Characteristics

Land Uses

The future occupants of the EBPSP land uses are currently unknown; however, the Specific Plan would provide a business park development positioned to attract a variety of business types and sizes with varying uses. Examples of uses envisioned for the area include employee-intensive office spaces, technology centers, research and development facilities, warehouse and distribution, and light manufacturing, as well as supporting commercial opportunities. Please refer to Table 5-1 of the EBPSP for a full list of permitted, conditionally permitted, and prohibited uses.

The open space areas of the EBPSP would provide public passive recreational opportunities for future employees and visitors through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens. The park would be heavily landscaped, including forested areas, meadow areas, and open space lawn areas, consistent with the City's Grand Park Landscape Master Plan.

Estimated Traffic Generation, Water, and Energy Demand

Traffic Generation

During operations, employees, visitors, and vehicles hauling goods would travel to and from the Specific plan area on a daily basis. The EBPSP is anticipated to generate a net total of 9,596 two-way vehicle trip-ends per day with 848 AM peak hour trips and 1,096 PM peak hour trips (actual

vehicles) at buildout. The EBPSP is anticipated to generate a total of 11,458 Passenger Car Equivalent (PCE) trip ends per day with 945 AM PCE peak vehicle hour trips and 1,198 PM PCE peak hour vehicle trips (see Appendix K3).[3]

Water Demand

Total water demand of the EBPSP would be 573.8 acre feet per year (AFY). Of that total, 286.3 AFY would be potable water demand and 287.6 AFY would be recycled water demand (see Appendix L2).

Energy Demand

Throughout construction, total electricity usage from EBPSP construction-related activities is estimated to be approximately 886,886 kWh; construction equipment would consume an estimated total of 311,914 gallons of diesel fuel; approximately 269,810 gallons of fuel would be consumed related to construction worker trips; and approximately 214,130 gallons of fuel would be consumed related to construction vendor and hauling trips (see Appendix C5).

EBPSP facility operational energy demands are estimated to be 15,807,558 kWh per year; annual vehicular trips and related VMT generated by the operation of the EBPSP would result in a fuel demand of 4,213,944 gallons; emergency engine operation for maintenance and testing purposes would consume an estimated 2,070 gallons of diesel fuel per year; and on-site operational cargo handling equipment is estimated to consume approximately 51,071 gallons of fuel per year (see Appendix C5).

As discussed further in Section 3.8, *Greenhouse Gas Emissions*, the EBPSP would implement various energy efficiency measures including a rooftop solar energy system which would generate enough electricity to meet 45 percent of annual electricity needs, EV charging stations, installation of non-vehicular circulation facilities, water conservation measures, and the use of zero emission cargo handling equipment for a minimum of 50 percent of all operations. Please refer to Section 3.8, *Energy*, for a complete listing of all energy conserving measures to be implemented by the EBPSP.

PHASING

Specific Plan development would occur in phases, as shown on Figure 2-18, *EBPSP Conceptual Phasing Plan*. Phase A would develop business park uses in Planning Areas 3 and 6. Phase B would develop Planning Areas 2 and 5. Phase C would include Planning Areas 1 and 4. Phases D,

[3] PCE factors are applied to trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses.

E, and F would include the open space areas located north of new Public Street 'A' (Planning Areas 7, 8, and 9).

2.5 INTENDED USES OF THE SEIR

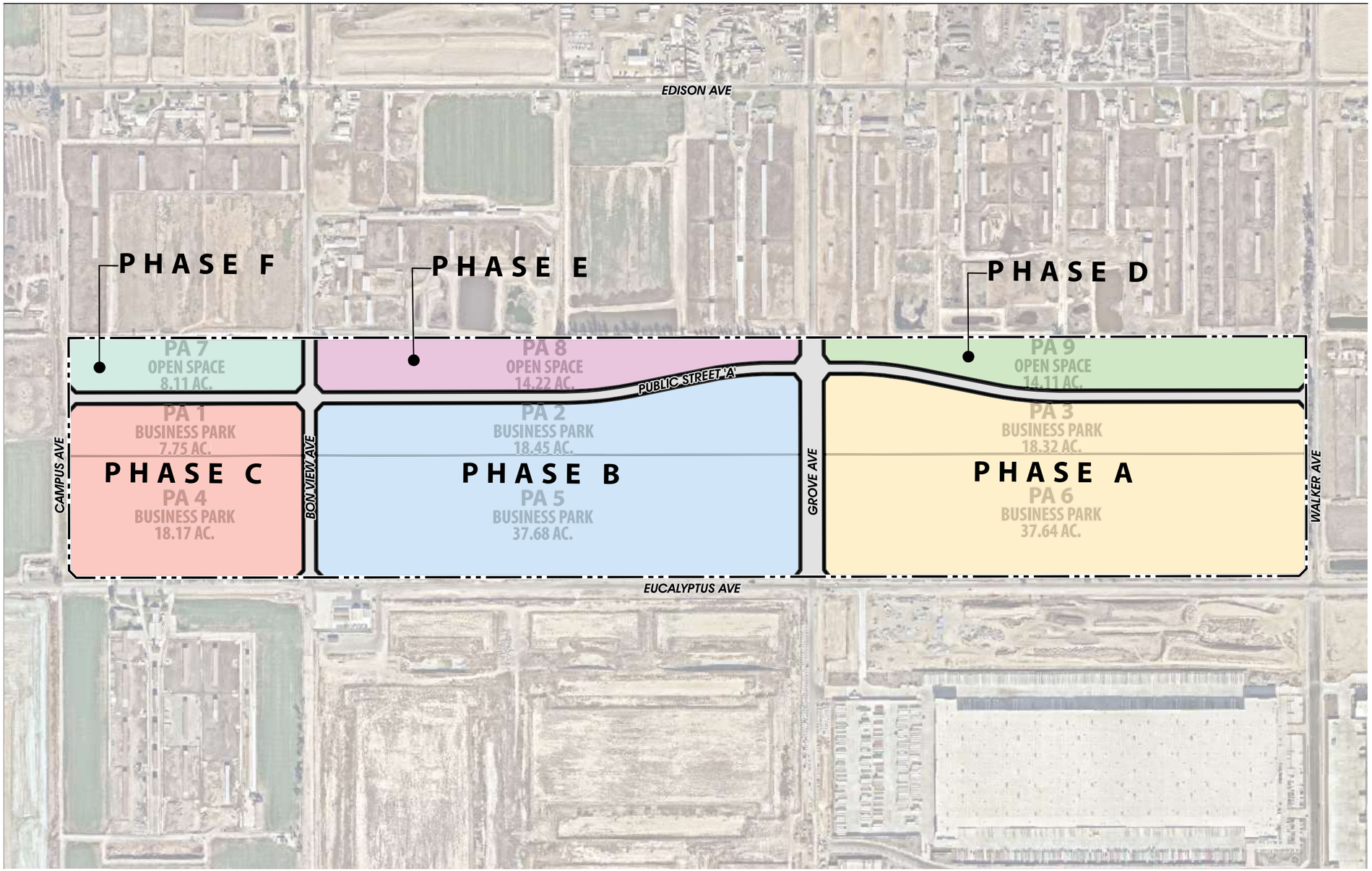
This Draft SEIR examines the program-level environmental impacts of the proposed project. This Draft SEIR also addresses various actions by the City of Ontario to approve and implement the proposed project. The proposed project will require adoption by the Ontario City Council. The Planning Commission and other decision-making bodies will review the proposed project and make recommendations to City Council. Though other agencies may be consulted during the project process, their approval is not required for adoption of TOP 2050 Policy Plan Amendment and EBPSP. Subsequent development under the proposed project may require approval of state or federal responsible or trustee agencies that rely on the programmatic/supplemental EIR for decisions in their areas of expertise. The anticipated discretionary actions required for this project are listed in Table 2-11, *Project Approvals Needed*.

Table 2-11 Project Approvals Needed

Lead Agency	Action
City of Ontario City Council	▪ Certification of the SEIR ▪ Adoption of the Policy Plan Amendment ▪ Adoption of the EBPSP ▪ Approval of the Cancelation of Williamson Act Contracts ▪ Approval of the EBPSP Development Agreement ▪ Approval of the EBPSP Tentative Parcel Map ▪ Adoption of the Findings of Fact and Statement of Overriding Considerations ▪ Adoption of the Mitigation Monitoring Program ▪ Adoption of any ordinances, guidelines, programs, actions, or other mechanisms that implement the Policy Plan Amendment and Specific Plan
Responsible Agencies	**Action**
Ontario International Airport–Inter Agency Collaborative (ONT-IAC) Technical Advisory Group	▪ For review of local airport-related policies
California Department of Forestry and Fire Protection (CAL FIRE)	▪ Review of the Safety Element for policies in state responsibility areas and very high fire hazard severity zones
California Department of Housing and Community Development	▪ For certification of the Housing Element

Figure 2-18

EBPSP Conceptual Phasing Plan



EBPSP Boundary
Phase A
Phase B
Phase C
Phase D
Phase E
Phase F

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THE ONTARIO PLAN
SUPPLEMENTAL EIR

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Date: 12/13/2025

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2.5.1 Related Review and Consultation Requirements

AB 52/SB 18 Tribal Consultation

Senate Bill 18. Government Code Sections 65352.3 and 65352.4 require local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending general plans, specific plans, and community plans. The formal notification is required to include a brief description of the proposed project and its location, lead agency contact information, and a notification that the California Native American tribe has 90 days to request consultation regarding potential impacts to tribal cultural resources.

Assembly Bill 52. Pursuant to Public Resources Code (PRC) Section 21080.3.1(d), a lead agency is required to provide formal notification of intended development projects to Native American tribes that have requested to be on the lead agency's list for receiving such notification. The formal notification is required to include a brief description of the proposed project and its location, lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation regarding potential impacts to tribal cultural resources.

The City of Ontario sent Tribal Consultation Request letters to the Native American contacts on August 19, 2025, in accordance with AB 52 and SB 18 (see Appendix M2).

2.6 REFERENCES

Ontario, City of. 2022, August. The Ontario Plan 2050 (TOP 2050) and Certified EIR. State Clearinghouse No. 2021070364.

Ontario, City of. 2010, January. The Ontario Plan Environmental Impact Report. State Clearinghouse No. 2008101140.

IEUA (Inland Empire Utilities Agency). 2026, January (accessed). Facilities. https://www.ieua.org/facilities/

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3. ENVIRONMENTAL ANALYSIS

This chapter examines the environmental setting of the proposed project, analyzes the effects of the proposed project and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts. This chapter has a separate section for each environmental topic.

The proposed project is analyzed for potential significant impacts in accordance with Appendix F, "Energy Conservation," and Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines. Environmental topics and their corresponding sections and abbreviations are:

3.1	Aesthetics (AES)	3.11	Land Use and Planning (LUP)
3.2	Agriculture and Forestry Resources (AGF)	3.12	Mineral Resources (MIN)
3.3	Air Quality (AIR)	3.13	Noise (NOI)
3.4	Biological Resources (BIO)	3.14	Population and Housing (POP)
3.5	Cultural Resources (CUL)	3.15	Public Services (PUB)
3.6	Energy (ENE)	3.16	Recreation (REC)
3.7	Geology and Soils (GEO)	3.17	Transportation (TRA)
3.8	Greenhouse Gas Emissions (GHG)	3.18	Tribal Cultural Resources (TCR)
3.9	Hazards and Hazardous Materials (HAZ)	3.19	Utilities and Service Systems (USS)
3.10	Hydrology and Water Quality (HYD)	3.20	Wildfire (WIL)

ORGANIZATION OF ENVIRONMENTAL ANALYSIS

To assist the reader with comparing information between environmental issues, each section is organized under the same major headings.

- **Regulatory Framework** offers an overview of applicable laws, regulations, plans, and policies relevant to each environmental topic.
- **Existing Conditions** offers a description of the existing environmental conditions, providing a baseline against which the impacts of the proposed project can be compared.
- **Standards for Analysis** refer to the quantitative or qualitative standards, performance levels, thresholds, or criteria used to evaluate whether an impact is significant. These standards are based primarily on the CEQA Guidelines unless otherwise noted. This section also provides an overview of key methods, assumptions, and considerations that inform the impact analysis.

- **Project Impact Analysis** provides a detailed discussion of the potential direct and indirect impacts of the proposed project. Mitigation measures are included as necessary.
- **Cumulative Impact Analysis** provides an overview of the geographic setting and cumulative projects considered in the cumulative impact assessment. Significant cumulative impacts are identified and mitigation measures are included as necessary.
- **References** are provided for information sources used in the development of the discussion.

LEVELS OF SIGNIFICANCE

The level of significance is identified for each impact in this Draft SEIR. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines:

- **No impact.** The project would result in no adverse effect on the environment.
- **Less than significant.** The project would not exceed the established significance criteria.
- **Significant.** The project would exceed the established significance criteria. For each significant impact, the SEIR identifies mitigation measures to reduce, eliminate, or avoid the adverse effect. If one or more mitigation measures would reduce the impact to a less-than-significant level successfully, this is stated in the SEIR.
- **Significant and unavoidable.** The project would exceed the established significance criteria, and no feasible mitigation measures are available to reduce the impact to a less-than-significant level.

EVALUATION METHODOLOGY

Under CEQA, the decision as to whether an environmental effect should be considered significant is reserved to the discretion of the lead agency, based on substantial evidence in the record as a whole, including views held by members of the public. An ironclad definition of significant effect is not always possible because the significance of an activity may vary based on the setting. Pursuant to CEQA Guidelines Section 15064(b), the analysis in this Draft SEIR is based on scientific and factual data that has been reviewed by the lead agency and represents the lead agency's independent judgment and conclusions.

CEQA Baseline

This SEIR evaluates the impacts of the proposed project relative to the TOP 2050 for the Policy Plan Amendment and the Eucalyptus Business Park Specific Plan (EBPSP), as required by CEQA Guidelines Section 15162 and Section 15163.

PROPOSED PROJECT

The proposed project is the cumulative impacts of the Policy Plan Amendment, which also includes the Zoning amendments, and the EBPSP.

Policy Plan Amendment

The baseline for the proposed project is the current general plan, TOP 2050. Section 2.2.1, *The Ontario Plan 2050 (Approved Project),* and Figure 3-4, *Current TOP Land Use Plan*, show the existing land use designations for the City.

Specific Plan

The baseline for the EBPSP is the approved TOP 2050 land uses for the project site, which are Medium Density Residential (MDR), Mixed-Use (Eucalyptus/Chino Airport) (MU-BC),; and Open Space Parkland (OS-C). Buildout of the approved TOP 2050 for the EBPSP site would allow for up to 2,195 residential units and 1,632,143 square feet of non-residential land uses within the 189-acre project site (see Table 2-8, *EBPSP Current TOP 2050 Land Uses*).

Organization and Terminology

Chapter 3, *Environmental Analysis*, provides an impact discussion for each significance criteria in Appendix G, "Environmental Checklist Form," of the CEQA Guidelines. For each of these significance criteria, the impacts discussions have a separate headings for the Policy Plan Amendment and the Specific Plan. The following terminology in these impact discussions is used to refer to impacts of the individual project components:

- **Proposed Project**: The terminology "proposed project" is used throughout this SEIR to refer to the project as a whole, and includes the Policy Plan Amendment, the concurrent Zoning changes, and the EBPSP. The Policy Plan Amendment impact discussion uses this terminology because the land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes.
- **Policy Plan Amendment:** This term refers to the Policy Plan Amendment and the concurrent Zoning changes that implements the land use changes of the Policy Plan. The SEIR uses the term "Policy Plan Amendment" when referring specifically to the Policy Plan Amendments.

There are no separate impacts of the Zoning update since they are implementing the Policy Plan Amendment.

- **EBPSP or Specific Plan:** This term refers solely to components associated with the EBPSP.

Potential Effects of the Project on the Environment

The California Supreme Court concluded in *California Building Industry Association vs. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 that "CEQA generally does not require an analysis of how existing environmental conditions will impact a project's future users or residents." The *CBIA vs. BAAQMD* ruling provided for several exceptions to the general rule where an analysis is warranted:

1. If the project would exacerbate existing environmental hazards (such as exposing hazardous waste that is currently buried).

2. If the project qualifies for certain specified exemptions (certain housing projects and transportation priority projects pursuant to Public Resources Code (PRC) Sections 21159.21 (f),(h); 21159.22 (a),(b)(3); 21159.23 (a)(2)(A); 21159.24 (a)(1),(3); or 21155.1 (a)(4),(6)).

3. If the project is exposed to potential noise and safety impacts due to proximity to an airport (pursuant to PRC sec. 21096).

4. School projects require specific assessment of certain environmental hazards (pursuant to PRC sec. 21151.8).

Therefore, the evaluation of the significance of project impacts under CEQA focuses on the potential impacts of the proposed project on the environment, including whether the proposed project may exacerbate any existing environmental hazards. Existing environmental hazards in the City of Ontario include, but are not limited to, seismic hazards, hazardous materials, and wildfire. Therefore, while the effects of these hazards on the proposed project are generally not subject to CEQA review according to *CBIA vs. BAAQMD*, a discussion of the project's potential to exacerbate these hazardous conditions is provided in Section 3.9, *Hazards and Hazardous Materials*, and Section 3.20, *Wildfire*, of this Draft SEIR.

Assumptions Regarding Cumulative Impacts

A cumulative impact consists of an impact created as a result of the project evaluated in the SEIR combined with other reasonably foreseeable projects. CEQA Guidelines Section 15130 requires an SEIR to discuss cumulative impacts of a project when the project's incremental effect is "cumulatively considerable." Cumulative effects could occur when future development

under the project is combined with development in the surrounding area or, in some instances, in the entire region.

Pursuant to CEQA Guidelines Section 15130(a)(3), where a cumulative impact is significant compared to baseline conditions, the analysis must address whether the project's contribution to the significant cumulative impact is "considerable." If the contribution of the project is considerable, the EIR must identify potentially feasible measures that could avoid or reduce the magnitude of the project's contribution to a less-than-considerable level. If the project's contribution is not considerable, it is considered less than significant, and no mitigation for the project's contribution is required.

CEQA Guidelines Section 15130(b)(1) states that the information used in the analysis of cumulative impacts should come from one or two sources:

A. A list of past, present, and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or

B. A summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

The cumulative impact analysis in this SEIR uses method No. 2. Consistent with Section 15130(b)(1)(B) of the CEQA Guidelines, this SEIR analyzes the environmental impacts of development in accordance with proposed project land use plan and addresses the cumulative impacts of development in Ontario and the larger Inland Empire region, as appropriate. In most cases, the potential for cumulative impacts is contiguous with the City boundary, since the City is the service provider for various services and public utilities. The San Bernardino Traffic Analysis Model+ (SBTAM+) was utilized to estimate vehicle miles traveled for the proposed project. Therefore, potential cumulative impacts related to traffic, air quality, and noise, which have the potential for impacts beyond the City boundaries, have been addressed using the SBTAM+, which accounts for growth in the region. Please refer to subsections in this chapter for a discussion of the cumulative impacts associated with development and growth in the City and region.

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3.1 AESTHETICS

This section of the Draft Supplemental Environmental Impact Report (SEIR) discusses the potential impacts to the visual character of the City of Ontario from implementation of TOP 2050 Policy Plan Amendment and the EBPSP (proposed project) compared to TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR. This section includes a discussion of the qualitative aesthetic characteristics of the existing environment that would potentially be altered by the project's implementation and the consistency of the project with established relevant policies. Cumulative impacts related to aesthetics would be contiguous with the city boundaries.

3.1.1 Regulatory Framework

STATE

Caltrans Scenic Highway Program

In 1963, California's Scenic Highway Program was created to preserve and protect the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The state laws governing this program are in the Streets and Highways Code, Sections 260 to 2684, and Caltrans oversees the program. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Suitability for designation as a State Scenic Highway is based on the following criteria described in Caltrans's Guidelines for Official Designation of Scenic Highways (Caltrans 2008):

- The State or county highway consists of a scenic corridor that is comprised of a memorable landscape that showcases the natural scenic beauty or agriculture of California; "vividness" is used to assess visual quality, and is the extent to which the landscape is memorable. This is associated with the distinctiveness, diversity and contrast of visual elements. A vivid landscape makes an immediate and lasting impression on the viewer.
- Existing visual intrusions do not significantly impact the scenic corridor; this is based on intactness (the integrity of visual order in the landscape and the extent to which the natural landscape is free from visual intrusions) and unity (the extent to which visual intrusions are sensitive to and in visual harmony with the natural landscape).
- Demonstration of strong local support for the proposed scenic highway designation.
- The length of the proposed scenic highway is not less than a mile and is not segmented.

LOCAL

City of Ontario Municipal Code

The Ontario Municipal Code contains regulations regarding historical preservation and general design guidelines that address the aesthetic aspects of residential, commercial, and industrial development:

- **Development Code, Chapter 5, Zoning and Land Use**, contains general development requirements and exceptions, standards related to development density, screening and setback requirements, signage, street lighting and tree planting, landscape and design, conformity with district regulations, mixed-use requirements, fences and walls, grading, height limitations, and lighting.
- **Development Code, Chapter 6, Development and Subdivision Regulations**, contains regulations for walls, fences, landscaping, public art, and property appearance. Generally, lighting shall be such as to provide general security while minimizing adverse impacts of light spillover.
- **Development Code, Chapter 7, Historic Preservation**, contains standards to safeguard the character and history of the City reflected in its unique culturally, historically, and architecturally significant structures and heritage; encourage the adaptive reuse of historic resources and enhance, perpetuate, and preserve architecturally and historically significant structures; and recognize historic resources and protect areas of historic structures from encroachment of incompatible designs.

3.1.2 Existing Conditions

POLICY PLAN AMENDMENT

Visual Character

From a regional perspective, Ontario is 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 (north of Riverside Drive) is known as the Original Model Colony (OMC) and is a developed urbanized area. Undeveloped areas in the OMC are scattered small vacant parcels. The Ontario Ranch, south of Riverside Drive, has historically been flat and open, with dairies, poultry farms, and row crops; however, the Ontario Ranch is rapidly suburbanizing.

Visually, Ontario is a linear city with predominantly right-angle streets. The northern portion of the City is highly developed, urban/suburban, with a wide array of residential densities. The northwest portion of the City contains older, maturing residential developments, and the

northeast and eastern portion is dominated by planned industrial uses with commercial uses for support. The established neighborhoods are characterized by a mixture of traditional single-family residential uses with commercial land uses along major corridors and newer planned developments with subdivisions.

Bisecting the City from north to south is I-15, and I-10 and SR-60 traverse east to west. Also traversing the City from north to south is Ontario's most visually important arterial, Euclid Avenue, which reflects the City's historic past, extending to the historic homes and historically significant buildings in the downtown district of the City. Euclid Avenue between Philadelphia and I-10 is listed on the National Register of Historic Places and California Register of Historic Resources.

Landform

The City of Ontario is in the southwestern corner of San Bernardino County, south of the San Gabriel Mountains, in the upper Santa Ana Valley. The City is situated on a broad alluvial fan that extends from the southern flank of the San Gabriel Mountains and dips gradually southward to the confluence of San Antonio Channel, Cucamonga Channel/Mill Creek, and the Santa Ana River at the Prado Dam Flood Control Basin in Riverside County. Elevation ranges from 1,150 feet above mean sea level in the northwest portion to 650 feet above mean sea level in the south-central portion of the City.

Recent (quaternary) alluvium underlies the entire valley. The western portion of the City is underlain by young alluvial-fan deposits. The eastern portion is primarily underlain by young eolian (wind driven) deposits with small areas of young alluvial-fan deposits, artificial fill, and young alluvial-valley deposits. The City is bisected by very young alluvial fan and very young wash deposits associated with the Cucamonga Creek Channel.

Natural Features

Biological resources have been largely removed or modified throughout the City. The northern half of the City is developed and urbanized with a few vacant parcels. Native habitats and vegetation communities are virtually absent throughout the northern portion of Ontario. Turf, weeds, nonnative grasses, and nonnative trees and plants are present throughout developed areas of the City. The southern half of the City, known as the Ontario Ranch, has historically been agriculture and rural but is rapidly suburbanizing. The area had been extensively altered from natural conditions to primarily agricultural use. The area supports ruderal vegetation, including nonnative grasses and forbs.

The dominant scenic resource in Ontario is the San Gabriel Mountain range to the north, visible from the Upper Santa Ana River. Other prominent scenic resources are the Jurupa Mountains and the San Bernardino Mountains to the east, the Santa Ana Mountains to the south, and the Chino Hills to the southwest.

Scenic Vistas and Corridors

The City is served by three freeways: I-10, I-15, and SR-60. I-10 and SR-60 traverse the northern and central portion of the City, respectively, in an east-west direction. I-15 traverses the northeastern portion of the City in a north-south direction. These segments are not officially designated scenic highways by Caltrans, and there are no officially designated scenic highways in Ontario (Caltrans 2025); however, the Euclid Avenue corridor and the Mission Boulevard corridor are the primary scenic corridors in Ontario. Euclid Avenue is a grand boulevard with a wide landscaped median along its length. The median is used for public activities and civic events, such as festivals and music concerts. Visually, Euclid Avenue is the most defining corridor in the City and is designated on the National Register of Historic Places and the California Register of Historic Resources. Mission Boulevard has a wide landscaped median and runs east-west immediately south of Ontario International Airport (ONT).

The City's physical setting lends opportunities for many views of the community and surrounding natural features, including panoramic views of the San Bernardino and San Gabriel Mountains and stretches of open space and undeveloped land south of Riverside Drive. Scenic vistas can be viewed from an extensive system of formal and informal trails that afford recreational, commercial, and scenic opportunities for the community. The majority of planned trails are throughout the Ontario Ranch. Current trails in urbanized portions of the City are limited to flood control channels and other informal trails.

SPECIFIC PLAN

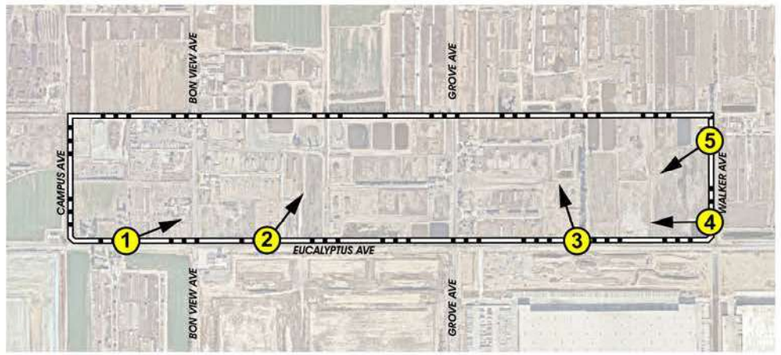
Site Character

The majority of the Specific Plan area is currently utilized as active dairy facilities including dry lots, milking parlors, feed storage facilities and associated residential uses. Other land uses include storage and minor maintenance of semi-trailer trucks, storage and distribution of krill oil and soy sauce, tire storage, and small animal keeping.

The site is relatively flat and generally slopes to the south with variable topography on-site in the form of berms, fill material stockpiles, and a water retention basin. The site has been subjected to roughly a century of anthropogenic disturbances associated with these historic and ongoing land uses (Appendix D). The natural vegetation and soil conditions that once occurred throughout the Specific Plan area have been significantly altered through agricultural uses, leaving little or no native vegetation. Figure 3.1-1, *EBPSP Site Photos*, provides representative visual depictions of the site's visual characteristics.

Figure 3.1-1

EBPSP Site Photos



EBPSP Boundary

Photo Location and Direction (5)











2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

Source: T&B 2025

Date: 12/12/2025

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Surrounding Land Uses

As illustrated in Figure 3.1-2, *EBPSP Surrounding Land Uses*, land uses surrounding the Specific Plan area include:

North: Dairy farms and residences, similar to existing land uses within the Specific Plan area, are located northerly adjacent to the site.

South: Eucalyptus Avenue borders the Specific Plan area to the south, beyond which are industrial/business park uses, a fire station, and a dairy farm/residence.

East: Dairy farms and residences are located to the east of the site, across Walker Avenue.

West: Additional dairy/agricultural uses are located to the west of the site, across Campus Avenue.

Scenic Resources

The Specific Plan area is located within a relatively flat valley floor surrounded by rugged hills and mountains. The site does not contain any scenic resources, such as buildings or landscaping of aesthetic value, or any landforms of visual interest.

Major scenic resources in Ontario that contribute to scenic vistas include the San Gabriel Mountains to the north of the City. The San Gabriel Mountains are located approximately 12 miles north of the Specific Plan area. The lower elevations of the San Gabriel Mountains are partially obscured from public viewing areas abutting the Project site by existing buildings and agricultural operations. Views of the upper elevations of the San Gabriel Mountains can also sometimes be obscured from the Specific Plan area and its surroundings during hazy conditions that are common to the Inland Empire Area. Other prominent scenic resources in Ontario are the Jurupa Mountains and the San Bernardino Mountains to the east, the Santa Ana Mountains to the south, and the Chino Hills to the southwest.

There are no officially designated or eligible State scenic highways in Ontario. The nearest officially designated/eligible State scenic highway is State Route 142 located approximately 5.2 miles west of the Specific Plan area (Caltrans 2025). The Euclid Avenue corridor (located approximately one-half mile to the west of the Specific Plan area) and the Mission Boulevard corridor (located approximately 4 miles to the north of the Specific Plan area) are the primary scenic corridors in Ontario. Mission Boulevard has a wide landscaped median and runs east-west immediately south of Ontario International Airport. Euclid Avenue is a grand boulevard with a wide landscaped median along its length. The median is used for public activities and civic events, such as festivals and music concerts.

Light and Glare

Artificial light is associated with the evening and nighttime hours, and sources may include streetlights, illuminated signage, and vehicle headlights. Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and, to a lesser degree, from broad expanses of light-colored surfaces. Glare can also be produced during evening and nighttime hours by artificial light directed toward a light-sensitive land use.

Under existing conditions, the Specific Plan area contains sources of artificial, exterior lighting including building-mounted fixtures, streetlights, vehicle headlights, and lighting from surrounding developed properties.

3.1.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that, "except as provided in Public Resources Code Section 21099," the proposed project would result in a significant aesthetic impact if it would:

a) Have a substantial adverse effect on a scenic vista.

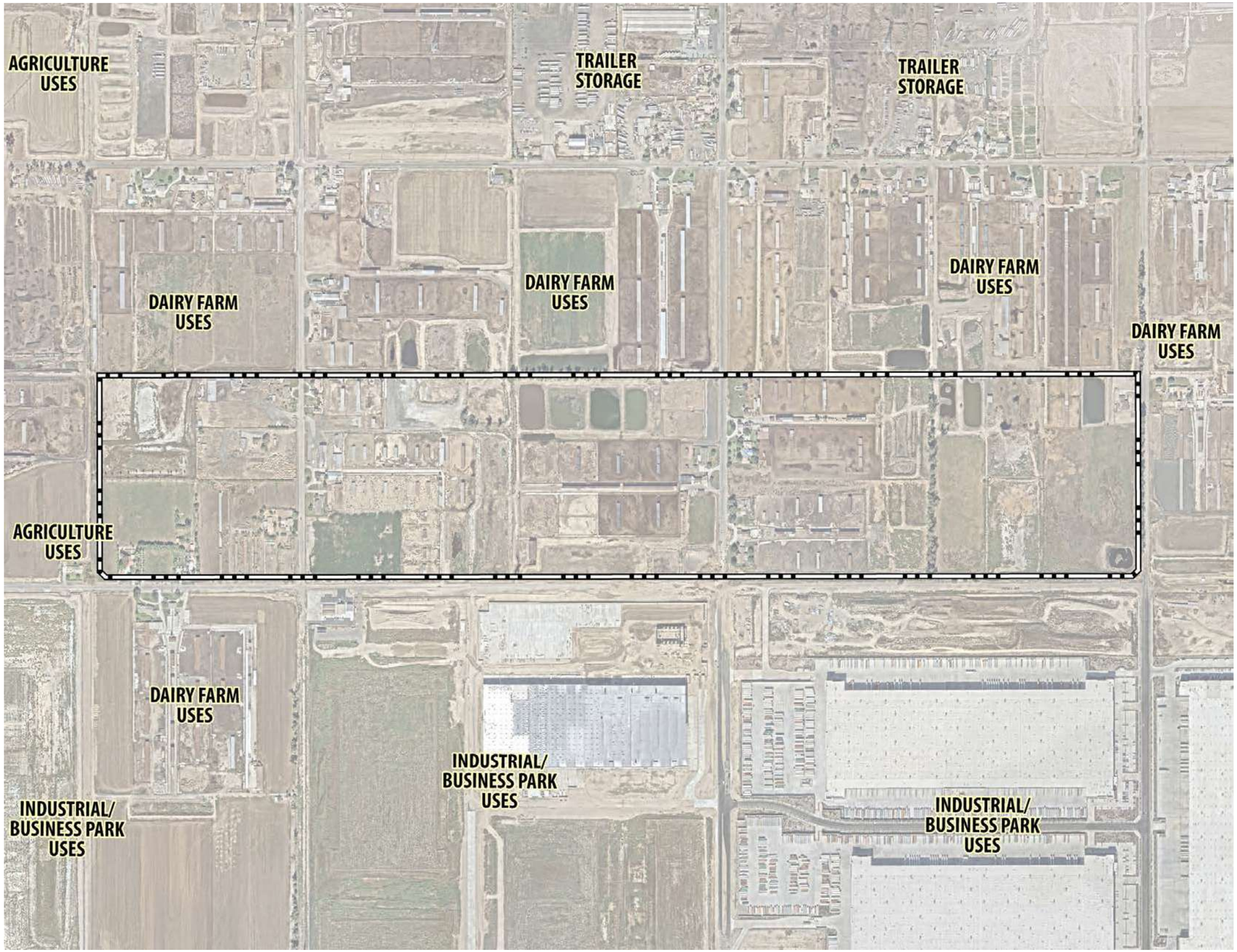
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) In an urbanized area, if the project would conflict with applicable zoning and other regulations governing scenic quality.

d) Expose people on- or off-site to substantial light or glare, which would adversely affect day or nighttime views in the area.

Figure 3.1-2

EBPSP Surrounding Land Uses



EBPSP Boundary

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 300 700 Feet

Source: T&B 2025

Date: 02/24/2026

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3.1.4 Relevant New and Modified General Plan Policies

The proposed project does not include new or modified policies relevant to Aesthetics.

3.1.5 Environmental Impacts

2022 CERTIFIED EIR

The Certified EIR concluded that the approved project would not substantially obstruct views of the San Gabriel Mountains, the City's most prominent scenic resource. Ontario does not contain or adjoin a State-designated scenic highway. The closest is State Route 142, 5 miles west of the city limits; therefore, the approved project would have no impact on State scenic highways. The Certified EIR found that future development would be subject to the City's Development Code, which would ensure less than significant impacts for visual quality and scenic quality. New development would introduce additional light sources, particularly in Ontario Ranch; however, impacts would be less than significant with adherence to the City's lighting standards. In summary, the Certified EIR concluded that aesthetic impacts were less than significant or no impact.

PROPOSED PROJECT

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

Scenic vistas generally provide visual access or panoramic views to a large geographic area. Panoramic views are usually associated with vantage points over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of scenic or panoramic views might include an urban skyline, valley, mountain range, large open space, the ocean, or other bodies of water. As described in Section 3.1.2, *Existing Conditions*, the San Gabriel Mountains are the most prominent scenic vista in or around Ontario.

The Certified EIR concluded that the approved project would not substantially alter scenic vistas in the City, as proposed growth is primarily concentrated in undeveloped areas interspersed in existing residential areas.

Policy Plan Amendment

The City of Ontario does not designate scenic vistas. The proposed project would increase the number of housing units, non-residential square feet, employment, and population in comparison to the approved project, as shown in Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*, in Chapter 2, *Project Description*.

Increased development under the policy plan amendment would occur within the City limits and already urbanized areas of the City. The proposed project would alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the City as a central business center. Additionally, the proposed project would include alterations to the mixed-use areas to create new district "District Place Type" that would define a vision for new mixed-use areas, primarily near the Ontario Field (ONT Field); however, these changes would improve land use compatibility near the Ontario Sports Empire and would not affect scenic quality within the City.

Accordingly, the proposed project would not result in significant impacts to scenic corridors. Similarly, the scale and design of the City under the proposed project would not deter views of the San Gabriel Mountains. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The City of Ontario does not designate scenic vistas; however, Policy CD-1.5 of the TOP 2050 Policy Plan requires all north-south streets be designed and developed to feature views of the San Gabriel Mountains. The Policy goes on to state that views should be free of visual clutter, such as billboards, and may be enhanced by framing with trees.

Four north-south streets would be improved as part of the Specific Plan. The segments of Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue that abut the Specific Plan area would all be improved with landscaped parkways and sidewalks. Grove Avenue would also feature a landscaped median, which is a continuation of the median previously established as part of the existing development located to the south. Streetscape landscaping would include a combination of evergreen and deciduous trees, shrubs, and groundcovers acting to reinforce views of the San Gabriel Mountains. Additionally, Chapter 6, *Design Guidelines*, of the EBPSP includes reference to Signage Guidelines to ensure aesthetically pleasing (and non-intrusive) signage within the site.

Based on the preceding, the Specific Plan would not have a substantial adverse effect on a scenic vista, and would be implemented consistent with Policy CD-1.5 of TOP 2050. Impacts in this regard would be less than significant.

The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact AES-1: Implementation of the proposed project would not substantially alter scenic vistas in Ontario.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant aesthetic impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

b) Would the project substantially degrade the view from a scenic highway, including, but not limited to, trees, rock outcroppings, and historic buildings?

The Certified EIR identified that the approved project would have no impact on State scenic highways.

Policy Plan Amendment

The Euclid Avenue corridor and the Mission Boulevard corridor are the primary scenic corridors in Ontario; however, these are not identified as State-designated scenic highways, and Ontario does not have any State scenic highways through or in the vicinity of the City (Caltrans 2025). The closest designated State scenic highway is a portion of State Route 142 in Chino Hills, approximately 5 miles west of the Ontario City limit. Increased development under the policy plan amendment would occur within the city limits and already urbanized areas of the City. The proposed project would alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the city as a central business center. As such, the proposed project would have no impact on State scenic highways.

The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, **no impact** would occur.

Policy Plan Amendment Significance without Mitigation: No impact.

Specific Plan

The City of Ontario is served by three freeways: I-10, I-15, and SR-60. I-10 and SR-60 traverse the northern and central portion of the City, respectively, in an east–west direction. I-15 traverses the northeastern portion of the City in a north–south direction. None of these segments are designated as scenic highways. The nearest officially designated State scenic highway is State Route 142 located approximately 5 miles west of the Specific Plan area (Caltrans 2025). The Specific Plan area is not visible from State Route 142 due to intervening topography and development. As such, the EBPSP would not substantially damage scenic resources within a state scenic highway. No impact would occur.

No impacts related to scenic resources within a State scenic highway were identified within the 2022 Certified EIR. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, **no impact** would occur.

Specific Plan Significance without Mitigation: No impact.

Impact AES-2: Implementation of the proposed project would not alter scenic resources within a State scenic highway.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant aesthetic impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

c) In nonurbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? *(Public views are those that are experienced from publicly accessible vantage* point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The Certified EIR concluded that while buildout in accordance with the approved project would alter the visual appearance of the City, it would not substantially degrade the existing visual character or quality of the site and its surroundings. An "urbanized area," as defined by CEQA Section 21071, is an incorporated city that either has a population of at least 100,000 persons,

or if the population of that city and not more than 2 contiguous incorporated cities combined equals at least 100,000 persons. As described in Chapter 2, *Project Description*, of the Draft SEIR, the population of Ontario was approximately 184,404 as of 2025 (see also Table 3.14-1). Therefore, this impact analysis addresses whether, for an urbanized area, the proposed project would conflict with zoning or other regulations governing scenic quality.

Policy Plan Amendment

The proposed project modifies the land-use pattern and updates related Policy Plan elements while maintaining the overall planning and regulatory framework established by the approved project.

The 2022 Certified EIR and TOP 2050 included goals and policies to ensure that new development would be compatible with the existing community (Policy LU-2.6) and would be of quality design (Policies CD-2.1 through CD-2.9). The Community Design Element includes policies to ensure that the urban environment is appealing (Policies CD 3.2, CD-3.3, and CD-3.5) and to preserve the historic neighborhood character (Policy CD-4.2). Adherence to the Land Use Element and Community Design Element policies described above would reduce visual impacts.

Additionally, the proposed project would not change any regulations for scenic quality, and future development under the proposed project would still be required to adhere to the City's Development Code, which, as described in Section 3.1.1, *Regulatory Background*, includes general development requirements for density, screening and setback, signage, landscaping, lighting, height limitations, and other aspects related to the aesthetics of the City.

The proposed project would alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the City as a central business center. Additionally, the proposed project would include alterations to the mixed-use areas to create a new district—"District Place Type"—that would define a vision for new mixed-use areas, primarily near the ONT Field. These changes would improve land use compatibility near the Ontario Sports Empire and would not affect scenic quality within the City. Because the Policy Plan Amendment is an overriding planning document for the City, and because it is intended to improve consistency with existing regulations and conditions, the proposed project would not have a significant impact with respect to being inconsistent with policies or regulations governing scenic quality. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

According to CEQA Guidelines Section 15387, urban areas mean a central city or group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile. The City encompasses 50 square miles and has a population of 184,404 (DOF 2025). As such, the potential impacts under this threshold are assessed based on whether the EBPSP would conflict with applicable zoning and other regulations governing scenic quality.

As part of the Policy Plan Amendment being processed in conjunction with the EBPSP, new designations would be processed for the Specific Plan area. The Policy Plan land use designation would be changed from Medium Density Residential (with an Affordable Housing Overlay) (MDR-AH), Mixed Use (with an Affordable Housing Overlay) (MU-BC-AH), and Open Space – Parkland (OS-R) to Business Park (BP) and Open Space – Parkland (OS-R). A Consistency Analysis of the Policy Plan's Community Design Element policies was prepared and included as Table 3.11-3, *EBPSP Policy Plan Consistency Analysis*. As demonstrated, the Specific Plan would be consistent with the City's policies governing scenic quality, including Policies CD1-4 and CD1-5 which require the enhancement of transportation and view corridors, Policies CD2-1, CD2-5, CD2-8, and CD2-9, which require safe and attractive architecture and design, and Policies CD5-1 and CD5-2 which address ongoing maintenance of facilities and infrastructure.

The City of Ontario's Zoning Map designates the Specific Plan area's zoning as Specific Plan (SP) with an Agricultural (AG) overlay and an Affordable Housing AH Overlay. Upon adoption of the EBPSP zoning of the site would become Specific Plan – EBPSP.

The Specific Plan establishes Development Regulations and Design Guidelines to guide future development within the site through regulations for architecture, lighting, signage, landscape, streetscape, and entries and monuments. The City would review and approve future development proposals for conformance with the Specific Plan and the City's Development Code to ensure scenic quality and visually compatible development prior to issuance of building permit.

Conformance with EBPSP Development Regulations and Design Guidelines, as well as the City's Development Code would minimize the potential for implementation of the Specific Plan to adversely affect scenic resources or result in development that would conflict with applicable zoning and other regulations governing scenic quality. Impacts in this regard would be less than significant.

The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **Less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact AES-3: Implementation of the proposed project would not conflict with zoning or other regulations governing scenic quality.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant aesthetic impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

d) Would the project expose people on- or off-site to substantial light or glare which would adversely affect day or nighttime views in the area?

The Certified EIR concluded that development the approved project would result in new sources of light or glare, but with adherence to the design standards of the City of Ontario Development Code impacts were less than significant.

Sources of light and glare in the City include building lighting (interior and exterior), security lighting, sign illumination, ballfield lighting, and parking-area lighting. These sources are mostly associated with residential, commercial, and industrial uses and the larger community parks in the more developed areas of the City. Other sources of nighttime light and glare include streetlights, vehicular traffic along surrounding roadways, and ambient lighting from surrounding communities.

Policy Plan Amendment

New development would generate new sources of light and glare through increased urbanization and densification of the city, affecting day or nighttime views. Sources of light include nighttime street and building illumination, security lighting, nighttime traffic, and lighting associated with construction activities. Lighting introduced to undeveloped and open space areas has the potential to impact visual quality of the nighttime sky.

Like the approved project, the proposed project would result in additional sources of light or glare; however, the City of Ontario Development Code contains standards addressing lighting through its design policies. Adherence to the design standards of the City of Ontario Development Code would ensure that light and glare from new developments would be minimized and that significant impacts would not occur. Compared to the approved project, the proposed project does not introduce substantial new sources of light and glare, and impacts

would be less than significant. Therefore, the proposed project would not result in new or substantial increase in magnitude of impacts compared to the approved project and this impact is **less than significant**.

Significance without Mitigation: Less than significant.

Specific Plan

Existing sources of artificial, exterior lighting associated with on-site uses include building-mounted fixtures, streetlights, vehicle headlights, and lighting from surrounding developed properties.

New lighting introduced to the Specific Plan area would be subject to the requirements of the Specific Plan's Development Regulations and Design Guidelines for lighting. In this regard, Section 6.7 of the EBPSP requires lighting to be shielded, diffused or indirect, to avoid glare to pedestrians or motorists. In addition, lighting fixtures are required to be selected and located to confine the area of illumination and minimize light spillage to surrounding properties. Lighting that could be mistaken for airport lighting in the eyes of pilots of aircraft using the nearby Chino Airport (CNO) or Ontario International Airport (ONT) would be prohibited.

Future development lighting plans would be subject to review and approval by the City's Planning Department and Ontario Police Department (pursuant to the City's Building Security Ordinance). Conformance with applicable glare provisions of the Airport Land Use Compatibility Plans for the nearby CNO and ONT would also be required prior to issuance of building permits.

With respect to glare, a majority of building materials within the Specific Plan would consist of tilt-up concrete panels. Secondary materials would include natural or fabricated stone, and fire-resistant or synthetic wood siding, which are low reflective materials. Windows would be clear or lightly tinted with subtle reflectivity; highly reflective or silver-tinted glass would not be allowed. Glare effects would be further minimized by required setbacks and buffered by landscaping.

The EBPSP requires building roofs to be designed to accommodate solar photovoltaic (PV) systems. Rooftop PV panels are produced by numerous manufacturers with a variety of specifications and the exact configuration and specifications will be determined in conjunction with each building's architectural design in the future. Regardless, industry standard rooftop PV panels exhibit low reflectivity due to anti-reflective coatings and the industry objective of maximizing absorption rather than reflection. Because rooftop panels are mounted at shallow angles and generally face the sun's path, any potential glare would be directed upward rather than horizontally toward roadways or sensitive viewers. Public vantage points are at-grade, substantially below the rooftop plane, limiting opportunities for direct reflection of glare towards sensitive receivers.

Based on the preceding, implementation of the Specific Plan would not result in a significant source of light or glare that would adversely affect daytime or nighttime views, and impacts would be less than significant.

The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Significance without Mitigation: Less than significant.

Impact AES-4: Buildout of the proposed project would generate additional light and glare, which would be minimized through adherence to the City of Ontario Development Code.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant aesthetic impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

3.1.6 Cumulative Impact Analysis

Proposed Project

The CEQA Guidelines define a "cumulative impact" as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines Section 15355). Cumulative impacts related to aesthetics would be contiguous with the City boundaries. Cumulative projects in Ontario would have the potential to result in a cumulative impact to aesthetic resources if, in combination, they would result in the removal or substantial adverse change of one or more features that contribute to the valued visual character or image of a neighborhood, community, State scenic highway, or localized area, such as a designated landmark, historic resource, trees, or rock outcropping. The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

Scenic Vistas and Scenic Resources

The City of Ontario does not designate scenic vistas. Growth within the City of Ontario could affect scenic vistas and specific scenic resources. Policy CD-1.5 of TOP 2050 ensure that views of

the San Gabriel Mountains are preserved. Development under the proposed project would be subject to goals, policies, and regulations intended to minimize impacts associated with the proposed project to less than significant levels, the proposed project's contribution to cumulative impacts would not be cumulatively considerable. Therefore, cumulative impacts related to scenic vistas and scenic resources would be less than significant.

Visual Character and Quality

Growth anticipated in Ontario would fundamentally alter the visual character and quality of certain areas. However, because development under the proposed project would be subject to goals, policies, and regulations intended to minimize visual impacts to less than significant levels, the proposed project's contribution to cumulative impacts would not be cumulatively considerable. Therefore, cumulative impacts related to visual character and quality would be less than significant.

Light and Glare

The construction and operation of cumulative projects in Ontario could introduce new sources of light and glare from development and redevelopment requiring nighttime lighting—such as security lighting in commercial areas—or from buildings constructed with reflective materials like large expanses of glass. Glare impacts are typically localized and not cumulative in nature; therefore, a significant cumulative impact related to glare would not occur. Furthermore, development under the proposed project would be required to comply with the City's Development Code, which includes standards to minimize lighting impacts. As a result, light and glare impacts associated with the proposed project would be reduced to less than significant levels, and the proposed project's contribution to cumulative impacts would not be cumulatively considerable.

Impacts of the proposed project would be less than cumulatively considerable. Therefore, this impact is **less than significant**.

Cumulative Impacts: The proposed project's contribution to cumulative aesthetic impacts would not be cumulatively considerable.

3.1.7 References

Caltrans (California Department of Transportation). 2008. Scenic Highway Guidelines.

Caltrans. 2025, November 10 (accessed). California State Scenic Highway System Map. https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa.

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3.2 AGRICULTURE AND FORESTRY RESOURCES

This section of the Draft Supplemental Environmental Report (SEIR) discusses the potential impacts from the loss of agricultural resources associated with TOP 2050 Policy Plan Amendment and EBPSP (proposed project) compared to the TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR.

There were several comment letters received in response to the NOP related to Agricultural, Forestry Resources. The relevant issues raised in those comment letters are addressed throughout this section. For a summary of the comment letters, refer to Table 1-1 in Chapter 1, *Introduction*, or see Appendix A for the full comment letters.

3.2.1 Regulatory Framework

STATE

California General Plan Law

The California Government Code (Section 65302(d)) requires the general plan to include an open space and conservation element for the conservation, development, and utilization of natural resources—including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The conservation element must consider the effect of development on natural resources that are on public lands.

In October 2017, the state legislature passed SB 732, which authorizes a city to develop an agricultural land component of the open space element or a separate agricultural element in its general plan. For local governments that choose this option, the bill authorizes the Department of Conservation (DOC) to award grants, bond proceeds, and other assistance provided the element meets certain requirements.

Farmland Mapping and Monitoring Program

The California Natural Resources Agency is charged with restoring, protecting, and maintaining the State's natural, cultural, and historical resources. Within it, the California DOC provides technical services and information to promote informed land use decisions and sound management of the State's natural resources. DOC manages the Farmland Mapping and Monitoring Program, which supports agriculture throughout California by developing maps and statistical data for analyzing land use impacts to farmland. About every 2 years, the program publishes a field report for each county in the state. The field report categorizes land by agricultural production potential and according to the following classifications:

- **Prime Farmland** has the best combination of physical and chemical features able to sustain long-term agricultural production. Prime Farmland has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agriculture production at some time during the 4 years prior to the mapping date.

- **Farmland of Statewide Importance** is similar to Prime Farmland, but with minor shortcomings, such as steeper slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.

- **Unique Farmland** consists of lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been farmed at some time during the 4 years prior to the mapping date.

- **Farmland of Local Importance** includes all farmable land not meeting the definitions of "prime farmland," "farmland of statewide importance," and "unique farmland." This includes land that is or has been used for irrigated pasture, dryland farming, confined livestock or dairy facilities, aquaculture, poultry facilities, and dry grazing. It also includes lands previously designated by soil characteristics as "prime farmland," "farmland of statewide importance," and "unique farmland" that has since become idle.

- **Grazing Land** is the land on which the existing vegetation is suited to the grazing of livestock.

- **Confined Animal Agriculture** lands include poultry facilities, feedlots, dairy facilities, and fish farms. In some counties, confined animal agriculture is a component of the farmland of local importance category.

- **Nonagricultural and Natural Vegetation** includes heavily wooded, rocky, or barren areas; riparian and wetland areas; grassland areas that do not qualify for grazing land due to their size or land management restrictions; small water bodies; and recreational water ski lakes. Constructed wetlands are also included in this category.

- **Semi-Agricultural and Rural Commercial Land** includes farmstead, agricultural storage and packing sheds, unpaved parking areas, composting facilities, equine facilities, firewood lots, and campgrounds.

- **Vacant or Disturbed Land** includes open field areas that do not qualify for an agricultural category, mineral and oil extraction areas, off road vehicle areas, electrical substations, channelized canals, and rural freeway interchanges.

- **Rural Residential Land** includes residential areas of one to five structures per 10 acres.

- **Urban and Built-Up Land** is occupied by structures with a building density of at least one unit per 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential structures, industrial structures, commercial structures, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment structures, and water control structures.

- **Water** is used to describe perennial water bodies with an extent of at least 40 acres.

California Land Conservation Act (Williamson Act)

The California Land Conservation Act of 1965, known as the Williamson Act, conserves agricultural and open space lands through property tax incentives and voluntary restrictive land use contracts administered by local governments under State regulations. Private landowners voluntarily restrict their land to agricultural and compatible open space uses under minimum 10-year rolling term contracts, with counties and cities also acting voluntarily. In return, restricted parcels are assessed for property tax purposes at a rate consistent with their actual use, rather than potential market value. Nonrenewal status is applied to Williamson Act contracts that are within the 9-year termination process, during which the annual tax assessment for the property gradually increases.

Forestland and Timberland Protection

State regulations such as the Forest Taxation Reform Act of 1976 and the Z'berg-Nejedly Forest Practice Act of 1973 (California Forest Practice Act) provide for the preservation of forest lands from encroachment by other, incompatible land uses and for oversight of the management of forest practices and forest resources.

Public Resources Code Section 12220(g)

Public Resources Code Section 12220(g) defines "forest land" for the purposes of CEQA. According to the Code, "forest land" is land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water-quality, recreation, and other public benefits.

Government Code Section 51104(g)

The California Timberland Productivity Act of 1982, like the Land Conservation Act, was passed to encourage the production of timber resources. Government Code Section 51104(g) defines "Timber," "Timberland," and "Timberland Production Zone" for the purposes of CEQA and "Timberland Preserve Zone," which may be used in city and county general plans.

- **"Timber"** means trees of any species maintained for eventual harvest for forest production purposes, whether planted or of natural growth, standing or down, on privately or publicly owned land, including Christmas trees, but does not mean nursery stock.

- **"Timberland"** means privately owned land, or land acquired for State forest purposes, which is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, and which is capable of growing an average annual volume of wood fiber of at least 15 cubic feet per acre.

- **"Timberland Production Zone"** or **"TPZ"** means an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h). With respect to the general plans of cities and counties, "Timberland Preserve Zone" means "Timberland Production Zone."

County boards of supervisors may designate areas of timberland preserve, referred to as Timberland Production Zones, which restrict the land's use to the production of timber for an initial 10-year term in return for lower property taxes.

REGIONAL

San Bernardino County Policy Plan

The San Bernardino Countywide Plan (Policy Plan) contains goals and policies to support agricultural uses. The Natural Resources Element includes policies to preserve important farmlands; encourage compatible agricultural uses; work with agencies to reduce soil erosion, improve soil quality, and address pest management; and encourage the conservation of forestlands and natural habitats in the county. Other policies encourage viable agricultural uses through land use regulation, Williamson Act contracts, tax incentive programs, and other land use programs (San Bernardino County 2020).

LOCAL

City of Ontario Municipal Code

The City of Ontario Municipal Code contains regulations pertaining to agricultural resources in the City, including:

- **Ontario Development Code, Chapter 5, Zoning and Land Use, Division 5.01.005, Establishment of Base Zoning Districts, Section F, Overlay Zoning Districts.** The purpose of the AG (Agriculture) Overlay Zoning District is to accommodate the continuation of agricultural uses in the city on an interim basis and to allow for the establishment of general agricultural uses, such as dairies, within certain areas of concentrated agricultural use.

3.2.2 Existing Condition

POLICY PLAN AMENDMENT

Regional Agriculture and Farmland

Table 3.2-1, *San Bernardino County 2016–2018 Farmland Conversion*, presents information from the 2018 California Farmland Conversion Report summarizing farmland conversion in San Bernardino County.

Table 3.2-1 San Bernardino County 2016–2018 Farmland Conversion

Land Use Category	2016 Acreage	2018 Acreage	Acres Lost	Acres Gained	Net Acreage Changed
Prime Farmland	11,323	10,887	770	334	-436
Farmland of Statewide Importance	5,770	5,568	453	251	-202
Unique Farmland	2,738	2,700	67	29	-38
Farmland of Local Importance	561	546	12	0	-12
Important Farmland Subtotal	**20,392**	**19,704**	**1,302**	**614**	**-688**
Grazing Land	898,633	897,398	2,230	995	-1,235
Agricultural Land Subtotal	**919,025**	**917,102**	**3,532**	**1,609**	**-1,923**

DOC 2016.

Between 2016 and 2018, the latest data available from the California DOC, the County of San Bernardino experienced a net loss of 688 acres (20,392 acres to 19,704 acres) of Important Farmland and an increase of 2,027 acres of new Urban and Built-Up land (DOC 2018). Generally, agricultural land is in decline because more-stringent environmental regulations are causing dairies to relocate out of the region, resulting in a continued decline in the long-term viability of agricultural operations in southern Ontario. Land uses surrounding the City mostly support residential, commercial, and industrial uses, with minimal agricultural land parcels dispersed intermittently.

Local Agriculture and Farmland

Table 3.2-2, *Existing Farmland in Ontario*, presents information from the latest California DOC Farmland Mapping and Monitoring Program for farmland in the City of Ontario. Existing

farmland in Ontario is shown on Figure 3.2-1*, Important Farmland*. There are 7,513 acres of farmland remaining in Ontario.

Table 3.2-2 Existing Farmland in Ontario

Land Use Category	Acres
Prime Farmland	1,688.36
Farmland of Statewide Importance	45.76
Unique Farmland	261.81
Farmland of Local Importance	0
Grazing Land	700.04
Other Land	4,816.88
Total Farmland in Ontario	**7,512.85**

Source: DOC 2020.

Original Model Colony

Historically, the northern portion of the City was farmed with grapes, citrus, olives, and other fruit tree crops; however, the Original Model Colony (OMC) has mostly replaced agricultural land uses with residential, commercial, and industrial land uses. Limited agriculture land uses are currently permitted in areas zoned for Residential-Agricultural (AR), Residential Estate (RE), Public Facility (PF), Open Space (OS), Commercial (C-1 to C-4), and Industrial (M1 to M3) land uses, though these zoning designations are not intended for large-scale farming/agricultural operations. As shown in Figure 3.2-1, very little farmland remains in the OMC.

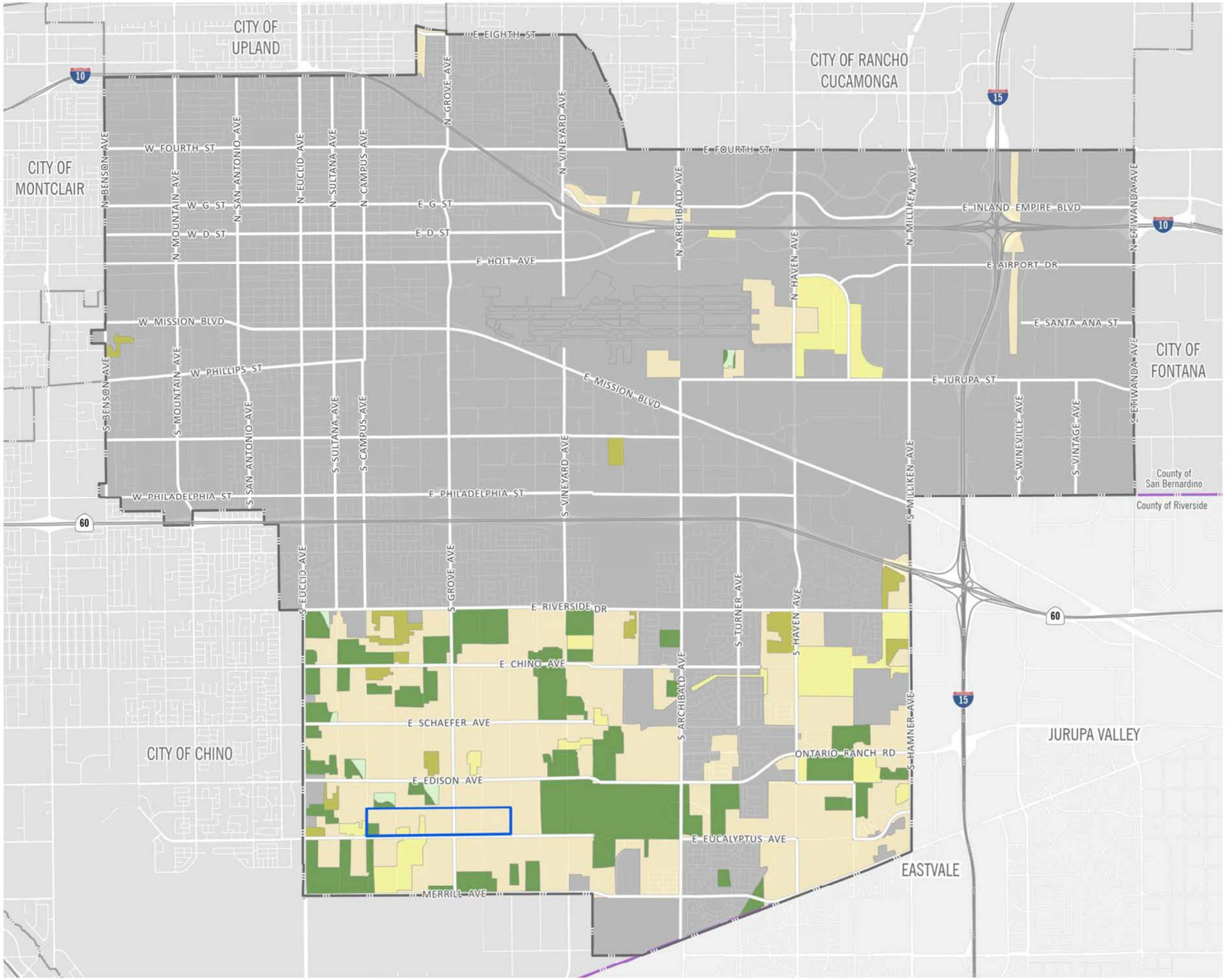
Ontario Ranch

The Ontario Ranch area covers 8,200 acres of the former 14,000-acre San Bernardino Agricultural Preserve, which was historically used for dairy or cattle farming. The Agricultural Preserve was divided and incorporated into the cities of Chino, Chino Hills, and Ontario in 1999, and the City of Ontario named its portion the “New Model Colony” (now Ontario Ranch). Until the mid-1990s, southern Ontario was part of the San Bernardino County Dairy Preserve.

The change of land use from agricultural to nonagricultural has mostly been due to increasing population, which has put pressure on cities in southern California to turn Important Farmland into uses that would support residential, economic, and employment needs. Dairies and farms in Ontario have also found that they are outcompeted by dairies and farms in the Central Valley, so they have either converted their land to more productive, nonagricultural uses or they have left Ontario for the Central Valley.

Figure 3.2-1

Important Farmland



- EBPSP Boundary
- Ontario City Boundary
- County Boundary
- Developed Land
- Prime Farmland
- Farmland of Local Importance
- Farmland of Statewide Importance
- Grazing Land
- Unique Farmland
- Other Land

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: CADOC (Dept of Conservation) 2020 Date: 12/10/2025

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Agricultural Preserve Lands

In 1988, California voters approved Proposition 70, which allocated $20 million to San Bernardino County for the permanent acquisition and preservation of agricultural lands in the Chino Agricultural Preserve. The County used these funds to purchase 366.55 acres across 9 nonadjacent parcels in the Chino Agricultural Preserve, which included parcels in what is now Ontario Ranch. The Southern California Agricultural Land Foundation (SCALF) managed 200 acres of farmland within Ontario Ranch through a 1988 Park Bond Act with San Bernardino County. In 2010, Senate Bill 1124 was passed and allowed San Bernardino County to sell or exchange the properties as long as the proceeds were used to purchase replacement property for agricultural preservation, community gardens, or wildlife habitat. The City of Ontario is not a participant in the San Bernardino County Proposition 70 implementation. The County of San Bernardino deed restrictions remain in effect until either a conservation easement is recorded or until the County of San Bernardino sells or exchanges the property.

Purchase of Agricultural Easements Programs

Purchase of Agricultural Conservation Easement (PACE) programs compensate property owners for keeping their land available for agriculture. Typically, PACE programs consider soil quality, threat of development, and future agricultural viability when selecting farms for protection. They are usually administered by state or local governments but may also be operated by private conservation organizations.

The City of Ontario and San Bernardino County do not currently operate a PACE program for loss of farmland in the City or County. City of Ontario Resolution No. 2010-003, adopted by the City on January 27, 2010, found that that the replacement of agricultural resources off-site, including via establishment of conservation easements or preserves, would, given the lack of viability of such mitigation in the City, only be possible in parcels in another part of the state. The Resolution found that “such distant mitigation would not reduce impacts because these mitigation parcels could have no bearing or relationship on the loss of agricultural lands within the City and this mitigation strategy would cause no net change in Important Farmland conversion within the state because new Important Farmland cannot be created.”

California Land Conservation Act (Williamson Act)

The Ontario Ranch has areas that are currently agriculture preserves under contract with San Bernardino County through the Williamson Act of 1965 (see Table 3.2-3, *Remaining Agricultural Preserves in Ontario*). The preservation of agricultural land through Williamson Act contracts today in Ontario is meant to discourage premature and unnecessary conversion to urban uses. Once the Ontario Ranch annexed to the City, the City of Ontario became the administrating entity for the Williamson Act contracts. Under the Act, either the landowner 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 nonrenewed contracts would expire between 2027 and 2033. Current Williamson Act areas in the City of Ontario are shown in Figure 3.2-2, *Williamson Act Lands*.

Table 3.2-3 Remaining Agricultural Preserves in Ontario

Land Use Category	Acres
Active	308.24
Expires 2027	275.5
Expires 2028	93.4
Expires 2033	23.2
Total	700.34

Source: Ontario 2025.

Forest Land and Timberland

The City of Ontario contains no forest land or timberland that could fall under the definition of forest land per California Public Resource Code Section 12220(g).

SPECIFIC PLAN

Agricultural Resources

The existing zoning of the site is EBPSP with an Agricultural Overlay and Affordable Housing Overlay, indicating the site's anticipated transition to urban uses. Under existing conditions, the majority of the Specific Plan area supports remnant pasture crop fields and cattle stockyards, residences, and inactive agricultural land. None of the Specific Plan parcels are San Bernardino County Agricultural Preserve Lands.

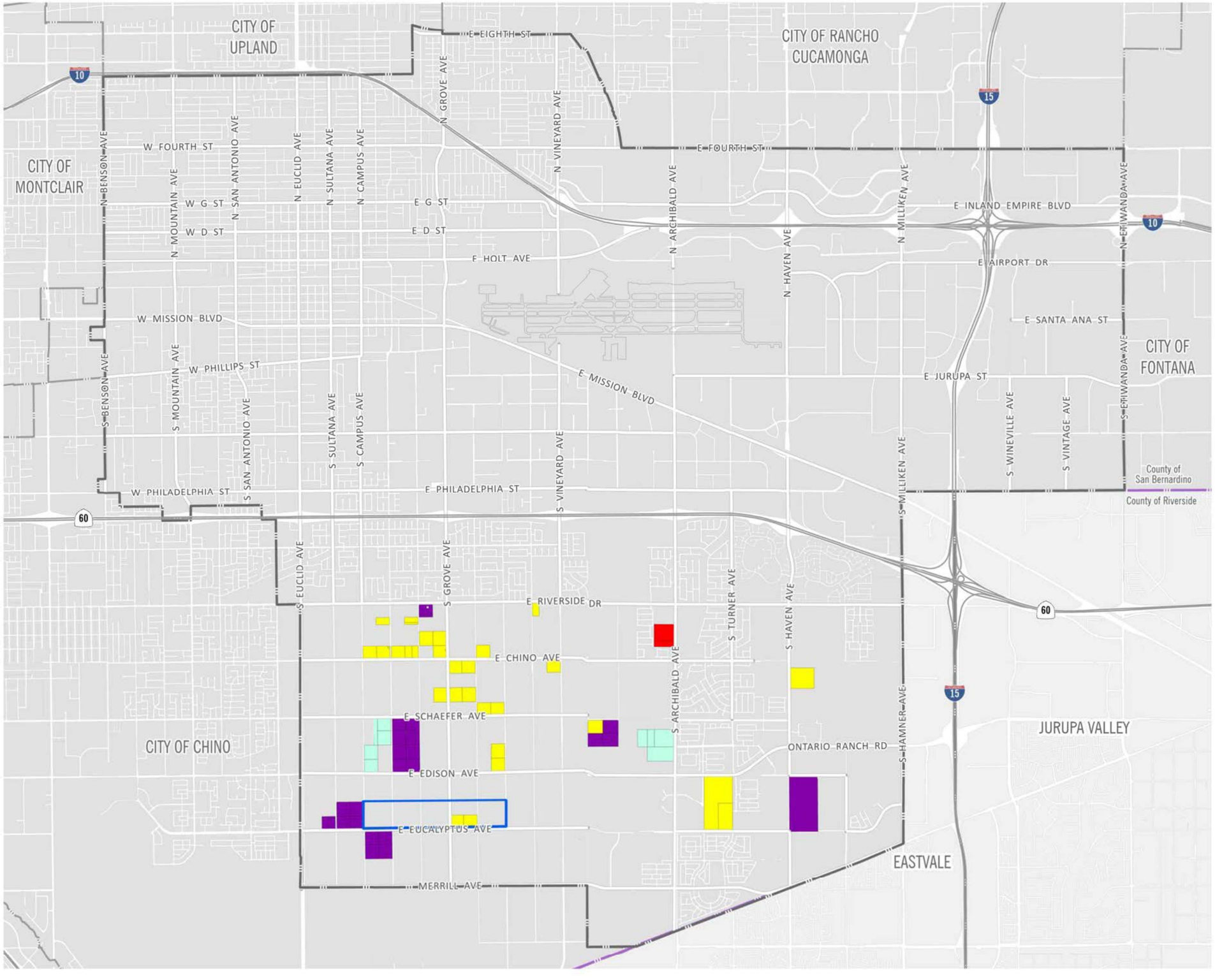
The majority of the Specific Plan area (170.72 acres) is mapped as "other land," but small portions of grazing land (11.62 acres), and Prime Farmland (6.6 acres) are located on-site (DOC 2022). Please refer to Figure 3.2-3, *EBPSP Farmland Map*. Two parcels within the Specific Plan area have an active Williamson Act contract in place (APNs: 0216-231-01 and 0216-321-07).

Forestry and Timberland Resources

The City of Ontario does not contain forest land or timberland. The Specific Plan area is not zoned for forestry uses, nor is any on-site vegetation associated with forest land. Therefore, there are no forest or timberland resources within the Specific Plan area.

Figure 3.2-2

Williamson Act Land



EBPSP Boundary
Ontario City Boundary
County Boundary
Parcels with Williamson Act Contract Expires
Active
2027
2028
2033

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

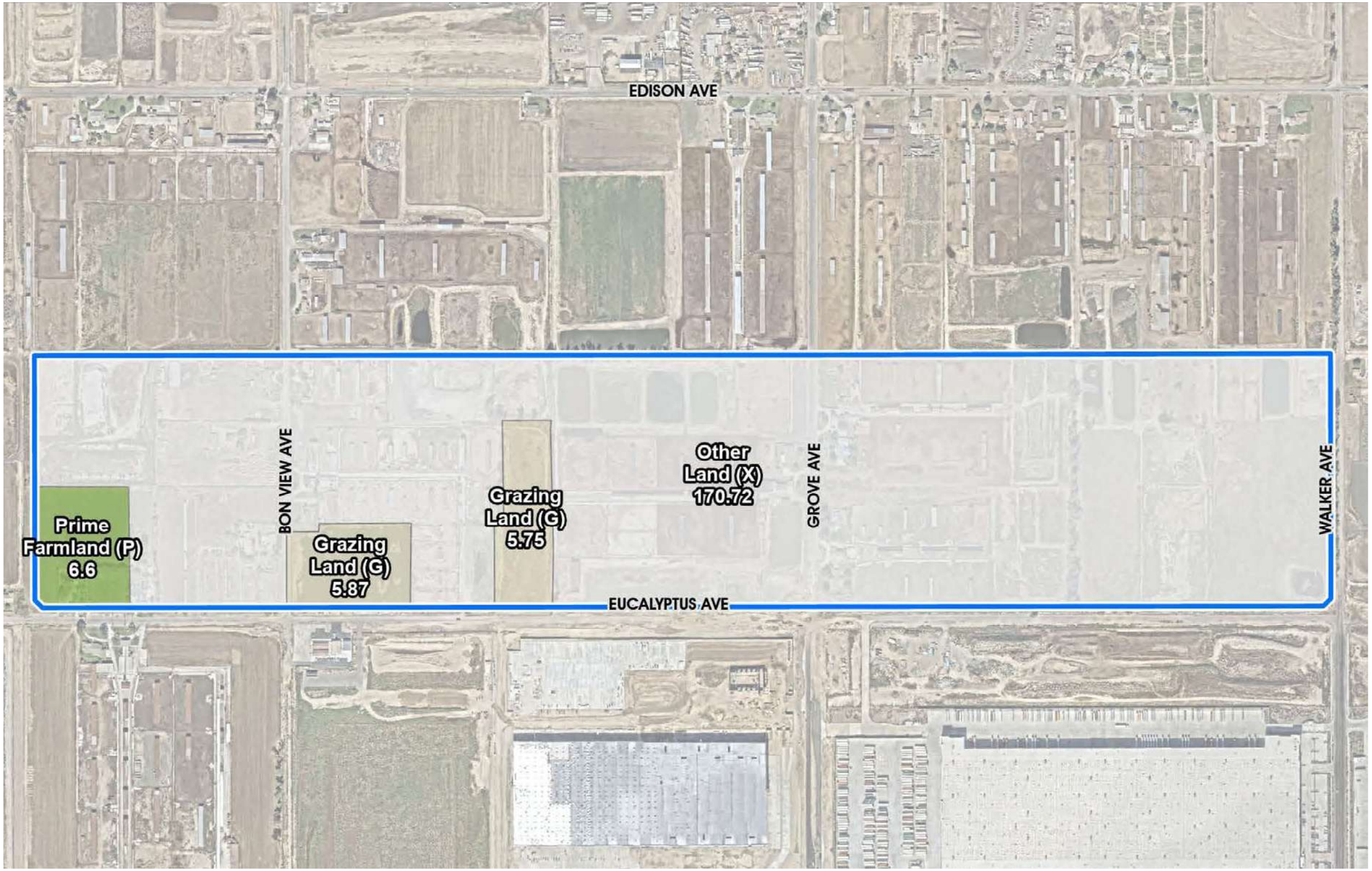
0 2,500 5,000 10,000 FT

Source: City of Ontario, 2025
Date: 12/10/2025

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Figure 3.2-3

EBPSP Farmland Map



EBPSP Boundary

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 300 600 Feet

Source: T&B 2026

Date: 03/03/2026

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3.2.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that,

> 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.

The proposed project would result in a significant impact to agricultural and forestry resources if it would:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).

d) Result in the loss of forest land or conversion of forest land to non-forest use.

e) 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 non-forest use.

METHODOLOGY

Documentation of current area conditions as well as maps available from the Department of Conservation (California Important Farmland Finder) and the City of Ontario (Zoning Map, Status of Williamson Act Contracts Map) were reviewed to assess the potential impacts to agriculture and forestry resources.

3.2.4 Relevant New and Modified General Plan Policies

The proposed project includes modifications to the following TOP 2050 policy for agricultural resources.

- **ER-5.4 Transition of Farms.** We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses. When uses transition from agricultural to urban uses, we do not require replacement farmland, nor do we require the dedication or preservation of agricultural land outside of our city.

3.2.5 Environmental Impacts

2022 CERTIFIED EIR

The 2022 Certified EIR identified that the approved project would not result in impacts to agricultural or forest resources. The approved project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use because the City no longer designates land for agricultural use under TOP 2050. Similarly, the approved project would not conflict with zoning for agricultural use or land under Williamson Act contracts because remaining contracts would still be subject to expiration or cancellation before development. The approved project would not conflict with zoning for forest land, timberland, or Timberland Production Zones, and no such designations exist in the City. Additionally, the approved project would not indirectly induce the conversion of farmland or forest land outside the City. In summary, the Certified EIR concluded that impacts to agricultural and forest resources would either result in no impact or remain less than significant.

PROPOSED PROJECT

a) 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 non-agricultural use?

The 2022 Certified EIR concluded that the City of Ontario's land use plan no longer designates agricultural land uses in the City; therefore, TOP 2050 would not convert Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to nonagricultural uses and would have no impact on land zoned for the purpose of agricultural uses. The 2010 Ontario Plan Certified EIR concluded that buildout of the City would result in significant and unavoidable impacts to Prime Farmland, Unique Farmland, and Farmland of Statewide Importance because it converted all of the then-existing land under these categories to residential, commercial, mixed-use, and industrial land uses (Ontario 2010). Existing agricultural uses have been allowed to persist as nonconforming uses.

Policy Plan Amendment

In accordance with CEQA Guidelines Section 15163, the Draft SEIR evaluates the potential impacts from the change in land use designations and policies of the current TOP 2050 compared to the Policy Plan Amendment. Consistent with the TOP 2050, the City of Ontario no longer designates agricultural land uses within the City. While there is currently agricultural use in the Ontario Ranch, the planning framework to convert the land to nonagricultural land already occurred as a result of adoption of the current TOP 2050 in 2010, and prior to that as a result of annexation of the New Model Colony in 1999 from the County of San Bernardino. The proposed project would not result in any additional conversion of agricultural land in Ontario compared to the approved project.

The proposed project would redesignate land currently designated for residential to business park, increase residential densities, and allow mixed uses within developed areas, primarily on land in Ontario Ranch that is currently used for agricultural purposes. In addition, new mixed-use designations would be added for land surrounding the Ontario Sports Empire to align with recreational uses currently under development. Although the proposed project would increase residential densities and allow mixed uses in areas currently used for agricultural purposes and designated as Prime Farmland within the City, the land use plan no longer designates agricultural land uses and would not convert land from Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural uses. Therefore, the proposed project would have no impact on land zoned for agricultural purposes, and this impact would be **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As shown in Figure 3.2-3, the majority of the Specific Plan area (170.72 acres) is mapped as "other land," but small areas of grazing land (11.62 acres) and Prime Farmland (6.6 acres) are located on-site (DOC 2022). The City of Ontario no longer has land designated for agricultural use. The 2010 Ontario Plan Certified EIR concluded that buildout of the City would result in significant and unavoidable impacts to Prime Farmland, Unique Farmland, and Farmland of Statewide Importance because it converted all of the then-existing land under these categories to residential, commercial, mixed-use, and industrial land uses (Ontario 2010). Subsequently, the 2022 Certified EIR concluded that, because the City of Ontario's land use plan no longer designates agricultural land uses, TOP 2050 would not result in farmland impacts that were not previously disclosed. On this basis, the 2022 Certified EIR concluded that no impacts to farmland would result. Existing agricultural uses have been allowed to persist as non-conforming uses. The City adopted the Agricultural Overlay Zoning District in Section 9-1.2700 of the Ontario Municipal Code and Section 6.01.035.C.1 of the Development Code, which allows for the continuation of agricultural uses until development is approved for the Ontario Ranch subareas.

Impacts associated with the loss of farmland within the City were previously analyzed and disclosed as part of the 2010 Certified EIR. The 2022 Certified EIR did not identify further impacts regarding farmland. Similarly, implementation of the EBPSP, including the conversion of grazing land and Prime Farmland to a non-agricultural use, would not result in impacts not already previously disclosed. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact AGF-1: The proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in Ontario to nonagricultural use.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant agricultural and forestry impacts and therefore no mitigation measures were identified in the 2022 Certified EIR. The 2010 Certified EIR found that overall continuation of agriculture in Ontario Ranch is likely not feasible given the social pressures on these areas to meet the increasing population, and also because agricultural uses in this area are being driven out by competition from operations in other sectors. In addition,

many of the support services that dairies rely on, including feed/hay for the cattle, have also closed.

New Mitigation Measures

Implementation of the proposed project, including the conversion of grazing land and Prime Farmland to a non-agricultural use, would not result in impacts not already previously disclosed. No mitigation is required.

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

The 2022 Certified EIR determined that buildout of the approved project would have resulted in the cancellation or nonrenewal of Williamson Act contracts within the City. The 2022 Certified EIR would not result in further impacts to Williamson Act lands, impacts would be less than significant.

Policy Plan Amendment

The City of Ontario no longer designates agricultural land uses in the City. There are existing Williamson Act contracts in the City, as shown in Figure 3-2.2, and any land held in a Williamson Act contract would have to be filed for nonrenewal, and the contract would have to be allowed to expire before any development occurs on it. Because buildout of the proposed project would result in the cancellation or nonrenewal of Williamson Act contracts, consistent with the approved project, the proposed project would not result in further impacts to Williamson Act lands.

Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant

Specific Plan

Two parcels within the Specific Plan area have an active Williamson Act contract in place (APNs: 0216-231-01 and 0216-321-07). An application to cancel the contract is required to be submitted to the City. The existing zoning of the site is Specific Plan with an Agricultural Overlay and Affordable Housing Overlay. The Agricultural Overlay was developed to allow for the continuation of agricultural uses until development is approved for the Ontario Ranch subareas. Eventual removal of the Agricultural Overlay was anticipated in the 2022 Certified EIR.

As such, the EBPSP would not result in impacts not already previously disclosed. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact AGF-2: The proposed project would not result in conflicts with existing zoning for agricultural use or a Williamson Act contract.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant impacts, and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

The proposed project would not result in conflicts with existing zoning for agricultural use or a Williamson Act contract. No mitigation is required.

c) 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 2022 Certified EIR determined there are no land use designations or zoning for forest land, timberland, or timberland zoned Timberland Production in the City of Ontario, and impacts were less than significant.

Policy Plan Amendment

Consistent with the 2022 Certified EIR, there are no land use designations or zoning for forest land, timberland, or timberland zoned Timberland Production in the City of Ontario. Consequently, the proposed project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production. Therefore, there is no land in Ontario that would be considered forest land. Consequently, implementation of the proposed project would not result in loss or conversion of timberland to non-forest uses, and **no impact** would occur. The proposed project would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: No impact

Specific Plan

There are no land use designations or zoning for forest land, timberland, or timberland zoned Timberland Production in the City of Ontario. The existing zoning of the site is Specific Plan with

an Agricultural Overlay and Affordable Housing Overlay. The EBPSP would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland production. Therefore, **no impacts** would occur.

Similarly, the 2022 Certified EIR did not identify any impacts regarding conflicts with zoning for forest land or timberland related uses. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: No impact

Impact AGF-3: The proposed project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant agriculture and forestry impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

The proposed project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production. No mitigation is required.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

The 2022 Certified EIR determined that there are no land use designations or zoning for forest land in the City of Ontario and there were no impacts.

Policy Plan Amendment

Consistent with the Certified EIR, there are no land use designations or zoning for forest land in the City of Ontario. Consequently, the proposed project would not conflict with existing zoning for forest land. There is no land in Ontario that would be considered forest land and implementation of the proposed project would not result in loss or conversion of forest land to non-forest uses. **No impact** would occur. The proposed project would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: No impact.

Specific Plan

The City of Ontario does not contain any forest land or timberland that could fall under the definition of forest land per California Public Resource Code Section 12220(g). As such, no forestry resources are located within the Specific Plan area or in the immediate vicinity. The EBPSP would have **no impact** in this regard.

Similarly, the 2022 Certified EIR did not identify any impacts regarding the loss or conversion of forest land. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: No impact.

Impact AGF-4: No forest land would be affected by the proposed project.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No forest land would be affected by the proposed project. No mitigation is required.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to nonagricultural use or conversion of forest land to non-forest use?

The 2022 Certified EIR concluded that because the City of Ontario's land use plan no longer designates agricultural land uses in the City, the TOP 2050 would not convert Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to nonagricultural uses and would have no impact on land zoned for the purpose of agricultural uses.

The 2022 Certified EIR determined that there are no land use designations or zoning for forest land in the City of Ontario and there were no impacts.

Policy Plan Amendment

Consistent with the 2010 TOP and the TOP 2050, the City of Ontario no longer designates agricultural land uses. While the proposed project would redesignate some areas currently used for agricultural activities, these sites are not zoned or designated for agricultural purposes.

Accordingly, the proposed project would not result in the conversion of farmland to nonagricultural uses, and this impact would be **less than significant**.

Similarly, TOP 2050 does not identify any land use designations or zoning for forest land within the City. As a result, the proposed project would not conflict with existing zoning for forest land. Because no forest land exists within the City of Ontario, the proposed project would not result in the loss or conversion of forest land to non-forest uses, and this impact would be **less than significant**. The proposed project will not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant

Specific Plan

Although the majority of the Specific Plan area is currently used for agricultural purposes, the zoning of the site is Specific Plan, denoting the site's eventual transition to more urban uses. All former agriculture areas in the City are now designated for nonagricultural uses. As previously discussed, impacts associated with the conversion of agricultural areas were disclosed as part of the 2010 Ontario Plan Environmental Impact Report. The 2010 Certified EIR identified significant and unavoidable impacts to agricultural resources because buildout would result in all agricultural areas being converted to nonagricultural uses, and because buildout would lead to cancellation or expiration of Williamson Act contracts (Ontario 2010).

Since impacts were analyzed and disclosed as part of the 2010 Certified EIR, the 2022 Certified EIR did not identify any further impacts related to the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use, and concluded that impacts would be less than significant. EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

There is no forest land located within the City; therefore, the Specific Plan would not result in conversion of forest land to non-forest use. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant

Impact AGF-5: The proposed project would not involve other changes that would result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use that have not been previously disclosed.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant agricultural or forestry resource impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

The proposed project would not involve other changes that would result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use that have not been previously disclosed. No mitigation is required.

3.2.6 Cumulative Impact Analysis

Proposed Project

The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

Mapped Important Farmland, Williamson Act Contracts, and Agricultural Zoning

The 2022 Certified EIR determined that cumulative impacts related to agricultural resources would be less than significant since impacts would not exceed those already discussed in the previous document. Since the City of Ontario no longer includes agricultural zoning, implementation of the proposed project would not result in agricultural resource impacts that would combine with impacts in San Bernardino County to result in significant, cumulative impacts. Similarly, although the EBPSP would result in the conversion of 6.6 acres of Prime Farmland and the cancellation of a Williamson Act contract, impacts would not be new or more severe than those previously disclosed. As such, as determined by the 2022 Certified EIR, these impacts are not considered cumulatively considerable.

Forest Resources

The City of Ontario does not have any forest resources or timberland; therefore, no significant cumulative impact to forest resources would occur, and impacts would not be cumulatively considerable. Therefore, this impact is **less than significant**.

Cumulative Impacts: Implementation of the proposed project would not result in significant cumulative impacts to agricultural and forestry resources.

3.2.7 References

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DOC. 2022. California Important Farmland Finder. https://maps.conservation.ca.gov/DLRP/CIFF/.

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3.3 AIR QUALITY

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential for the TOP 2050 Policy Plan Amendment and EBPSP (proposed project) to impact air quality in comparison to the current TOP (approved project) and impacts identified in the 2022 Certified EIR. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (South Coast AQMD). The analysis focuses on air pollution from regional emissions and localized pollutant concentrations.

Criteria air pollutant emissions modeling for the Policy Plan Amendment is in Appendix C1. The operational HRA for changes to the City's truck routes is Appendix C2. The analysis for the EBPSP is based on the EBPSP Air Quality Technical Study in Appendix C3 and the EBPSP Health Risk Assessment in Appendix C4 of this SEIR.

Two comment letters were received in response to the NOP related to air quality impacts. The relevant issues raised in those comment letters are addressed throughout this section. For a summary of the comment letters, refer to Table 1-1 in Chapter 1, *Introduction*, or see Appendix A for the complete comment letters.

Terminology

The following are definitions for terms used throughout this section.

- **AAQS:** Ambient Air Quality Standards that define clean air, established to protect the health of sensitive communities.
- **CES:** CalEnviroScreen, a mapping tool that helps identify the California communities most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects.
- **Concentrations:** The amount of pollutant material per volumetric unit of air. Concentrations are measured in parts per million (ppm), parts per billion (ppb), or micrograms per cubic meter ($\mu g/m^3$).
- **Criteria Air Pollutants:** Those air pollutants specifically identified for control under the Federal Clean Air Act (currently six: carbon monoxide, nitrogen oxides, lead, sulfur oxides, ozone, and particulates).
- **DPM:** Diesel particulate matter, exhaust from trucks, buses, trains, ships, and other equipment with diesel engines, containing a mixture of gases and solid particles.
- **Emissions:** The actual quantity of pollutant, measured in pounds per day or tons per year.
- **ppm:** Parts per million.
- **Sensitive receptor:** Land uses that are considered more sensitive to air pollution compared to others due to the types of population groups or activities involved. These land uses include residential, retirement facilities, hospitals, and schools.

- **TAC:** Toxic air contaminant.
- **µg/m^3:** Micrograms per cubic meter.
- **VMT:** Vehicle miles traveled.

CRITERIA AIR POLLUTANTS

The pollutants emitted into the ambient air by stationary and mobile sources are categorized as primary and/or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gasses (ROG)/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. Of these, CO, SO_2, nitrogen dioxide (NO_2), PM_{10}, and $PM_{2.5}$ are "criteria air pollutants," which means that ambient air quality standards (AAQS) have been established for them. ROG and NO_X are criteria pollutant precursors that form secondary criteria air pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and NO_2 are the principal secondary pollutants.

Each of the primary and secondary criteria air pollutants and its known health effects are described below.

- **Carbon Monoxide (CO)** is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines and motor vehicles operating at slow speeds are the primary source of CO in the South Coast Air Basin (SoCAB), the highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (South Coast AQMD 2005, 2022; USEPA 2025a). The SoCAB is designated as being in attainment under the California AAQS and attainment (serious maintenance)[1] under the National AAQS (CARB 2025a).
- **Reactive Organic Gases (ROG)/Volatile Organic Compounds (VOC)** are composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of ROGs. Other sources include evaporative emissions from paints and solvents, asphalt paving, and household consumer products such as aerosols (South Coast AQMD 2005). There are no AAQS for ROGs; however, because they contribute to the

[1] A maintenance area refers to a previously nonattainment area that has been redesignated to "maintenance" after it meets the standards and additional redesignation requirements in the Clean Air Act (Section 107(d)(3)(E)).

formation of O_3, South Coast AQMD has established a significance threshold (South Coast AQMD 2023a). The health effects for ozone are described later in this section.

- **Nitrogen Oxides (NO_X)** are a by-product of fuel combustion and contribute to the formation of ground-level O_3, PM_{10}, and $PM_{2.5}$. 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. The principal form of NO_X produced by combustion is NO, but NO reacts quickly with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 is an acute irritant and more injurious than NO in equal concentrations. At atmospheric concentrations, however, NO_2 is only potentially irritating. NO_2 absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO_2 exposure concentrations near roadways are of particular concern for susceptible individuals, including asthmatics, children, and the elderly. Current scientific evidence links short-term NO_2 exposures, ranging from 30 minutes to 24 hours, with adverse respiratory effects, including airway inflammation in healthy people and increased respiratory symptoms in people with asthma. Also, studies show a connection between elevated short-term NO_2 concentrations and increased visits to emergency departments and hospital admissions for respiratory issues, especially asthma (South Coast AQMD 2005, 2022; USEPA 2025a). The SoCAB is designated in attainment (maintenance) under the National AAQS and attainment under the California AAQS (CARB 2025a).
- **Sulfur Dioxide (SO_2)** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and chemical processes at plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO_2. When sulfur dioxide forms sulfates (SO_4) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO_X). Thus, SO_2 is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. Current scientific evidence links short-term exposures to SO_2, ranging from 5 minutes to 24 hours, with an array of adverse respiratory effects, including bronchoconstriction and increased asthma symptoms. These effects are particularly adverse for asthmatics at elevated ventilation rates (e.g., while exercising or playing) at lower concentrations, and when combined with particulates, SO_2 may do greater harm by injuring lung tissue. Studies also show a connection between short-term exposure and increased visits to emergency facilities and hospital admissions for respiratory illnesses, particularly in at-risk populations such as children, the elderly, and asthmatics (South Coast AQMD 2005, 2022; USEPA 2025a). The SoCAB is designated as attainment under the California and National AAQS (CARB 2025a).
- **Suspended Particulate Matter (PM_{10} and $PM_{2.5}$)** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or PM_{10}, include particulate matter with an aerodynamic diameter of 10 microns or less (i.e., ≤0.01 millimeter). Inhalable fine particles, or $PM_{2.5}$, have an aerodynamic diameter of 2.5 microns or less

(i.e., ≤0.002.5 millimeter). Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems. The US Environmental Protection Agency's (EPA) scientific review concluded that $PM_{2.5}$, which penetrates deeply into the lungs, is more likely than PM_{10} to contribute to health effects and at far lower concentrations. These health effects include premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms (e.g., irritation of the airways, coughing, or difficulty breathing) (South Coast AQMD 2005, 2022). There has been emerging evidence that ultrafine particulates, which are even smaller particulates with an aerodynamic diameter of <0.1 microns or less (i.e., ≤0.0001 millimeter) have human health implications because their toxic components may initiate or facilitate biological processes that may lead to adverse effects to the heart, lungs, and other organs (South Coast AQMD 2022). The EPA and the California Air Resources Board (CARB) have not adopted AAQS to regulate these particulates. Diesel particulate matter is classified by CARB as a carcinogen (CARB 1999, 2023d). Particulate matter can also cause environmental effects such as visibility impairment,[2] environmental damage,[3] and aesthetic damage[4] (South Coast AQMD 2005, 2022; USEPA 2023a). The SoCAB is a nonattainment area for $PM_{2.5}$ under California and National AAQS and a nonattainment area for PM_{10} under the California AAQS (CARB 2025a).[5]

- **Ozone (**O_3**)** is a key ingredient of "smog" and is a gas that is formed when ROGs and NO_X, both by-products of internal combustion engine exhaust, undergo photochemical reactions in sunlight. O_3 is a secondary criteria air pollutant. O_3 concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for its formation. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Breathing O_3 can trigger a variety of health problems, including chest pain, coughing, throat irritation, and congestion. It can worsen bronchitis, emphysema, and asthma. Ground-level O_3 also can reduce lung function and inflame the linings of the lungs. Repeated exposure may permanently scar lung tissue. O_3 also affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges, and wilderness areas. In particular, O_3 harms sensitive vegetation during the

[2] $PM_{2.5}$ is the main cause of reduced visibility (haze) in parts of the United States.

[3] Particulate matter can be carried over long distances by wind and then settle on ground or water, making lakes and streams acidic; changing the nutrient balance in coastal waters and large river basins; depleting the nutrients in soil; damaging sensitive forests and farm crops; and affecting the diversity of ecosystems.

[4] Particulate matter can stain and damage stone and other materials, including culturally important objects such as statues and monuments.

[5] CARB approved the South Coast AQMD's request to redesignate the SoCAB from serious nonattainment for PM_{10} to attainment for PM_{10} under the National AAQS on March 25, 2010, because the SoCAB did not violate federal 24-hour PM_{10} standards from 2004 to 2007. The USEPA approved the State of California's request to redesignate the South Coast PM_{10} nonattainment area to attainment of the PM_{10} National AAQS, effective on July 26, 2013.

growing season (South Coast AQMD 2005, 2022; USEPA 2024a). The SoCAB is designated extreme nonattainment under the California AAQS (1-hour and 8-hour) and National AAQS (8-hour) (CARB 2025a).

- **Lead (Pb)** is a metal found naturally in the environment as well as in manufactured products. Once taken into the body, lead distributes throughout the body in the blood and accumulates in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system. Lead exposure also affects the oxygen-carrying capacity of the blood. The effects of lead most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ (South Coast AQMD 2005, 2022; USEPA 2025a). The major sources of lead emissions have historically been mobile and industrial sources. As a result of the USEPA's regulatory efforts to remove lead from gasoline, emissions of lead from the transportation sector dramatically declined by 95 percent between 1980 and 1999, and levels of lead in the air decreased by 94 percent between 1980 and 1999. Today, the highest levels of lead in air are usually found near lead smelters. The major sources of lead emissions today are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. In 2008 the USEPA and CARB adopted more strict lead standards, and special monitoring sites immediately downwind of lead sources recorded very localized violations of the new state and federal standards.[6] Because emissions of lead are found only in projects that are permitted by South Coast AQMD, lead is not a pollutant of concern for the proposed project.

Table 3.3-1, *Criteria Air Pollutant Health Effects Summary*, summarizes the potential health effects associated with the criteria air pollutants.

[6] Source-oriented monitors record concentrations of lead at lead-related industrial facilities in the SoCAB, which include Exide Technologies in the City of Commerce; Quemetco, Inc., in the City of Industry; Trojan Battery Company in Santa Fe Springs; and Exide Technologies in Vernon. Monitoring conducted between 2004 through 2007 showed that the Trojan Battery Company and Exide Technologies exceed the federal standards (South Coast AQMD 2012).

Table 3.3-1 Criteria Air Pollutant Health Effects Summary

Pollutant	Health Effects	Examples of Sources
Carbon Monoxide (CO)	▪ Chest pain in heart patients ▪ Headaches, nausea ▪ Reduced mental alertness ▪ Death at very high levels	Any source that burns fuel such as cars, trucks, construction and farming equipment, and residential heaters and stoves
Ozone (O_3)	▪ Cough, chest tightness ▪ Difficulty taking a deep breath ▪ Worsened asthma symptoms ▪ Lung inflammation	Atmospheric reaction of organic gases with nitrogen oxides in sunlight
Nitrogen Dioxide (NO_2)	▪ Increased response to allergens ▪ Aggravation of respiratory illness	Same as carbon monoxide sources
Particulate Matter (PM_{10} and $PM_{2.5}$)	▪ Hospitalizations for worsened heart diseases ▪ Emergency room visits for asthma ▪ Premature death	Cars and trucks (particularly diesels) Fireplaces and woodstoves Windblown dust from overlays, agriculture, and construction
Sulfur Dioxide (SO_2)	▪ Aggravation of respiratory disease (e.g., asthma and emphysema) ▪ Reduced lung function	Combustion of sulfur-containing fossil fuels, smelting of sulfur-bearing metal ores, and industrial processes
Lead (Pb)	▪ Behavioral and learning disabilities in children ▪ Nervous system impairment	Contaminated soil

Source: CARB 2025b.

TOXIC AIR CONTAMINANTS

CARB has identified other air pollutants as toxic air contaminants (TACs), which are pollutants that may cause serious, long-term effects. People exposed to TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health problems (USEPA 2025b). By the last update to the TAC list in December 1999, CARB had designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. There are no air quality standards for TACs. Instead, TAC impacts are evaluated by

calculating the health risks associated with a given exposure. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most relevant to the project being particulate matter from diesel-fueled engines.

Diesel Particulate Matter

In 1998, CARB identified particulate emissions from diesel-fueled engines (DPM) as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particles are 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. Long-term (chronic) inhalation of DPM is likely a lung cancer risk. Short-term (i.e., acute) exposure can cause irritation and inflammatory symptoms and may exacerbate existing allergies and asthma symptoms (USEPA 2002).

CARB has promulgated specific rules to limit TAC emissions. The rules are in the California Code of Regulations (CCR).

- **13 CCR Chapter 10, Section 2485,** Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- **13 CCR Chapter 10, Section 2480,** Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools
- **13 CCR Section 2477 and Article 8,** Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

Ambient air quality standards have been adopted at the state and federal levels for criteria air pollutants. In addition, both the state and federal government regulate the release of TACs. The proposed project is in the SoCAB and is subject to the rules and regulations imposed by the South Coast AQMD, the California AAQS adopted by CARB, and National AAQS adopted by the EPA. Federal, state, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized in this section.

3.3.1 Regulatory Framework

FEDERAL AND STATE

Ambient Air Quality Standards

The Clean Air Act (CAA) was passed in 1963 by the US Congress and has been amended several times. The 1970 CAA amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several

provisions, including nonattainment requirements for areas not meeting National AAQS as well as the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The CAA allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act, signed into law in 1988, requires all areas of the state to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS.

The National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect "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.

Both California and the federal government have established health-based AAQS for seven air pollutants, which are shown in Table 3.3-2, *Ambient Air Quality Standards for Criteria Air Pollutants*. These pollutants are O_3, NO_2, CO, SO_2, PM_{10}, $PM_{2.5}$, and Pb. In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Table 3.3-2 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
Ozone (O_3)[3]	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.070 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	

Table 3.3-2 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
Sulfur Dioxide (SO_2)[4]	Annual Arithmetic Mean	*	0.010 ppm	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm	
	24 hours	0.04 ppm	*	
Respirable Coarse Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 µg/m^3	150 µg/m^3	
Respirable Fine Particulate Matter ($PM_{2.5}$)[5,6]	Annual Arithmetic Mean	12 µg/m^3	9 µg/m^3	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m^3	
Lead (Pb)	30-Day Average	1.5 µg/m^3	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	*	1.5 µg/m^3	
	Rolling 3-Month Average	*	0.15 µg/m^3	
Sulfates (SO_4)[7]	24 hours	25 µg/m^3	*	Industrial processes.
Visibility Reducing Particles	8 hours	ExCo =0.23/km visibility of 10≥ miles	No Federal Standard	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary

Table 3.3-2 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
				greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.
Hydrogen Sulfide	1 hour	0.03 ppm	No Federal Standard	Hydrogen sulfide (H_2S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24 hours	0.01 ppm	No Federal Standard	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Sources: CARB 2024; USEPA 2025c.

Notes: ppm: parts per million; µg/m3: micrograms per cubic meter

* Standard has not been established for this pollutant/duration by this entity.

1 California standards for O3, CO (except 8-hour Lake Tahoe), SO2 (1 and 24 hour), NO2, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2 National standards (other than O3, PM, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O3 standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m3 is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

3 On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

4 On December 27, 2024, the secondary annual SO2 standard was revised to an annual average, averaged over three consecutive years, with a level of 10 parts per billion (ppb).

5 On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 µg/m3 to 12.0 µg/m3. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 µg/m3, as was the annual secondary standard of 15 µg/m3. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

6 On February 7, 2024, the national annual PM2.5 standard was lowered from 12 µg/m3 to 9 µg/m3. The existing national 24-hour PM2.5 standards (primary and secondary), secondary annual PM2.5 standard, and PM10 standards (primary and secondary) were retained

7 On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. The 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

California has also adopted a host of other regulations that reduce criteria pollutant emissions:

- **Assembly Bill (AB) 1493: Pavley Fuel Efficiency Standards.** Pavley I is a clean-car standard that reduces greenhouse gas emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016. In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025.
- **20 CCR: Appliance Energy Efficiency Standards.** The 2006 Appliance Efficiency Regulations (20 CCR Sections 1601–1608) were adopted by the California Energy Commission on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non–federally regulated appliances.
- **24 CCR, Part 6: Building and Energy Efficiency Standards.** Energy conservation standards for new residential and nonresidential buildings adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977.
- **24 CCR, Part 11: Green Building Standards Code.** Establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.[7]

In May 2025, Congress passed 3 Congressional Review Act resolutions to nullify a set of California's CAA preemption waivers targeting California's vehicle emissions program (Holland & Knight 2025).

- **H.J.Res. 87** disapproves the EPA's waiver for multiple California heavy-duty vehicle programs, including Advanced Clean Trucks (requiring increasing percentages of zero-

[7] The green building standards became mandatory in the 2010 edition of the code.

emission truck sales), Zero Emission Airport Shuttles, and Zero-Emission Power Train Certification.

- **H.J.Res. 88** disapproves the EPA's waiver for Advanced Clean Cars II, which required all new passenger cars, trucks, and SUVs sold in California to be zero-emission by 2035.
- **H.J.Res. 89** disapproves the EPA's waiver for the "Omnibus" Low NO_X regulation, which establishes more stringent emissions standards for heavy-duty vehicles.

California Air Resources Board

CARB is a part of the California Environmental Protection Agency and responsible for the coordination and administration of both federal and state air pollution control programs in California. In this capacity, CARB conducts research, sets the California AAQS (see Table 3.3-1), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB 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. CARB has primary responsibility for the development of California's State Implementation Plan (SIP), working closely with the federal government and the local air districts. The SIP is required for the state to take over implementation of the federal CAA from the USEPA.

Nuisance Regulations

Health and Safety Code Section 41700 states,

> ... a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any of those persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property.

This section also applies to objectionable odors.

Tanner Air Toxics Act and Air Toxics Hot Spot Information and Assessment Act

Public 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 reduce exposure to them. The California 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" (17 CCR Section 93000). A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 US Code Section 7412[b]) is a TAC. Under State law, the California

Environmental Protection Agency, acting through CARB, is authorized to identify a substance as a TAC if it is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act set up a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an "airborne toxics control measure" for sources that emit that TAC. If there is a safe threshold for a substance (i.e., 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. To date, CARB has established formal control measures for 11 TACs that are identified as having no safe threshold.

Under AB 2588, TAC 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 through notices and public meetings.

REGIONAL

Air Quality Management Planning

The South Coast AQMD is the agency responsible for improving air quality in the SoCAB and ensuring that the National and California AAQS are attained and maintained. South Coast AQMD is responsible for preparing the air quality management plan (AQMP) for the SoCAB in coordination with the Southern California Association of Governments (SCAG). The AQMP is a regional strategy plan to achieve air quality standards by examining emissions, looking at regional growth projections, and the impact of existing and proposed control measures to provide healthful air in the long-term. Since 1979, a number of AQMPs have been prepared.

The Clean Air Act requires CARB to develop a SIP that describes how an area will attain National AAQS. The AQMP provides the framework for air quality basins to achieve attainment of the State and National AAQS through the SIP. Areas are classified as attainment or nonattainment areas for a particular pollutant depending on whether they meet the AAQSs.

2022 AQMP

South Coast AQMD adopted the 2022 AQMP on December 2, 2022, as an update to the 2016 AQMP. On October 1, 2015, the EPA strengthened the National AAQS for ground-level ozone, lowering the primary and secondary ozone standard levels to 70 parts per billion (ppb) (2015 Ozone National AAQS). The SoCAB is currently classified as an "extreme" nonattainment for the 2015 Ozone National AAQS. Meeting the 2015 federal ozone standard requires reducing NOx emissions, the key pollutant that creates ozone, by 67 percent more than is required by adopted

rules and regulations by 2037. The only way to achieve the required NOx reductions is through extensive use of zero emission (ZE) technologies across all stationary and mobile sources. South Coast AQMD's primary authority is over stationary sources, which account for approximately 20 percent of NOx emissions. The overwhelming majority of NOx emissions are from heavy-duty trucks, ships, and other State and federally regulated mobile sources that are mostly beyond the South Coast AQMD's control. The region will not meet the standard without significant federal action. In addition to federal action, the 2022 AQMP requires substantial reliance on future deployment of advanced technologies to meet the standard. The control strategy for the 2022 AQMP includes aggressive new regulations and the development of incentive programs to support early deployment of advanced technologies. The two key areas for incentive programs are (1) promoting widespread deployment of available ZE and low-NOx technologies and (2) developing new ZE and ultra-low NOx technologies for use in cases where the technology is not currently available. South Coast AQMD is prioritizing distribution of incentive funding in environmental justice areas and seeking opportunities to focus benefits on the most disadvantaged communities (South Coast AQMD 2022).

South Coast AQMD $PM_{2.5}$ Redesignation Request and Maintenance Plan

In 1997, the EPA adopted the 24-hour fine $PM_{2.5}$ standard of 65 µg/m^3. In 2006, this standard was lowered to a more health-protective level of 35 µg/m^3. The SoCAB is designated nonattainment for both standards. In 2020, monitored data demonstrated that the SoCAB attained both 24-hour $PM_{2.5}$ standards. The South Coast AQMD developed the "2021 Redesignation Request and Maintenance Plan" for the 1997 and 2006 24-hour $PM_{2.5}$ standards, demonstrating that the SoCAB has met the requirements to be redesignated to attainment for the 24-hour $PM_{2.5}$ standards (South Coast AQMD 2021a).

Lead Implementation Plan

In 2008, the EPA designated the Los Angeles County (County) portion of the SoCAB as a nonattainment area under the federal lead (Pb) classification because of the addition of source-specific monitoring under the new federal regulation. This designation was based on two source-specific monitors in the City of Vernon and the City of Industry that exceeded the new standard in the 2007 to 2009 period. The remainder of the SoCAB, outside the county nonattainment area, remains in attainment of the new 2008 lead standard. On May 24, 2012, CARB approved the SIP revision for the federal lead standard, which the EPA revised in 2008. Lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011. The SIP revision was submitted to the EPA for approval and was approved in March 2014 (CARB 2014).

Assembly Bill 617, Community Air Protection Program

AB 617 (C. Garcia, Chapter 136, Statutes of 2017) requires local air districts to monitor and implement air pollution control strategies that reduce localized air pollution in communities

that bear the greatest burdens. In response to AB 617, CARB established the Community Air Protection Program.

Air districts are required to host workshops to help identify disadvantaged communities disproportionately affected by poor air quality. Once the criteria for identifying the highest priority locations have been identified and the communities have been selected, new community monitoring systems are installed to track and monitor community-specific air pollution goals. In 2018 CARB prepared an air monitoring plan (Community Air Protection Blueprint) that evaluates the availability and effectiveness of air monitoring technologies and existing community air monitoring networks. Under AB 617, the Blueprint is required to be updated every 5 years.

Under AB 617, CARB is also required to prepare a statewide strategy to reduce TACs and criteria pollutants in impacted communities; provide a statewide clearinghouse for best available retrofit control technology; adopt new rules requiring the latest best available retrofit control technology for all criteria pollutants for which an area has not achieved attainment of California AAQS; and provide uniform, statewide reporting of emissions inventories. Air districts are required to adopt a community emissions reduction program to achieve reductions for the communities impacted by air pollution that CARB identifies.

South Coast AQMD Rules and Regulations

All projects are subject to South Coast AQMD rules and regulations in effect at the time of activity, including:

- **Rule 401, Visible Emissions.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in visible emissions. Specifically, the rule prohibits the discharge of any air contaminant into the atmosphere by a person from any single source of emission for a period or periods aggregating more than 3 minutes in any one hour that is as dark as or darker than designated No. 1 on the Ringelmann Chart, as published by the US Bureau of Mines.
- **Rule 402, Nuisance.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in a public nuisance. Specifically, this rule prohibits any person from discharging quantities of air contaminants or other material from any source such that it would result in an injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. Additionally, the discharge of air contaminants would also be prohibited where it would endanger the comfort, repose, health, or safety of any number of persons or the public, or that cause, or have a natural tendency to cause injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403, Fugitive Dust.** This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth-moving and grading activities.
- **Rule 445, Wood Burning Devices.** In general, the rule prohibits new developments from the installing wood-burning devices. This rule is intended to reduce the emission of particulate matter from such devices and applies to manufacturers and sellers of wood-burning devices, commercial sellers of firewood, and property owners and tenants that operate a wood-burning device.
- **Rule 1113, Architectural Coatings.** This rule serves to limit the VOC content of architectural coatings used on projects in the South Coast AQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the South Coast AQMD must comply with the current VOC standards in this rule.
- **Rule 1403, Asbestos Emissions from Demolition/Renovation Activities.** The purpose of this rule is to specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.
- **Rule 1166, Volatile Organic Compound Emissions from Decontaminated Soil.** Under this rule, an excavation plan is required, and excavation operations are required to be monitored for VOC concentrations.
- **Rule 1466, Control of Particulate Emissions from Soils with Toxic Air Contaminants,** to minimize the amount of off-site fugitive dust emissions containing TACs by reducing particulate emissions in the ambient air as a result of earthmoving activities, including excavating, grading, handling, treating, stockpiling, transferring, and removing soil that contains applicable TACs. Components of the fugitive dust control plan are required to include the following measures: fencing that is a minimum of 6 feet tall and at least as tall as the height of the tallest stockpile, with a windscreen with a porosity of 50 ± 5 percent; monitoring; notification; signage; and recordkeeping.

LOCAL

City of Ontario Municipal Code

The City's Municipal Code is organized by volume, title, chapter, and article. The following regulations relate to air quality impacts.

- **Volume II, Title 10, Chapter 2, *Parkway Trees*,** helps preserve parkway trees to regulate the maintenance and removal and planting requirements within the city.
- **Volume II, Title 8, *Building Regulations*,** adopts the 2022 California Building Code.
- **Volume II, Title 8, Chapter 9, *Electric Vehicle Charging Stations*,** provides requirements for electric vehicle charging stations as well as expedited permit review and inspection requirements by the Building Department.
- **Volume II, Title 8, Chapter 10, *Energy Code*,** adopts the 2022 California Energy Code.
- **Volume I, Title 3, Chapter 10, *Mobile Source Air Pollution Fees*,** supports South Coast AQMD's imposition of a vehicle registration fee for the purpose of implementing programs to reduce air pollution from motor vehicles.
- **Volume I, Title 6, Chapter 13, *Smoking*,** prohibits smoking in certain public and privately owned buildings.

3.3.2 Existing Conditions

SOUTH COAST AIR BASIN

The project site is in the South Coast Air Basin (SoCAB), which includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties. The SoCAB is in a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds (South Coast AQMD 2005).

Meteorology

Temperature and Precipitation

The annual average temperature varies little throughout the SoCAB, 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 lowest average temperature is reported at 37.5°F in December and the highest average temperature is 92.4°F in August (USA.Com 2025).

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from October 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 20.78 inches per year in the vicinity of the area (USA.Com 2025).

Humidity

Although the SoCAB has a semiarid climate, the air near the earth's surface is typically moist because of a shallow marine layer. This "ocean effect" is dominant except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds. Periods of heavy fog are frequent, especially along the coast. Low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (South Coast AQMD 2005).

Wind

Wind patterns across the southern coastal region are characterized by westerly or 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 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 SoCAB, 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 to the east inhibit the eastward transport and diffusion of pollutants. Air quality in the SoCAB 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 (South Coast AQMD 2005).

Inversions

In conjunction with the 2 characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions 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 (South Coast AQMD 2005).

SoCAB Nonattainment Areas

The AQMP provides the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards through the SIP. Areas are classified as attainment or nonattainment areas for particular pollutants depending on whether they meet the ambient air quality standards. Severity classifications for ozone nonattainment range in magnitude from marginal, moderate, and serious to severe and extreme.

- ***Unclassified.*** A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.
- ***Attainment.*** A pollutant is in attainment if the AAQS for that pollutant was not violated at any site in the area during a 3-year period.
- ***Nonattainment.*** A pollutant is in nonattainment if there was at least one violation of an AAQS for that pollutant in the area.
- ***Nonattainment/Transitional.*** A subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the AAQS for that pollutant.

The attainment status for the SoCAB is shown in Table 3.3-3, *Attainment Status of Criteria Air Pollutants in the South Coast Air Basin*.

Table 3.3-3 Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
Ozone – 1-hour	Extreme Nonattainment	No Federal Standard
Ozone – 8-hour	Extreme Nonattainment	Extreme Nonattainment
PM_{10}	Serious Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment[1]
CO	Attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
Lead	Attainment	Nonattainment (Los Angeles County only)[2]
All others	Attainment/Unclassified	Attainment/Unclassified

Source: CARB 2025a.

1 The SoCAB is pending a resignation request from nonattainment to attainment for the 24-hour federal PM2.5 standards. The 2021 PM2.5 Redesignation Request and Maintenance Plan demonstrates that the South Coast meets the requirements of the CAA to allow the EPA to redesignate the SoCAB to attainment for the 65 µg/m3 and 35 µg/m3 24-hour PM2.5 standards. CARB submitted the 2021 PM2.5 Redesignation Request to the EPA as a revision to the California SIP (CARB 2021).

2 In 2010, the Los Angeles portion of the SoCAB was designated nonattainment for lead under the new 2008 National AAQS as a result of large industrial emitters. Remaining areas for lead in the SoCAB are unclassified. However, lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011 (South Coast AQMD 2012). On May 24, 2012, CARB approved the SIP revision for the federal lead standard, which the USEPA revised in 2008. The SIP revision was submitted to the EPA for approval and was approved in March 2014 (CARB 2014).

Multiple Air Toxics Exposure Study V

The Multiple Air Toxics Exposure Study (MATES) is a monitoring and evaluation study on existing ambient concentrations of TACs and the potential health risks from air toxics in the SoCAB. In April 2021, South Coast AQMD released the latest update to the MATES study, MATES V. The first MATES analysis, MATES I, began in 1986 but was limited because of the technology available at the time. Conducted in 1998, MATES II was the first MATES iteration to include a comprehensive monitoring program, an air toxics emissions inventory, and a modeling component. MATES III was conducted in 2004 to 2006, with MATES IV following in 2012 to 2013.

MATES V uses measurements taken during 2018 and 2019, with a comprehensive modeling analysis and emissions inventory based on 2018 data. The previous MATES studies quantified the cancer risks based on the inhalation pathway only. MATES V includes information on the chronic noncancer risks from inhalation and non-inhalation pathways for the first time. Cancer risks and chronic noncancer risks from MATES II through IV measurements have been reexamined using current Office of Environmental Health Hazards Assessment and California Environmental Protection Agency (CalEPA) risk assessment methodologies and modern statistical methods to examine the trends over time.

The MATES V study showed that cancer risk in the SoCAB decreased to 454 in a million from 997 in a million in the MATES IV study. Overall, air toxics cancer risk in the SoCAB decreased by 54 percent since 2012 when MATES IV was conducted. MATES V showed the highest risk locations near the Los Angeles International Airport and the Ports of Long Beach and Los Angeles. DPM continues to be the major contributor to air toxics cancer risk (approximately 72 percent of the total cancer risk). Goods movement and transportation corridors have the highest cancer risk. Transportation sources account for 88 percent of carcinogenic air toxics emissions, and the remainder is from stationary sources, which include large industrial operations such as refineries and power plants as well as smaller businesses such as gas stations and chrome-plating facilities (South Coast AQMD 2021b).

Figure 3.3-1, *South Coast AQMD MATES V Cancer Risk*, shows the results of the inhalation cancer risk from the MATES V study. The potential cancer risk is expressed as the incremental number of potential cancer cases that could be developed per million people, assuming that the population is exposed to the substance at a constant annual average concentration over a presumed 70-year lifetime.

POLICY PLAN AMENDMENT

Existing Ambient Air Quality

Existing levels of ambient air quality and historical trends and projections in the vicinity of the project area are best documented by measurements taken by the South Coast AQMD. The project area is in Source Receptor Area (SRA) 33–Southwest San Bernardino Valley.[8] The air quality monitoring stations with the most recent data closest to the project area were reviewed.[9] The Ontario Route 60 monitoring station, is 2.61 miles northeast of the Specific Plan area and report air quality statistics for NO_2 and $PM_{2.5}$. The Ontario Etiwanda monitoring station is 7.49 miles northeast of the Specific Plan area and reports air quality statistics for CO. The Pomona monitoring station is 8.12 miles northwest of the Specific Plan area and reports air quality statistics for O_3. The Fontana monitoring station is 10.42 miles northeast of the Specific Plan area and reports air quality statistics for PM_{10}. Table 3.3-4, *Ambient Air Quality Monitoring Summary*, shows that the area commonly exceeds the state and federal one-hour and eight-hour O_3 standards within the last 3 years.

[8] Per South Coast AQMD Rule 701, an SRA is defined as follows: "A source area is that area in which contaminants are discharged and a receptor area is that area in which the contaminants accumulate and are measured. Any of the areas can be a source area, a receptor area, or both a source and receptor area." There are 37 SRAs within the South Coast AQMD's jurisdiction.

[9] Locations of the SRAs and monitoring stations are shown at: http://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf.

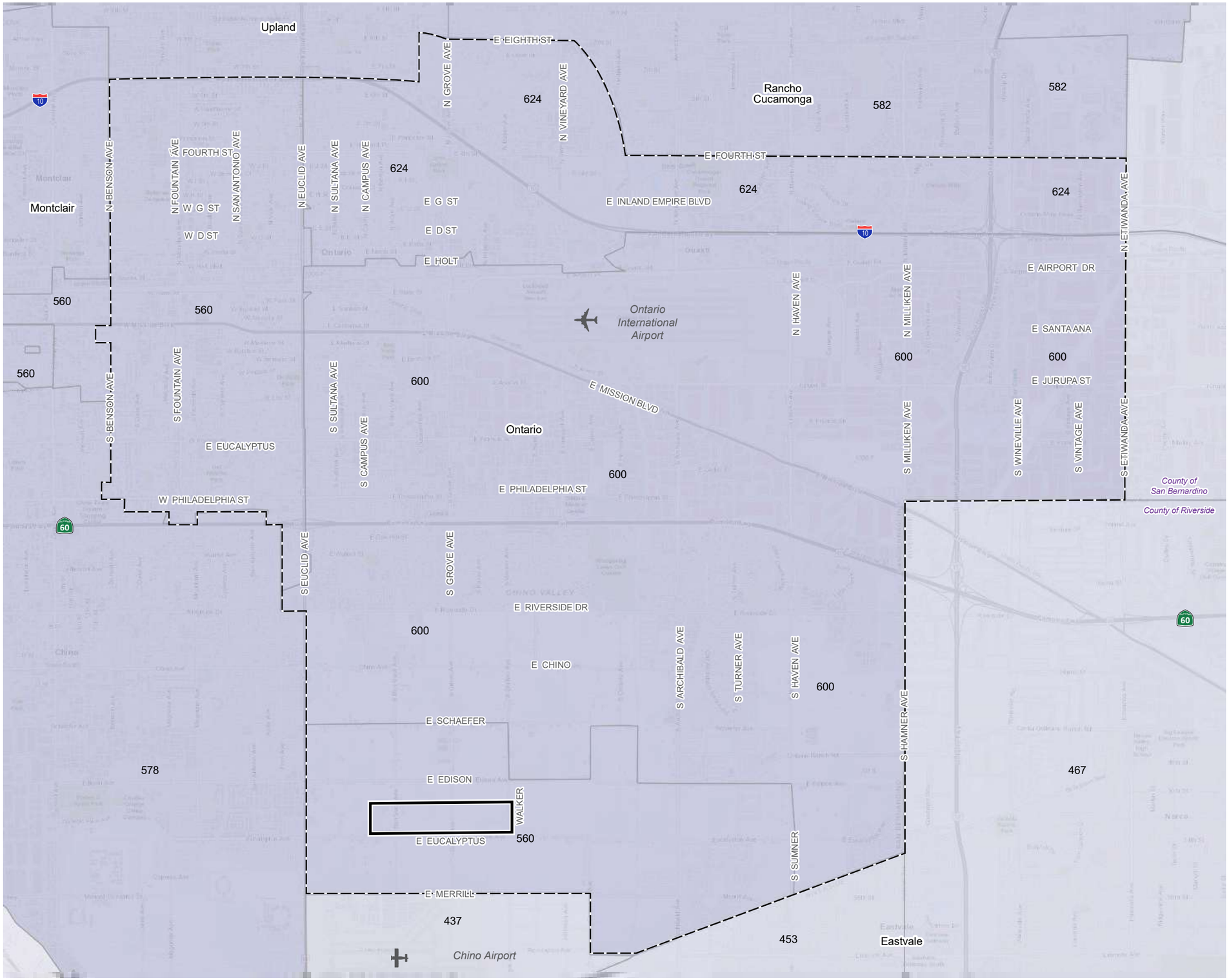
Table 3.3-4 Ambient Air Quality Monitoring Summary

Pollutant	Standard	Year		
		2022	2023	2024
O_3				
Maximum Federal 1-Hour Concentration (ppm)		0.131	0.147	0.143
Maximum Federal 8-Hour Concentration (ppm)		0.096	0.113	0.094
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	28	38	53
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	49	56	76
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	1.3	1.1	1.5
Maximum Federal 8-Hour Concentration	> 20 ppm	1.0	0.9	1.1
NO_2				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.085	0.076	0.076
Annual Federal Standard Design Value		0.029	0.027	0.026
PM_{10}				
Maximum Federal 24-Hour Concentration (µg/m^3)	> 150 µg/m^3	62	132	112
Annual Federal Arithmetic Mean (µg/m^3)		31.5	33.0	37.0
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m^3	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m^3	8	9	48
$PM_{2.5}$				
Maximum Federal 24-Hour Concentration (µg/m^3)	> 35 µg/m^3	41.8	50.9	64.0
Annual Federal Arithmetic Mean (µg/m^3)	> 12 µg/m^3	12.20	12.04	13.74
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m^3	1	1	10

Source: Appendix C3.

Figure 3.3-1

South Coast AQMD MATES V Cancer Risk



EBPSP Boundary

Ontario City Limit

Residential Air Toxics Cancer Risk Calculated from Model Data

Cancer Risk (per million)

- 1601 - 4800
- 1451 - 1600
- 1301 - 1450
- 1151 - 1300
- 1001 - 1150
- 851 - 1000
- 701 - 850
- 551 - 700
- 401 - 550
- 251 - 400
- 101 - 250
- 0 - 100

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/Main-Page/?views=Click-tabs-for-other-data%2CCancer-Risk

Date: 11/13/2025

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Permitted Sources of Emissions

South Coast AQMD regulates stationary sources of emissions through source-specific rules that have been adopted to reduce criteria air pollutant emissions and TACs. South Coast AQMD maintains the Facility Information Detail (FIND) database of permitted facilities in its region. Permitted sources include smaller sources such as gas stations and chrome-plating facilities as well as large sources such as refineries and power stations. Figure 3.3-2, *South Coast AQMD Permitted Facilities,* identifies permitted sources of emissions in the project area that are regulated directly by South Coast AQMD. Permitted sources of emissions are generally clustered at major intersections of commercial corridors and in industrial areas of the project area.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution (i.e., TACs) than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases.

Residential areas are also considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods, resulting in sustained exposure to any pollutants present. Other sensitive receptors include retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, because the majority of the workers tend to stay indoors most of the time. In addition, the workforce is generally the healthiest segment of the population.

Figure 2-4, *Current Land Use Plan*, shows the existing land uses in Ontario. Industrial and employment-based centers are prominent, especially in the eastern portions of the City and areas surrounding the Ontario International Airport (ONT) and Chino Airport in Ontario Ranch. In these areas, 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.

Placement of New Sensitive Receptors

Because placement of sensitive land uses falls outside CARB's jurisdiction, CARB developed and approved the *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) to address the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities. This guidance document was developed to assess compatibility and associated health risks when placing sensitive receptors near existing pollution sources.

CARB's recommendations on the siting of new sensitive land uses are identified in Table 3.3-5, *CARB Recommendations for Siting New Sensitive Land Uses*. They were based on a compilation of recent studies that evaluated data on the adverse health effects ensuing from proximity to air pollution sources. The key observation in these studies is that proximity to air pollution sources substantially increases both exposure and the potential for adverse health effects. There are 3 carcinogenic TACs that constitute the majority of the known health risks from motor vehicle traffic: DPM from trucks and benzene and 1,3-butadiene from passenger vehicles.

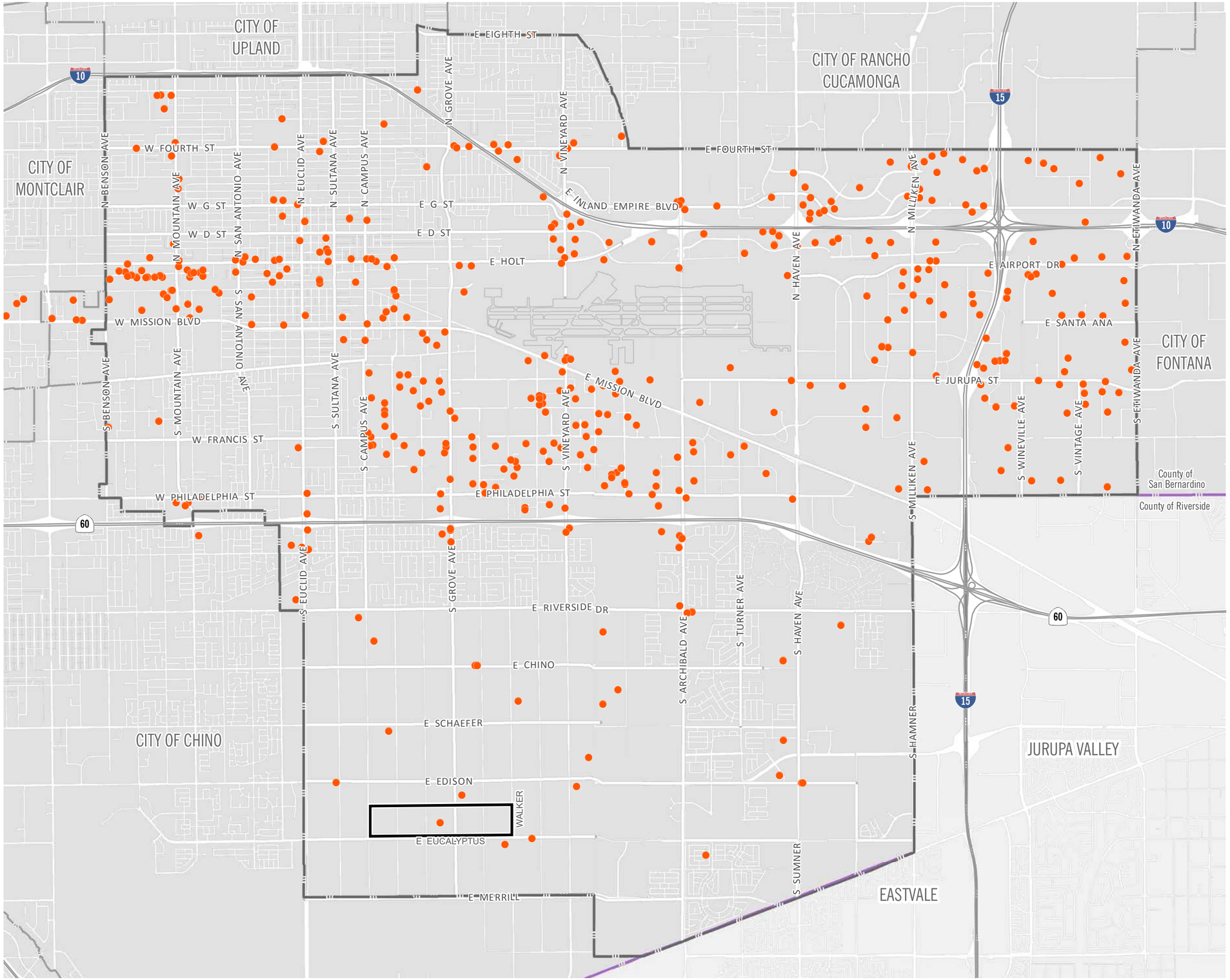
Table 3.3-5 CARB Recommendations for Siting New Sensitive Land Uses

Source/Category	Advisory Recommendations
Freeways and High-Traffic Roads	Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.
Distribution Centers	Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units [TRUs] per day, or where TRU unit operations exceed 300 hours per week). Take into account the configuration of existing distribution centers and avoid locating residences and other sensitive land uses near entry and exit points.
Rail Yards	Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or CARB on the status of pending analyses of health risks.
Refineries	Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult with the local air district. Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.

Source: CARB 2005.

Figure 3.3-2

South Coast AQMD Permitted Facilities



- Permitted Facilities
- Ontario City Boundary
- County Boundary
- EBPSP Boundary

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2021 Date: 3/4/2022

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Environmental Justice Communities

The South Coast AQMD region has the worst levels of ground-level ozone (smog) and among the highest levels of $PM_{2.5}$ in the nation. The air pollution levels in the region exceed both National and California AAQS for both these air pollutants. The health impacts associated with the high levels of air pollution cause respiratory and cardiovascular disease, exacerbate asthma, and can lead to premature death. EJ communities experience the brunt of the health effects from air pollution. In the 2022 AQMP, EJ communities are defined as census tracts in the top 25 percent in the California Office of Environmental Health Hazard Assessment's California Communities Environmental Health Screening Tool. Approximately 37 percent of the SoCAB residents live in EJ communities (South Coast AQMD 2022). Figure 3.3-3, *Environmental Justice Communities*, shows the census tracts and associated neighborhoods in Ontario that have been identified as EJ communities through the SB 1000 process.

CalEnviroScreen Air Quality Indicators

CalEnviroScreen (CES) is a mapping tool the helps identify the California communities that are most affected by sources of pollution and where people are especially vulnerable to pollution's effects. People in EJ areas identified by CES Version 4.0 (CES4) may be disproportionately affected by and vulnerable to poor air quality. CES's "pollution burden" map identifies communities that are exposed to pollution from human activities, such as air pollution (ozone, $PM_{2.5}$, DPM), water pollution (drinking water contaminants), hazardous materials (pesticide use, children's lead exposure, toxic releases), and traffic density.

Figure 3.3-4, *CES4 Indicator: Pollution Burden*, shows the pollution burden percentile for Ontario by census tract. The CES pollution burden scope considers the disproportionate effect of pollution on EJ communities because the score weighs socioeconomic factors (e.g., educational attainment, poverty) and sensitivity of the population (e.g., asthma rates, cardiovascular disease). Lastly, though the causes of asthma are poorly understood, it is well established that exposure to traffic and outdoor air pollutants can trigger asthma attacks. Children, the elderly, and low-income Californians suffer disproportionately from asthma. Figure 3.3-5, *CES4 Indicator: Asthma Percentile*, shows the asthma percentile for project area by census tract.

SPECIFIC PLAN

The existing setting for the Specific Plan area is the same as that for the Policy Plan Amendment.

3.3.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that, "Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations." The proposed project would result in a significant air quality impact if it would:

a) Conflict with or obstruct implementation of the applicable air quality plan.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

c) Expose sensitive receptors to substantial pollutant concentrations.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

SOUTH COAST AQMD THRESHOLDS

CEQA allows the significance criteria established by the applicable air quality management district or air pollution control district to be used to assess impacts of a project on air quality. South Coast AQMD has established thresholds of significance for air quality for construction activities and project operation in the SoCAB, as shown in Table 3.3-6, *South Coast AQMD Regional Significance Thresholds*.

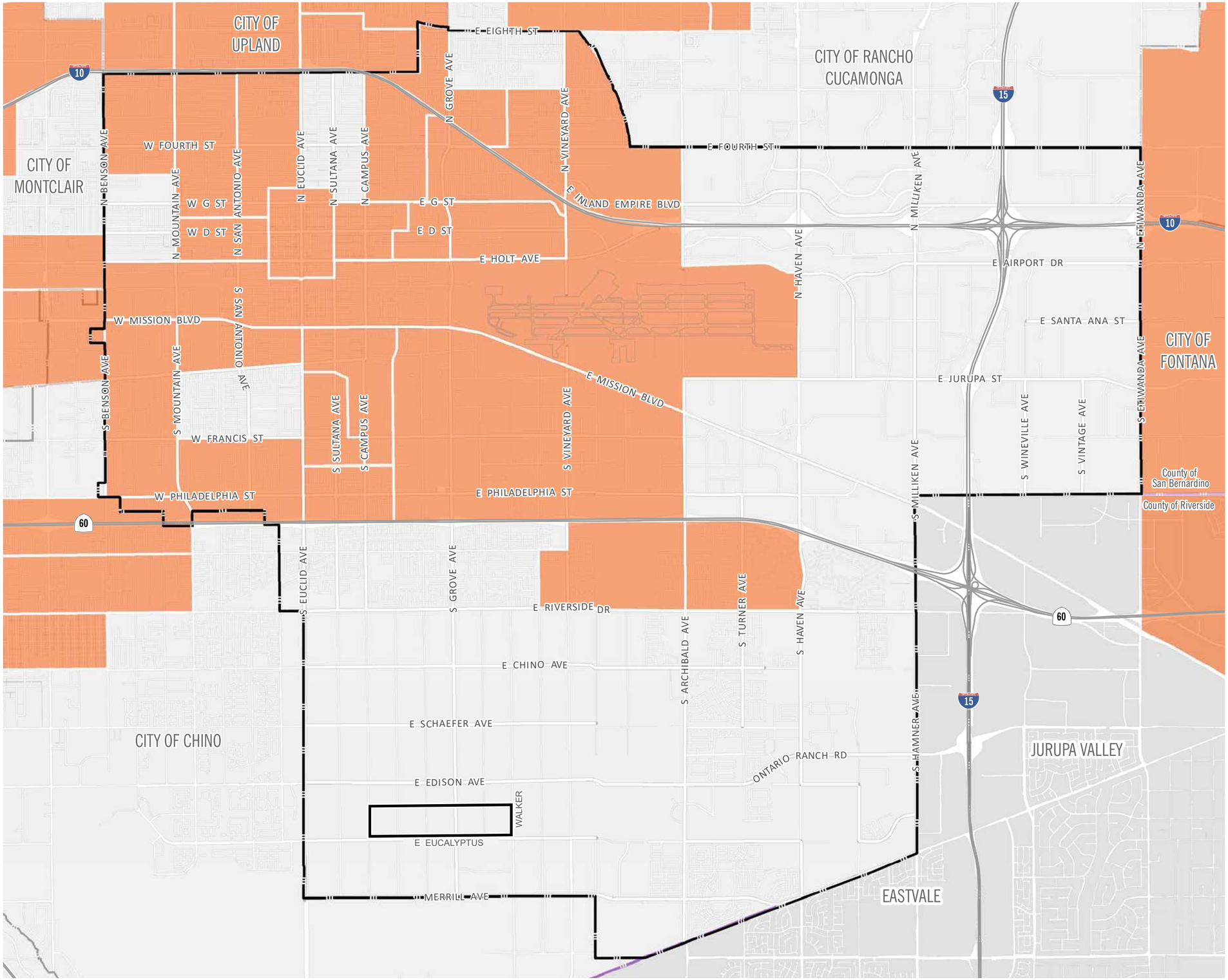
Table 3.3-6 South Coast AQMD Regional Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
Reactive Organic Gases (ROGs)/ Volatile Organic Compounds (VOCs)	75 lbs./day	55 lbs./day
Carbon Monoxide (CO)	550 lbs./day	550 lbs./day
Nitrogen Oxides (NO_X)	100 lbs./day	55 lbs./day
Sulfur Oxides (SO_X)	150 lbs./day	150 lbs./day
Particulates (PM_{10})	150 lbs./day	150 lbs./day

Source: South Coast AQMD 2023.

Figure 3.3-3

Environmental Justice Communities



Environmental Justice Community
Ontario City Boundary
County Boundary
EBPSP Boundary

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

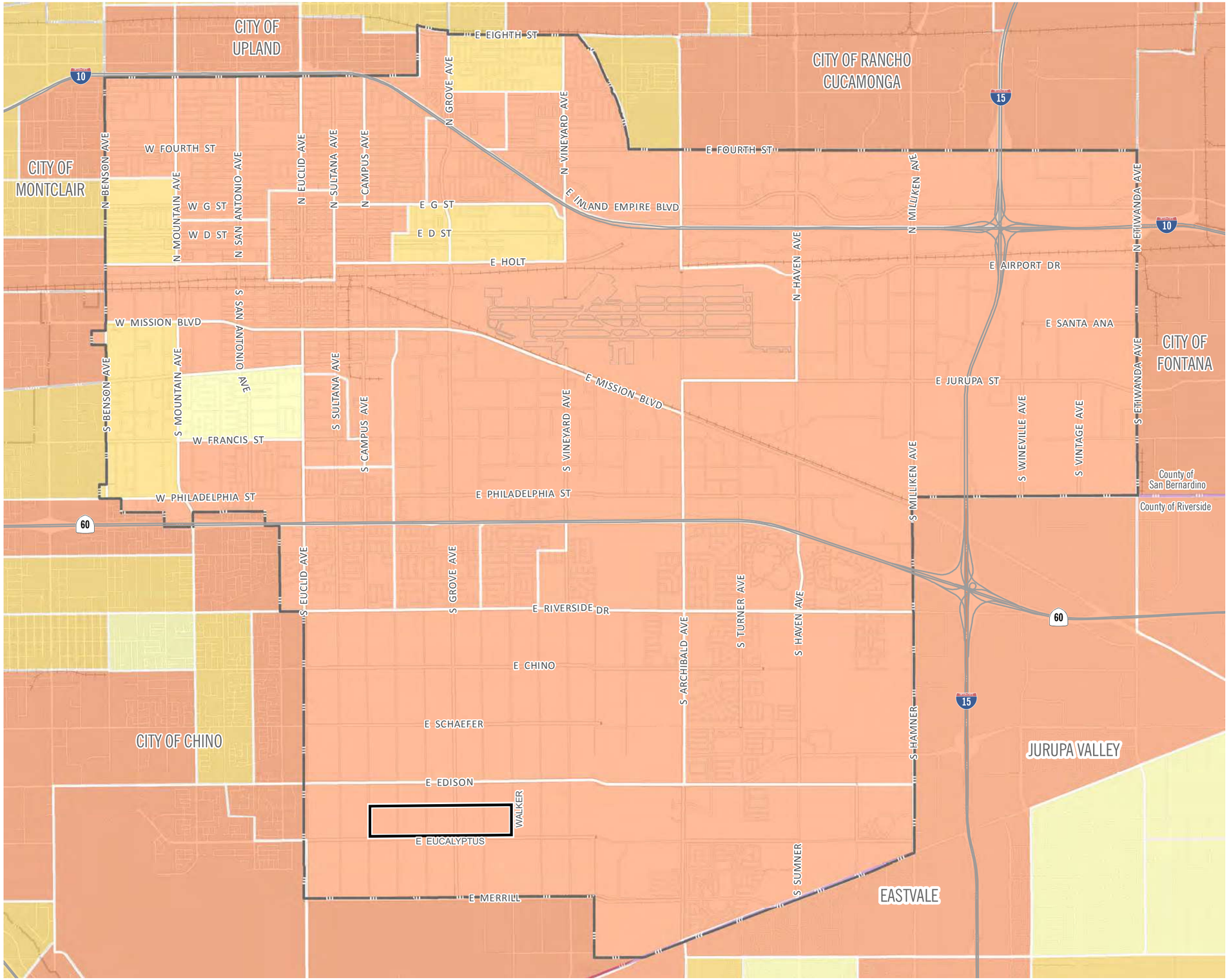
0 2,500 5,000 10,000 FT

Source: CES4 2021, City of Ontario 2025 Date: 8/14/2025

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Figure 3.3-4

CES4 Indicator – Pollution Burden Percentile



EBPSP Boundary
County Boundary
Rail Network

Pollution Burden Percent
- 0.0 - 25.0%
- 25.1 - 50.0%
- 50.1 - 75.0%
- 75.1 - 100.0%

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0 2,500 5,000 10,000 FT

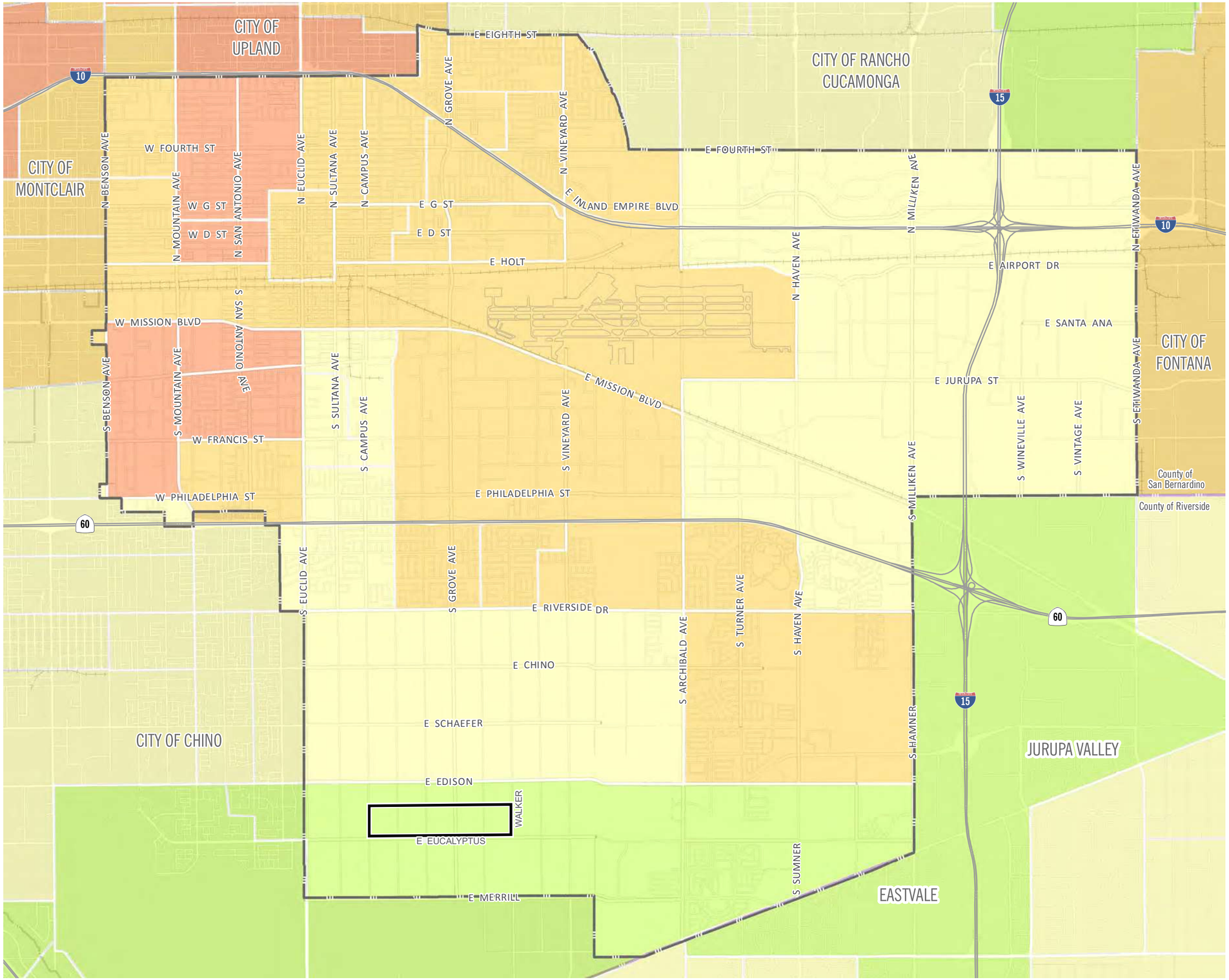
Source: OEHHA 2021

Date: 11/13/2025

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Figure 3.3-5

CES4 Indicator – Asthma Percentile



- EBPSP Boundary
- Ontario City Boundary
- County Boundary
- Rail Network

Asthma Percentile

- 0.0 - 25.0%
- 25.1 - 50.0%
- 50.1 - 75.0%
- 75.1 - 100.0%

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: OEHHA 2021

Date: 11/13/2025

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The table lists thresholds that are applicable for all projects uniformly, regardless of size or scope. As previously discussed, there is growing evidence that although ultrafine particulate matter contributes a very small portion of the overall atmospheric mass concentration, it represents a greater proportion of the health risk from PM exposure. EPA and CARB have not adopted AAQS to regulate ultrafine particulate matter; and therefore, South Coast AQMD has not developed thresholds for them.

Health Outcomes Associated with the South Coast AQMD Regional Significance Thresholds

Projects that exceed the South Coast AQMD's regional significance threshold contribute to the nonattainment designation of the SoCAB. The attainment designations are based on the AAQS, which are set at levels of exposure that are determined to not result in adverse health effects. Exposure to fine particulate pollution and ozone causes myriad health impacts, particularly to the respiratory and cardiovascular systems:

- Increases cancer risk ($PM_{2.5}$, TACs)
- Aggravates respiratory disease (O_3, $PM_{2.5}$)
- Increases bronchitis (O_3, $PM_{2.5}$)
- Causes chest discomfort, throat irritation, and increased effort to take a deep breath (O_3)
- Reduces resistance to infections and increases fatigue (O_3)
- Reduces lung growth in children ($PM_{2.5}$)
- Contributes to heart disease and heart attacks ($PM_{2.5}$)
- Contributes to premature death (O_3, $PM_{2.5}$)
- Contributes to lower birth weight in newborns ($PM_{2.5}$) (South Coast AQMD 2015a)

Exposure to fine particulates and ozone aggravates asthma attacks and can amplify other lung ailments such as emphysema and chronic obstructive pulmonary disease. Exposure to current levels of $PM_{2.5}$ is responsible for an estimated 4,300 cardiopulmonary-related deaths per year in the SoCAB. In addition, University of Southern California scientists, in a landmark children's health study, found that lung growth improved as air pollution declined for children aged 11 to 15 in 5 communities in the SoCAB (South Coast AQMD 2015b).

South Coast AQMD is the primary agency responsible for ensuring the health and welfare of sensitive individuals exposed to elevated concentrations of air pollutants in the SoCAB and has established thresholds that would be protective of these individuals. To achieve the health-based standards established by the EPA, South Coast AQMD prepares an AQMP that details regional programs to attain the AAQS. Mass emissions thresholds shown in Table 3.3-6 are not correlated with concentrations of air pollutants, but mass emissions still contribute to the cumulative air quality impacts in the SoCAB. The thresholds are based on the trigger levels for the federal New Source Review Program, which was created to ensure projects are consistent

with attainment of health-based National AAQS. Regional emissions from a single project do not trigger a regional health impact, and it is speculative to identify how many more individuals in the air basin would be affected by the health effects listed previously. Projects that do not exceed the South Coast AQMD regional significance thresholds in Table 3.3-6 would not violate regional air quality standards or contribute substantially to an existing or projected air quality violation.

If projects exceed the emission levels presented in Table 3.3-6, those emissions would cumulatively contribute to the nonattainment status of the air basin and would contribute to elevating health effects associated with these criteria air pollutants regionally. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Reducing emissions would contribute to reducing possible health effects related to criteria air pollutants; however, for projects that exceed the emissions in Table 3.3-6, it is speculative to determine how exceeding the regional thresholds would affect the number of days the region is in nonattainment because mass emissions are not correlated with concentrations of emissions or how many additional individuals in the air basin would be affected by the health effects cited previously.

South Coast AQMD has not provided methodology to assess the specific correlation between mass emissions generated and the effect on health to address the issue raised in *Sierra Club v. County of Fresno* (Friant Ranch, L.P.) (2018) 6 Cal.5th 502, Case No. S21978. South Coast AQMD currently does not have methodologies that would provide the District with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions.[10] Ozone concentrations are dependent on a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground-level ozone concentrations in relation to the National and California AAQS, and the absence of modeling tools that could

[10] In April 2019, the Sacramento Metropolitan Air Quality Management District (SMAQMD) published an Interim Recommendation on implementing *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502 ("Friant Ranch") in the review and analysis of proposed projects under CEQA in Sacramento County. Consistent with the expert opinions submitted to the court in Friant Ranch by the San Joaquin Valley Air Pollution Control District (SJVAPCD) and South Coast AQMD, the SMAQMD guidance confirms the absence of an acceptable or reliable quantitative methodology that would correlate the expected criteria air pollutant emissions of projects to likely health consequences for people from project-generated criteria air pollutant emissions. The SMAQMD guidance explains that while it is in the process of developing a methodology to assess these impacts, lead agencies should follow the Friant Court's advice to explain in meaningful detail why this analysis is not yet feasible. Since this interim memorandum SMAQMD has provided methodology to address health impacts. However, a similar analysis is not available for projects within the South Coast AQMD region.

provide statistically valid data and meaningful additional information regarding health effects from criteria air pollutants generated by individual projects, it is not possible to link specific health risks to the magnitude of emissions exceeding the significance thresholds. If a project in the SoCAB exceeds the regional significance thresholds, the project could contribute to an increase in health effects in the basin until the attainment standards are met in the SoCAB.

Localized Significance Thresholds

Criteria Air Pollutants

South Coast AQMD identifies localized significance thresholds (LST), shown in Table 3.3-7, *South Coast AQMD Localized Significance Thresholds*. Emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at a project site could expose sensitive receptors to substantial concentrations of criteria air pollutants. Off-site mobile-source emissions are not included in the LST analysis. A project would generate a significant impact if it generates emissions that, when added to the local background concentrations, violate the AAQS.

Table 3.3-7 South Coast AQMD Localized Significance Thresholds

Air Pollutant (Relevant AAQS)	Concentration
1-Hour CO Standard (CAAQS)	20 ppm
8-Hour CO Standard (CAAQS)	9.0 ppm
1-Hour NO_2 Standard (CAAQS)	0.18 ppm
Annual NO_2 Standard (CAAQS)	0.03 ppm
24-Hour PM_{10} Standard – Construction (South Coast AQMD)[1]	10.4 µg/m^3
24-Hour $PM_{2.5}$ Standard – Construction (South Coast AQMD)[1]	10.4 µg/m^3
24-Hour PM_{10} Standard – Operation (South Coast AQMD)[1]	2.5 µg/m^3
24-Hour $PM_{2.5}$ Standard – Operation (South Coast AQMD)[1]	2.5 µg/m^3
Annual Average PM_{10} Standard (South Coast AQMD)[1]	1.0 µg/m^3

Source: South Coast AQMD 2023.

Notes: ppm – parts per million; µg/m3 – micrograms per cubic meter

1 Threshold is based on South Coast AQMD Rule 403. Since the SoCAB is in nonattainment for PM10 and PM2.5, the threshold is established as an allowable change in concentration. Therefore, background concentration is irrelevant.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the 8-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to the AAQS is typically

demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles and introduction of cleaner fuels, as well as implementation of control technology on industrial facilities, CO concentrations in the SoCAB and the state have steadily declined.

In 2007, the SoCAB was designated in attainment for CO under both the California AAQS and National AAQS. The CO hotspot analysis conducted for attainment by South Coast AQMD did not predict a violation of CO standards at the busiest intersections in Los Angeles during the peak morning and afternoon periods.[11] As identified in South Coast AQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide, peak carbon monoxide concentrations in the SoCAB in years before the 2007 redesignation were a result of unusual meteorological and topographical conditions and not of congestion at a particular intersection. South Coast AQMD does not currently have a recommended screening criteria to utilize to determine potential CO hotspot generation; therefore, guidance from the Bay Area Air District is utilized to assess CO hotspots. According to the Bay Area Air District, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—to generate a significant CO impact (Bay Area Air District 2023).[12]

Toxic Air Contaminants

Whenever a project would require use of chemical compounds that have been identified in South Coast AQMD Rule 1401, placed on CARB's air toxics list pursuant to AB 1807, or placed on the EPA's National Emissions Standards for Hazardous Air Pollutants, a health risk assessment is required by the South Coast AQMD. Table 3.3-8, *South Coast AQMD Toxic Air Contaminants Incremental Risk Thresholds*, lists the TAC incremental risk thresholds for construction and operation of a project. The type of land uses that typically generate substantial quantities of criteria air pollutants and TACs from operations include industrial (stationary sources) and

[11] The four intersections were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning peak hour and LOS F in the evening peak hour.

[12] The CO hotspot analysis refers to the modeling conducted by the Bay Area Air District for its CEQA Guidelines because it is based on newer data and considers the improvement in mobile-source CO emissions. Although meteorological conditions in the Bay Area differ from those in the Southern California region, the modeling conducted by Bay Area Air District demonstrates that the net increase in peak hour traffic volumes at an intersection in a single hour would need to be substantial. This finding is consistent with the CO hotspot analysis South Coast AQMD prepared as part of its 2003 AQMP to provide support in seeking CO attainment for the SoCAB. Based on the analysis prepared by South Coast AQMD, no CO hotspots were predicted for the SoCAB. As noted in the preceding footnote, the analysis included some of Los Angeles' busiest intersections, with daily traffic volumes of 100,000 or more peak hour vehicle trips operating at LOS E and F (South Coast AQMD 2003).

warehousing (truck idling) land uses (CARB 2005). Educational and recreational land uses do not use substantial quantities of TACs; thus, these thresholds are typically applied to new industrial projects' operations only. Additionally, the purpose of this environmental evaluation is to identify the significant effects of the project on the environment, not the significant effects of the environment on the project (*California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (Case No. S213478)).

Table 3.3-8 South Coast AQMD Toxic Air Contaminants Incremental Risk Thresholds

Maximum Incremental Cancer Risk (Project-Level)	≥ 10 in 1 million
Cancer Burden (in areas ≥ 1 in 1 million)	> 0.5 excess cancer cases
Hazard Index (project increment)	≥ 1.0

Source: South Coast AQMD 2023.

METHODOLOGY

The air quality evaluation was prepared in accordance with the requirements of CEQA to determine if significant air quality impacts are likely to occur in conjunction with future development that would be accommodated by the proposed project. The published South Coast AQMD's CEQA Air Quality Handbook and its updates on the South Coast AQMD website are intended to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts. It provides standards, methodologies, and procedures for conducting air quality analyses in EIRs that were used in this analysis.

Policy Plan Amendment

Community Emissions

The emissions inventory and forecast for the Policy Plan Amendment utilize a community emissions accounting method that includes sources that are in the indirect and direct jurisdictional control of the City of Ontario (geographic region).[13] The community criteria air pollutant emissions inventory and forecast are based on activity data compiled for TOP 2050 (see Appendix C1). The following is a summary by sector of the assumptions used for the project area's criteria air pollutant emissions inventory and forecast, included in Appendix C1.

- **Building Energy.** Emissions associated with natural gas use for residential and nonresidential land uses in the city were based on the energy forecast without state actions conducted for the emissions inventory for the Community Climate Action Plan (2022). Forecasts for the

[13] Emissions from permitted sources are excluded from the existing emissions inventory because the reductions associated with the Industrial sector are regulated separately by South Coast AQMD or are otherwise not under the jurisdiction of the City.

proposed project were adjusted for increases in dwelling units for residential natural gas use and non-residential square footage for non-residential natural gas use in the city.

- **Transportation.** Transportation emissions forecasts were modeled using emissions data from CARB's EMFAC2021 V1.0.2 web database with EMFAC off-model adjustment factors. Model runs were based on daily vehicle miles traveled (VMT) data provided by Fehr & Peers (see Appendix K1) and calendar year 2050 emission rates. The daily VMT is based on the origin-destination (OD) method using the San Bernardino Transportation Analysis Model+ (SBTAM+) and includes the full trip length for land uses in the city and a 50 percent reduction in the trip length for external-internal/internal-external trips based on the recommendations of CARB's Regional Targets Advisory Committee under SB 375. Consistent with CARB's methodology within the Climate Change Scoping Plan Measure Documentation Supplement, daily VMT was multiplied by 347 days per year to account for reduced traffic on weekends and holidays to determine annual emissions.

- **Off-Road Equipment.** Estimates for the approved project are based on air quality and GHG emissions modeling conducted for the 2022 Certified EIR. The modeling used CARB's OFFROAD2021 V1.0.1 web database to estimate emissions from agricultural, light commercial, and construction within the City. The agricultural equipment forecast for the proposed project assumes there is no remaining farmland in the City. The construction equipment forecast for the proposed project was assumed to be similar to historic levels. The lawn and garden forecast for the proposed project is adjusted for changes in housing growth in the city. The light commercial/industrial equipment forecast for the proposed project is adjusted for changes in employment in the city.

- **Area Sources.** Area sources are based on CalEEMod defaults for emissions generated from use of consumer products and cleaning supplies (CAPCOA 2022).

- **Truck Routes.** For purposes of the operational health risk assessment (HRA), truck route emissions were quantified separately from total on-road transportation emissions used for the proposed Policy Plan Amendment analysis. For the HRA, all baseline and proposed truck routes were segmented to isolate geographic changes in the truck distribution throughout the City. For example, Archibald south of CA-60 was segmented into Mid-Archibald, South Archibald, and Archibald Southern Connection to maintain consistency in dispersion modeling methodology for proposed conditions when the South Archibald segment would be removed from the truck route network (see Appendix C2 for more information). Average daily light-, medium-, and heavy-duty truck volumes were identified for each modeled truck route segment by Fehr & Peers (2025) and used in idle, acceleration, and running exhaust emissions for the HRA. Emissions of PM_{10} exhaust were used to represent DPM emissions and were based on CARB's EMFAC2021 on-road vehicle emissions database and the EPA's EMFAC2021 adjustment factors, released in December 2025. Detailed calculations, methodology, and results for the operational HRA can be found in Appendix C2.

Current TOP Emissions

The project area consists of residential, retail/service, business park and industrial, open space, mixed residential and commercial, and public use. These uses currently generate criteria air pollutant emissions from natural gas use for energy, heating, and cooking; vehicle trips associated with each land use; and area sources such as landscaping equipment and consumer cleaning products.[14] Table 3.3-9, *Current TOP Criteria Air Pollutant Emissions Inventory*, shows the average daily emissions inventory currently associated with the approved project.

Table 3.3-9 Current TOP Criteria Air Pollutant Emissions Inventory

Sector	Current TOP Criteria Air Pollutant Emissions (pounds per day)					
	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
Transportation[1]	197	4,401	14,613	96	1,031	381
Energy[2]	154	2,720	1,828	17	213	213
Area – Off-Road Equipment[3]	221	2,407	12,425	4	94	85
Area – Consumer Products[4]	4,781	—	—	—	—	—
Total	**5,352**	**9,528**	**28,866**	**117**	**1,337**	**679**

1 EMFAC2021 Version 1.0.2 Emission Rates with Adjusted Factors. Based on daily VMT provided by Fehr & Peers (see Appendix K1).

2 Based on the emission inventory from Community Climate Action Plan (2022), excluding State actions.

3 Based on air quality and greenhouse gas emissions modeling conducted for the 2022 Certified EIR.

4 Based on CalEEMod 2022 User's Guide methodology to calculate ROG/VOC emissions from use of household consumer cleaning products.

Truck Route Health Risk Assessment

The proposed project would involve a citywide redistribution of truck volumes by adding and removing select routes from the City's truck route network through 2050. Therefore, the operational HRA focuses on the incremental change in health risk impact resulting in 2050 from the citywide redistribution of trucking activities based on those select truck route additions and removals. Truck route emissions modeling is based on particulate matter exhaust of an aerodynamic diameter of 10 microns or less (PM_{10} exhaust) to represent DPM emissions from trucks on the affected truck routes.

For all affected truck routes, the change in daily light-, medium-, and heavy-duty truck volumes was calculated at each volume node provided by Fehr & Peers (2026) and averaged along the

[14] Emissions from permitted sources are excluded from the Current TOP emissions inventory because the reductions associated with the Industrial sector are regulated separately by South Coast AQMD and are not under the jurisdiction of the City of Ontario.

contiguous truck route. The average daily truck volumes for light-, medium-, and heavy-duty trucks were proportioned for each route to determine the percentages of light-, medium-, and heavy-duty trucks for each truck route. Because each route has several stops and crossings, the total potential vehicle stops along each route were identified to account for emissions associated with vehicle idling while stopped and subsequent acceleration to reach posted speed limits. These truck volumes and route crossings were then used to quantify emissions along each individual truck route throughout the City.

CARB's EMFAC2021 on-road emissions rate data set, including the EPA's Off-Model Adjustment Factors to Remove the Impact of Advanced Clean Trucks, Zero-Emission Airport Shuttle, Heavy-Duty Omnibus, and Warranty Phase I Regulations ("EMFAC2021 adjustment factors") were utilized to estimate emissions along the truck routes based on the truck volumes provided by Fehr & Peers. All light-duty trucks were assumed to include EMFAC vehicle categories with a gross vehicle weight rating (GVWR) of 8,501 to 14,000 pounds. All medium duty trucks were assumed to include EMFAC categories with a GVWR of 14,001 to 33,000 pounds, and all heavy-duty trucks were assumed to include EMFAC categories with a GVWR of over 33,000 pounds. Due to the uncertainty surrounding the future electric vehicle population, the electric vehicle population from trucks traveling throughout the City were conservatively reduced to zero in year 2050, and all truck volumes assumed non-electric vehicle fuel types for emission factors.

The running exhaust emissions for each truck route used the EMFAC2021 emission factors for the speed bin corresponding to that route's posted maximum travel speed. Acceleration emissions were calculated by identifying number of potential crossings along each route and the average distance of travel for each speed bin for light-, medium-, and heavy-duty trucks along each route, then using those distances in corresponding speed bins from EMFAC2021 up to the posted maximum travel speed in speed bin increments of 5 miles per hour. The cumulative travel distance in speed bins lower than the posted maximum travel speed were subtracted from the overall travel distance along each route for the running exhaust emission calculations.

Truck idle emissions were calculated by identifying the total number of light-, medium-, and heavy-duty trucks along each route; multiplying each route's truck volumes by the number of crossings along the segment to identify the cumulative number of trucks that would idle along each route; and multiplying each route's cumulative truck crossing count with the idle emission rates in EMFAC2021 for the corresponding light-, medium-, and heavy-duty classifications.

Air dispersion modeling was performed using the AERMOD atmospheric dispersion model (Lakes AERMOD View, version 13.0.0). The model is a steady-state Gaussian plume model and is approved by South Coast AQMD for estimating ground-level impacts from emission sources in simple and complex terrain.

All proposed and existing truck routes were included in AERMOD, each as an individual line volume source. An existing conditions model was prepared to identify citywide pollutant concentrations in 2050 resulting from no changes to the City's existing truck route network. A separate proposed conditions model was prepared to identify citywide pollutant concentrations in 2050 resulting from the proposed changes in the City's truck route network. Because of the scale of modeling necessary for this analysis, a two-tier approach was employed. The first tier of modeling included a citywide receptor grid spaced at 600 meters to identify the "hotspots" of pollutant concentration changes, or areas where the greatest change in pollutant concentration—increase and decrease—would occur. The second tier's refined modeling narrowed the model's receptors to only capture areas that fall within the one-per-million cancer risk contours from the first-tier modeling, with receptors spaced at 100 meters.

To assist in risk calculations, CARB recommends its Hot Spots Analysis and Reporting Program (HARP) to reduce human error in health risk estimations. Therefore, HARP was used to calculate cancer risk resulting from the proposed project. Detailed calculations, methodology, and results of the HRA are in Appendix C2.

Specific Plan

Construction and Operational Emissions

Land uses affect air quality through construction-source and operational-source emissions. The California Air Pollution Control Officers Association (CAPCOA), in conjunction with other California air districts, including South Coast AQMD, released CalEEMod 2022 in May 2022. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (ROGs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$) and GHG emissions from direct and indirect sources and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for the EBPSP to determine construction and operational air quality emissions (see Appendix C3).

Health Risk Assessment

The EBPSP Health Risk Assessment was conducted in accordance with the guidelines in South Coast AQMD's 2003 "Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis," and the EPA's AERMOD model was used. The Lakes AERMOD View (version 13.0.0) was used to calculate annual average particulate concentrations associated with site operations and to incorporate the EPA's latest AERMOD version 24142 (see Appendix C4).

On-Road Mobile Source Emissions

EMFAC 2021 and Off-Model Adjustment Factors

On-road mobile source emissions were estimated using the CARB's EMFAC 2021 model. EMFAC 2021 is the most recent version of EMFAC approved by the EPA for use in State Implementation Plans (SIP) and federal transportation conformity determinations, and it remains the standard analytical platform for regional air quality planning in California.

In addition to the base EMFAC 2021 outputs, the analysis applies EMFAC 2021 off-model adjustment factors developed by CARB and approved by the EPA. These adjustment factors are multipliers applied to EMFAC 2021 emission estimates to account for the effects of certain mobile-source regulations or programs that are not fully embedded in the standard EMFAC 2021 model structure (see Appendix C3).

Impacts of the Environment on a Project

In 2016, the California Legislature passed Senate Bill 1000 (SB 1000), Planning for Healthy Communities Act, to incorporate environmental justice (EJ) into the local land use planning process. SB 1000 requires local governments to address pollution and other hazards that disproportionately impact low-income communities and communities of color in their jurisdictions. SB 1000 mandates that general plans address environmental justice but does not require CEQA analyses to address EJ issues. The proposed project addresses air quality and health risk impacts of implementing the approved project to sensitive land uses.

Buildout of the land use plan associated with the proposed project would site sensitive uses (e.g., residential) near sources of emissions (e.g., freeways, industrial uses, etc.). Developing new sensitive land uses near sources of emissions could expose persons that inhabit these sensitive land uses to potential air quality-related impacts. The purpose of this environmental evaluation is to identify the significant effects of the proposed project on the environment, not the significant effects of the environment on the proposed project. *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (Case No. S213478). Thus, CEQA does not require analysis of the potential environmental effects from siting sensitive receptors near existing sources, and this type of analysis is not provided in Section 3.3.5; however, the Policy Plan Amendment includes policies that would require design features to minimize air quality impacts and to achieve appropriate health standards. The following policies are applicable:

- **LU-2.9: Methane Gas Sites**. We require sensitive land uses and new uses on former dairy farms or other methane-producing sites to be designed to minimize health risks.
- **LU-2.10: Sensitive Uses**. We monitor and share information with the community about stationary and non-stationary emission sources. We encourage siting and design of facilities

to minimize health and safety risks on existing and proposed sensitive uses, especially in environmental justice areas.

- **ER-4.2: Sensitive Land Uses**. We prohibit the future siting of sensitive land uses within the distances defined by the California Air Resources Board for specific source categories, without sufficient mitigation.
- **ER-4.4: Indoor Air Quality**. We will comply with State Green Building Codes relative to indoor air quality. We seek funding to improve indoor air quality for households with poor indoor air quality, with priority for lower income households in environmental justice areas.

3.3.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.3.5 Environmental Impacts

2022 Certified EIR

The 2022 Certified EIR identified the following conclusions regarding the air quality emissions:

- **AQMP Consistency.** The 2022 Certified EIR concluded that the buildout of the approved project would be consistent with the AQMP under the first criteria by providing a more efficient land use plan that reduces vehicle miles traveled (VMT) per resident and employee. Population growth forecast and associated air pollutant emissions from the buildout of the approved project would cumulatively contribute to the nonattainment designations in the SoCAB. While mitigation measures could reduce construction and operational impacts to the extent feasible, due to the magnitude of residential units that would be developed under the approved project, impacts were significant and unavoidable.
- **Construction-Related Regional Air Quality Impact.** The 2022 Certified EIR concluded that, even with Mitigation Measure AIR-1-PPA (former MM 3-1), construction air emissions of the approved project could exceed South Coast AQMD's significance thresholds as a result of the amount of development activity that is anticipated. Impacts were significant and unavoidable.
- **Operational Phase Regional Air Quality Impact.** The 2022 Certified EIR concluded that, even with Mitigation Measures AIR-2-PPA (former MM 3-2) and AIR-3-PPA (former MM AQ-1), the long-term operational emissions associated with the approved project would exceed the daily South Coast AQMD thresholds for ROGs due to the increase in residential units. The emissions of ROGs that exceed the South Coast AQMD regional significance thresholds would contribute to the O_3 nonattainment designation of the SoCAB. Impacts were significant and unavoidable.

- **Localized Air Quality Impact.** The 2022 Certified EIR concluded that implementation of the approved project would not produce the volume of traffic required to generate a CO hotspot, and localized CO hotspot impacts would be less than significant. Compliance with South Coast AQMD Rule 1401 would ensure less than significant impacts related to TAC emissions from permitted stationary sources. Operation of industrial and warehousing land uses accommodated under the approved project could expose sensitive receptors to substantial TAC emissions and contribute to higher levels of cancer risk in the SoCAB. Consequently, even with Policy ER-4.9 to require operational health risk assessment for projects that could generate a substantial number of diesel truck trips, the 2022 Certified EIR determined that buildout of the approved project would cumulatively contribute to health risk impacts, and impacts would be significant and unavoidable.
- **Odors.** The 2022 Certified EIR identified that odors generated in the city would not affect a substantial number of people, and impacts would be less than significant. Individual projects, including commercial, industrial, and residential projects, associated with the buildout of the approved project were required to comply with South Coast AQMD Rule 402 to prevent odors and avoid creation of a public nuisance. Impacts were less than significant.

Proposed Project

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

AQMP CONSISTENCY ANALYSIS

The 2022 Certified EIR identified that the approved project would be consistent with the South Coast AQMD AQMP under the first criteria. Air pollutant emissions associated with buildout of the approved project would cumulatively contribute to the nonattainment designations in the SoCAB. Incorporation of Mitigation Measure AIR-2-PPA (former MM 3-2) and Mitigation Measure AIR-3-PPA (former MM AQ-1), as well as TOP 2050 goals and policies, would help reduce criteria air pollutant emissions. Due to the magnitude of population growth and associated emissions, the approved project was identified to conflict with the South Coast AQMD AQMP under the second criteria and impacts would remain significant and unavoidable.

The following describes potential air quality impacts of consistency with the AQMP from implementation of the proposed project compared to the approved project.

Policy Plan Amendment

The South Coast AQMD is directly responsible for reducing emissions from area, stationary, and mobile sources in the SoCAB to achieve the National and California AAQS and has responded to this requirement by preparing an AQMP. The South Coast AQMD Governing Board adopted the

2022 AQMP, which is a regional and multiagency effort (South Coast AQMD, CARB, SCAG, and EPA).

A consistency determination with the AQMP plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to the clean air goals in the AQMP.

The 2 principal criteria for conformance with an AQMP are:

1. Whether the project would exceed the assumptions in the AQMP.
2. Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timeline attainment of air quality standards.

SCAG is South Coast AQMD's partner in the preparation of the AQMP, providing the latest economic and demographic forecasts and developing transportation measures. Regional population, housing, and employment projections developed by SCAG are based, in part, on general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP.

Criteria 1: Consistency with Regional Growth Assumptions

Table 3.3-10, *Comparison of Population and Employment Forecast*, compares the population and employment growth forecast under the approved project and the proposed project. The table shows that the proposed project would result in more VMT due to an increase in population; however, both the approved project and the proposed project would result in similar VMT per service population. This indicates that the proposed project would accommodate additional growth without substantially increasing travel demand per service population, reflecting an efficient land use plan. Therefore, the proposed project would be consistent with the AQMP under the first criterion.

Table 3.3-10 Comparison of Population and Employment Forecast

Category	Current TOP 2050	Policy Plan Amendment	Change from Current TOP 2050	Percent Change
Population	411,268	427,741	16,473	4%
Employment	299,204	301,035	1,831	1%
Service Population (SP)[1]	710,472	728,776	18,304	3%
Daily VMT[2]	13,763,149	14,139,609	376,460	3%
VMT/SP	19.37	19.40	<1	<1%

Notes:

1 Service population (SP) consists of the aggregate of total employees and population in the city.

2 Daily VMT provided by Fehr & Peers, 2025 (Appendix K1).

Criterion 2: Consistency with Regional Emissions Forecasts

The SoCAB is designated nonattainment for O_3 and $PM_{2.5}$ under the California and National AAQS,[15] nonattainment for PM_{10} under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2025a). As identified in Air Quality Threshold b), the proposed project would result in a substantial increase in ROG and NO_X compared to the approved project. Consequently, emissions generated by development projects under the proposed project, in addition to existing sources in the City, are considered to cumulatively contribute to the nonattainment designations of the SoCAB. Buildout of the proposed project could contribute to an increase in frequency or severity of air quality violations and delay attainment of the AAQS or interim emission reductions in the AQMP, and emissions generated from buildout of the proposed project would result in a significant air quality impact. Therefore, implementation of the proposed project would not be consistent with the AQMP under the second criterion and would result in a substantial increase in magnitude of impacts compared to the approved project.

Summary

Buildout of the proposed project would be consistent with the AQMP under the first criteria; however, air pollutant emissions associated with buildout of the proposed project would cumulatively contribute to the nonattainment designations in the SoCAB. Consistency with the AQMP was identified as significant and unavoidable in the 2022 Certified EIR. Therefore, the

[15] The SoCAB is pending a redesignation request from nonattainment to attainment for the 24-hour federal $PM_{2.5}$ standards. The 2021 $PM_{2.5}$ Redesignation Request and Maintenance Plan demonstrates that the South Coast meets the requirements of the CAA to allow the EPA to redesignate the SoCAB to attainment for the 65 $\mu g/m^3$ and 35 $\mu g/m^3$ 24-hour $PM_{2.5}$ standards. CARB will submit the 2021 $PM_{2.5}$ Redesignation Request to the EPA as a revision to the California SIP (CARB 2021).

proposed project would not result in a new or a substantial increase in magnitude of impacts compared to that identified in the 2022 Certified EIR. This impact is **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

Impacts for the Specific Plan are embodied in the emissions tables (Tables 3.3-12 to 3.3-18) under Air Quality Threshold b). In summary, operational-source emissions would exceed applicable regional thresholds for emissions of ROG (summer only) and NOx during Phase 1; ROG, NOx, and CO (summer only) during Phase 2; and ROG, NOx, CO, and PM_{10} at buildout. Accordingly, operation of the Specific Plan could increase the frequency or severity of existing air quality violations and would cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Growth projections from local general plans adopted by cities in the SoCAB are provided to SCAG, which develops regional growth forecasts that are used to develop air quality forecasts for the AQMP. Development consistent with the growth projections in City of Ontario Policy Plan is considered consistent with the AQMP. The EBPSP is not consistent with the approved project.

The EBPSP is considered inconsistent with the 2022 AQMP because the EBPSP has the potential to result in or cause violations of the National or California AAQS and would not be consistent with the approved project. Consistency with the AQMP was identified as a significant and unavoidable impact in the 2022 Certified EIR. Therefore, the EBPSP would not result in a new or a substantial increase in magnitude of impacts compared to the that identified in the 2022 Certified EIR. This would be a **potentially significant impact**.

Specific Plan Significance without Mitigation: Potentially significant.

Impact AQ-1: The additional population growth forecast for the Policy Plan Amendment and Specific Plan and the associated emissions would exceed the assumptions of the South Coast AQMD's AQMP.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

Mitigation measures applied to a development project's operational phase would help reduce impacts associated with buildout of the proposed project; however, no mitigation measures are available that would reduce impacts associated with consistency with South Coast AQMD's AQMP.

New Mitigation Measures

Policy Plan Amendment

No additional mitigation measures have been identified.

Specific Plan

Mitigation measures applied to the operational phases (Mitigation Measures AIR-5-SP through AIR-12-SP) for the Specific Plan would reduce regional air quality exceedances.

Significance After Mitigation

Policy Plan Amendment

As shown in Table 3.2-12, *City of Ontario Regional Criteria Air Pollutant Emissions Forecast*, the proposed project would result in a substantial increase in ROG and NO_X compared to the approved project. At the program level, ROG and NO_X emissions cannot be mitigated because the primary sources are outside local control. ROG emissions largely come from consumer products that are regulated at the manufacturer level, and the City cannot control which products residents purchase or use. Similarly, NO_X emissions from the transportation sector depend on the types of vehicles individuals choose to own and operate, which are governed by state and federal standards rather than local plans.

Accordingly, because of the magnitude and intensity of development accommodated by the proposed project, as well as regional air quality influences beyond the control of the City, impacts associated with consistency with the AQMP would remain **significant and unavoidable**. No additional feasible mitigation measures or mitigating policies at the program level would ensure consistency of the proposed project with the South Coast AQMD's AQMP. The identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent individual projects that meet applicable project-level thresholds of significance.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

Specific Plan

There is no feasible mitigation that would reduce impacts associated with consistency of the project with the AQMP to less than significant; Impacts would remain **significant and unavoidable**.

Specific Plan Significance with Mitigation: Significant and unavoidable.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

CONSTRUCTION – REGIONAL EMISSIONS IMPACTS

The 2022 Certified EIR identified that, due to the scale of development activity associated under the approved project, the short-term emissions would likely exceed the South Coast AQMD regional significance thresholds.

Policy Plan Amendment

Construction emissions were not quantified due to the programmatic nature of the proposed project. Though mitigation measures were incorporated, the 2022 Certified EIR identified significant and unavoidable construction phase impacts associated with the approved project.

Construction activities under the proposed project would also temporarily increase PM_{10}, $PM_{2.5}$, ROG, NO_X, SO_X, and CO regional emissions in the SoCAB. 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 are activities that disturb the soil, such as grading and excavation, road construction, and building demolition and construction. The primary sources of ROG emissions are the application of architectural coating and off-gas emissions associated with asphalt paving.

Construction activities associated with the proposed project would occur over the buildout horizon of the plan, causing short-term emissions of criteria air pollutants; however, information regarding specific development projects, soil types, and the locations of receptors would be needed to quantify the level of impact associated with construction activity. Due to the scale of development activity associated with buildout of the proposed project, emissions would likely exceed the South Coast AQMD regional significance thresholds. In accordance with the South Coast AQMD methodology, emissions that exceed the regional significance thresholds would cumulatively contribute to the nonattainment designations of the SoCAB.

Air quality emissions related to construction must be addressed on a project-by-project basis. For the Policy Plan Amendment, which is a broad-based policy plan, it is not possible to determine whether the scale and phasing of individual projects would exceed the South Coast AQMD's short-term regional or localized construction emissions thresholds. In addition to regulatory measures—e.g., South Coast AQMD Rule 403 for fugitive dust control, Rule 1113 for architectural coatings, and CARB's Airborne Toxic Control Measures—mitigation imposed at the project level may include extension of construction schedules and/or use of special equipment.

Furthermore, TOP 2050 includes a range of policies designed to reduce construction-related emissions, as listed below. Environmental Resources (ER) Element Policy 4.6 would support

reduction in particulate matter generated during construction activities. Safety (S) Element Policy S-5.1 requires the implementation of best management practices for dust control at all excavation and grading projects, and Policy S-5.2 prohibits excavation and grading during strong wind conditions.

- **ER-4.6: Particulate Matter.** We support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.
- **S-5.1: Dust Control Measures.** We require the implementation of Best Management Practices for dust control at all excavation and grading projects.
- **S-5.2: Grading in High Winds.** We prohibit excavation and grading during strong wind conditions, as defined by the Building Code.

While individual projects accommodated under the proposed project may not exceed the South Coast AQMD regional significance thresholds, the likely scale and extent of the combined construction activities associated with the future development under the proposed project would likely continue to exceed the relevant South Coast AQMD thresholds. Compared to the approved project, the proposed project would have similar impacts because the proposed project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the city which would require substantial landform modification.

Construction impacts of the approved project were identified as significant and unavoidable in the 2022 Certified EIR. Therefore, the proposed project would not result in a new or a substantial increase in magnitude of impacts compared to the that identified in the 2022 Certified EIR. Like the approved project, construction-related regional air quality impacts of developments that would be accommodated by the proposed project would be **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

Construction activities associated with the EBPSP would result in emissions of ROGs, NO_x, SO_x, CO, PM_{10}, and $PM_{2.5}$. Construction-related emissions are expected from the following construction activities:

- Demolition/Crushing
- Site Preparation
- Grading
- Building Construction
- Paving

- Architectural Coating

Consistent with industry standards and typical construction practices, each piece of equipment is assumed to operate up to a total of eight hours per day. Estimated maximum daily construction emissions for Phases 1, 2, and 3 are summarized in Table 3.3-11, *EBPSP Construction Emissions Summary: Phase 1;* Table 3.3-12, *EBPSP Construction Emissions Summary: Phase 2;* and Table 3.3-13, *EBPSP Construction Emissions Summary: Phase 3*. As identified in these tables, EBPSP construction would not exceed any criteria pollutant thresholds established by the South Coast AQMD, and impacts would be **less than significant**. Construction impacts associated with the approved project were identified as significant and unavoidable in the Certified EIR. Therefore, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Table 3.3-11 EBPSP Construction Emissions Summary: Phase 1

Year	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
2027	4	44	74	0.16	11	5
2028	52	39	97	0.11	15	4
Winter						
2027	4	44	70	0.16	13	5
2028	52	40	83	0.11	15	4
Maximum Daily Emissions	52	44	97	0.16	15	5
South Coast AQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Appendix C3.

Note: Emissions may not total to 100 percent due to rounding.

Table 3.3-12 EBPSP Construction Emissions Summary: Phase 2

Year	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
2028	2	47	72	0.19	13	5
2029	51	35	73	0.09	10	3
Winter						
2028	2	48	72	0.19	12	5
2029	50	36	64	0.09	10	3
Maximum Daily Emissions	51	48	73	0.19	13	5
South Coast AQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Appendix C3.

Note: Emissions may not total to 100 percent due to rounding.

Table 3.3-13 EBPSP Construction Emissions Summary: Phase 3

Year	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
2030	2	46	71	0.19	13	5
2031	61	32	53	0.08	5	2
Winter						
2030	2	47	71	0.19	12	5.00
2031	61	32	49	0.08	5	2
Maximum Daily Emissions	61	47	71	0.19	13	5
South Coast AQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Appendix C3.

Note: Emissions may not total to 100 percent due to rounding.

Specific Plan Significance without Mitigation: Less than significant.

Impact AQ-2: Construction activities associated with future development that would be accommodated under the Policy Plan Amendment could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the 2022 Certified EIR are shown in strikethrough for deleted text and underlined for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the 2022 Certified EIR identified in brackets [Former MM].

Mitigation Measure AIR-1-PPA [Former MM 3-1]: Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Building Department shall require feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:

- Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:
  - Requiring use of nontoxic soil stabilizers to reduce wind erosion.
  - Applying water every ~~four~~ 4 hours to active soil disturbing activities.
  - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim or higher exhaust emission limits.
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.

- Limiting nonessential idling of construction equipment to no more than ~~five~~ 5 consecutive minutes.
- Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: ~~http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.~~ https://www.aqmd.gov/home/rules-compliance/compliance/vocs/architectural-coatings/super-compliant-coatings.

These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Department.

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure AIR-1-PPA is applicable to the proposed project. No additional mitigation measures have been identified.

Specific Plan

Construction of the EBPSP would not result in emissions that would exceed any criteria pollutant threshold established by the South Coast AQMD. No mitigation is necessary.

Significance After Mitigation

Policy Plan Amendment

Buildout in accordance with the proposed project would generate short-term construction emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measure AIR-1-PPA and applicable goals and policies of the proposed project would reduce construction-related air pollutant emissions to the extent feasible. Construction emissions associated with the proposed project would be similar to the approved project, because the proposed project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification; however, individual projects accommodated under proposed project may exceed the South Coast AQMD regional significance thresholds. Therefore, like the approved project, construction-related regional air quality impacts of developments that would be accommodated by the proposed project would remain **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

OPERATION – REGIONAL EMISSIONS IMPACTS

The 2022 Certified EIR identified that the approved project would generate long-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations in the SoCAB. Mitigation Measure AIR-2-PPA (former MM 3-2) and Mitigation Measure AIR-3-PPA (former MM AQ-1), in addition to the goals and policies of the approved project, would reduce air pollutant emissions to the extent feasible. Due to the increase in ROGs from residential development associated with the approved project, impacts would remain significant and unavoidable.

Policy Plan Amendment

The Policy Plan Amendment guides growth and development in the City by designating allowed land uses by parcel and through implementation of its goals and policies. New development would increase air pollutant emissions in the City and contribute to the overall emissions in the SoCAB. The Policy Plan Amendment sets up the framework for growth and development, but does not directly result in development. Before development can occur, it must be analyzed for conformance with the general plan, zoning requirements, and other applicable local and State requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

Criteria Air Pollutant Emissions Forecast

While individual projects accommodated by the proposed project would be required to undergo their own environmental review, as applicable, some development projects may not be subject to CEQA or may result in significant air quality impacts that could contribute to existing or forecast violations of AAQS. Therefore, citywide emissions are evaluated to account for the cumulative, program-level contribution of development across the City that may not be fully captured through project-by-project review.

The emissions inventory for the City under the proposed project and the approved project is shown in Table 3.3-14, *City of Ontario Regional Criteria Air Pollutant Emissions Forecast*. As shown in the table, buildout of the proposed project would generate an increase in long-term emissions that exceeds the daily South Coast AQMD thresholds for ROG and NO_X.

Table 3.3-14 City of Ontario Regional Criteria Air Pollutant Emissions Forecast

Scenario	Criteria Air Pollutant Emissions (pounds per day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Current TOP						
Transportation	197	4,401	14,613	96	1,031	381
Energy	154	2,720	1,828	17	213	213
Area - Offroad Equipment	221	2,407	12,425	4	94	85
Area - Consumer Products	4,781	—	—	—	—	—
Current TOP Total	**5,352**	**9,528**	**28,866**	**117**	**1,337**	**679**
Policy Plan Amendment						
Transportation	203	4,569	15,002	99	1,066	395
Energy	159	2,807	1,877	18	220	220
Area - Offroad Equipment	226	2,412	12,532	4	94	85
Area - Consumer Products	5,144	—	—	—	—	—
Policy Plan Amendment Total	**5,731**	**9,789**	**29,410**	**120**	**1,379**	**699**
Net Change from Current TOP						
Transportation	6	169	389	3	35	13
Energy	5	88	48	1	7	7
Area - Offroad Equipment	5	5	107	0	0	0
Area - Consumer Products	363	—	—	—	—	—
Total Change	**379**	**261**	**544**	**4**	**42**	**20**
South Coast AQMD Regional Significance Threshold	55	55	550	150	150	55
Significant?	**YES**	**YES**	NO	NO	NO	NO

Source: See Appendix C1.

The increase in ROG emissions compared to the approved project is a result of the increase in residential uses, which results in a greater increase in consumer product use. Emissions of ROG that exceed the South Coast AQMD regional significance thresholds would contribute to the ozone (O_3) nonattainment designation of the SoCAB. The increase in NO_X emissions is a result of higher emissions from mobile sources and energy production within the City. NO_X is a precursor to the formation of O_3 as well as particulate matter (PM_{10} and $PM_{2.5}$). Consequently, the criteria air pollutant emissions that exceed South Coast AQMD's regional significance thresholds would cumulatively contribute to the O_3 and particulate matter (PM_{10} and $PM_{2.5}$) nonattainment designations of the SoCAB.

TOP 2050 includes a range of policies that would help reduce operational emissions associated with development projects, as listed below. Land Use (LU) Element policies LU-2.1 through LU-2.4 would promote compatible development patterns and regulate potential impacts from new development on adjacent land uses. Environmental Resources (ER) Element policies ER-3.2 through ER-3.6 would ensure that new development is designed to be energy efficient and to use fuel efficient vehicles. Policies ER-4.1, ER-4.5, ER-4.8, and ER-4.9 would help reduce long-term air pollution from new development by encouraging mixed-use projects to promote non-motorized mobility, expand tree canopy, and require health risk assessment for land uses that generate high truck traffic. Community Design (CD) Element policy CD-2.7 would ensure that sustainability is considered in the design of new projects to reduce energy demand through solar orientation and other design standards. Mobility (M) Element policies M-1.4, M-1.6, M-2.1, and M-3.1 would reduce VMT by developing trails and corridors that support active transportation, implementing travel demand management strategies, and providing a comprehensive public transit system.

- **LU-2.1: Land Use Decisions.** We minimize adverse impacts on adjacent properties when considering land use and zoning requests.
- **LU-2.2: Buffers.** We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is required when new uses could negatively impact environmental justice areas.
- **LU2.3: Hazardous Uses**. We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials.
- **LU-2.4: Regulation of Nuisances**. We regulate the location, concentration, and operation of potential nuisances.
- **ER-3.2: Green Development – Communities.** We encourage the use of the LEED Neighborhood Development rating system, or similar mechanism, to guide the planning and development of all new communities.
- **ER-3.3: Building and Site Design**. We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.
- **ER-3.4: Green Development – Public Buildings.** We require all new and substantially renovated City buildings in excess of 10,000 square feet achieve a LEED Silver Certification standard, as determined by the U.S. Green Building Council.
- **ER-3.5: Fuel-Efficient and Alternative Energy Vehicles and Equipment.** We require purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.
- **ER-3.6**: **Generation – Renewable Sources.** We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.

- **CD-2.7: Sustainability.** We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping, and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials, and construction techniques.
- **ER-4.1: Land Use.** We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.
- **ER-4.5: Transportation.** We promote mass transit and non-motorized mobility options (walking, biking) to reduce air pollutant emissions.
- **ER-4.8: Tree Planting.** We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect.
- **ER-4.9: New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet from sensitive land uses (California Health and Safety Code § 42705.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.
- **M-1.4: Complete Streets.** We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.
- **M-1.6: Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.
- **M-2.1: Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are

safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.

- **M-3.3: Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.

Despite the applicable TOP 2050 policies, because ROG and NO_X emissions would be substantially greater, the proposed project is considered to result in an increase in magnitude of impacts for ROG and NO_X compared to the approved project. The increase in ROG emissions would contribute to the ozone nonattainment designation of the SoCAB, and the increase in NO_X emissions would contribute to the ozone and particulate matter nonattainment designations of the SoCAB.

The proposed project would not result in a new or substantially more severe impact, as the 2022 Certified EIR already identified long-term operational impacts associated with the approved project as significant and unavoidable. Although the proposed project may result in higher ROG and NO_X emissions compared to the approved project, this would not constitute a new or substantially more severe significant impact. Like the approved project, the proposed project would cumulatively contribute to the nonattainment designations of the SoCAB and operation-related regional air quality impacts of developments that would be accommodated by the proposed project would be **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

Operational activities associated with the Specific Plan would result in emissions of ROGs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Operational emissions are expected from the following primary sources:

- Mobile Source Emissions;
- Area Source Emissions;
- Energy Source Emissions;
- Stationary Source Emissions; and
- Cargo Handling Source Emissions.

Estimated peak operational emissions for all phases are summarized in Table 3.3-15, *EBPSP Peak Operational Emissions Summary: Phase 1*; Table 3.3-16, *EBPSP Peak Operational Emissions Summary: Phases 1 and 2*; and Table 3.3-17, *EBPSP Peak Operational Emissions Summary: Phases 1, 2, and 3*. As shown in these tables, Phase 1 emissions would exceed the numerical thresholds of significance established by the South Coast AQMD for emissions of ROG (summer only) and NO_x. Phase 1 and 2 emissions would exceed the South Coast AQMD significance

thresholds for emissions of ROG, NO_x, and CO (summer only). At buildout, the EBPSP's operational emissions would exceed the applicable South Coast AQMD significance thresholds for emissions of ROG, NO_x, CO, and PM_{10}. This would be a **potentially significant** impact. Long-term operational impacts associated with the approved project were identified as significant and unavoidable in the 2022 Certified EIR. Therefore, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Table 3.3-15 EBPSP Peak Operational Emissions Summary: Phase 1

Source	Emissions (lbs/day)					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Summer						
Mobile	12	80	175	1	60	16
Area	42	1	77	0	0.14	0.10
Stationary	1	2	2	0	0.11	0.11
Cargo Handling Equipment	1	2	82	0	0.15	0.14
Maximum Daily Emissions	55	84	335	1	60	17
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	NO	NO	NO	NO
Winter						
Mobile	11	84	148	1	60	16
Area	29	0	0	0	0	0
Stationary	1	2	2	0	0.11	0.11
Cargo Handling Equipment	1	2	82	0	0.15	0.14
Maximum Daily Emissions	42	88	232	1	60	17
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	NO	**YES**	NO	NO	NO	NO

Source: Appendix C3.

Note: Emissions may not total to 100 percent due to rounding.

Table 3.3-16 EBPSP Peak Operational Emissions Summary: Phases 1 and 2

Source	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
Mobile	31	154	394	2	133	36
Area	73	1	102	0.01	0.18	0.14
Stationary	1	4	4	0.01	0.21	0.21
Cargo Handling Equipment	1	3	148	0	0.26	0.24
Maximum Daily Emissions	107	162	648	2	134	37
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	NO	NO	NO
Winter						
Mobile	30	162	335	2	133	36
Area	57	0	0	0	0	0
Stationary	1	4	4	0.01	0.21	0.21
Cargo Handling Equipment	1	3	148	0	0.26	0.24
Maximum Daily Emissions	89	169	487	2	134	37
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	NO	NO	NO	NO

Source: Appendix C3.

Note: Emissions may not total to 100 percent due to rounding.

Table 3.3-17 EBPSP Peak Operational Emissions Summary: Phases 1, 2, and 3

Source	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	$PM_{10}T$	$PM_{2.5}T$
Summer						
Mobile	34.57	186.25	448.56	2.50	168.99	45.93
Area	91.72	1.08	127.82	0.01	0.23	0.17
Stationary	1.80	5.05	4.60	0.01	0.27	0.27
Cargo Handling Equipment	1.27	4.09	178.00	0.00	0.32	0.30
Maximum Daily Emissions	129.36	196.45	758.99	2.52	169.81	46.66
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	YES	NO	YES	NO
Winter						
Mobile	32.95	195.55	380.69	2.43	168.99	45.93

Table 3.3-17 EBPSP Peak Operational Emissions Summary: Phases 1, 2, and 3

Source	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	$PM_{10}T$	$PM_{2.5}T$
Area	70.71	0.00	0.00	0.00	0.00	0.00
Stationary	1.80	5.05	4.60	0.01	0.27	0.27
Cargo Handling Equipment	1.27	4.09	178.00	0.00	0.32	0.30
Maximum Daily Emissions	106.74	204.68	563.29	2.44	169.58	46.49
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	NO	**YES**	NO

Source: Appendix C3.

Note: Emissions may not total to 100 percent due to rounding.

Specific Plan Significance without Mitigation: Potentially significant.

Impact AQ-3: Implementation of the proposed project would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the 2022 Certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the 2022 Certified EIR identified in brackets [Former MM].

Mitigation Measure AIR-2-PPA [Former MM 3-2]: The City of Ontario shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g. sidewalks).

Mitigation Measure AIR-3-PPA [Former MM AQ-1]: Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-related air quality impacts to the City of Ontario Planning Department for review and approval. The

evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following:

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.
- Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 sec. 2485).
- Provide changing/shower facilities as specified in Section A5.106.4.3 of CALGreen (Nonresidential Voluntary Measures).
- Provide bicycle parking facilities per Section A4.106.9 of CALGreen (Residential Voluntary Measures).
- Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of CALGreen (Nonresidential Voluntary Measures).
- Provide facilities to support electric charging stations per Section A5.106.5.3 and Section ~~A5.106.8.2~~ A4.106.8 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures).
- Applicant-provided appliances shall be Energy Star–certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators,

clothes washers, and dryers). Installation of Energy Star–certified or equivalent appliances shall be verified by the City during plan check.

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure AIR-2-PPA and AIR-3-PPA are applicable to the proposed project. At the programmatic level, this analysis relies on broad development assumptions rather than site-specific design details. All feasible mitigation measures applicable at this stage, such as compliance with federal, state, and local air quality regulations, have already been incorporated. Additional reductions in long-term operational emissions would depend on future project-specific designs that are not yet known and therefore cannot be feasibly imposed programmatically. Accordingly, no additional feasible mitigation measures have been identified.

Specific Plan

Implementation of the following Mitigation Measures would be required for Specific Plan:

Mitigation Measure AIR-1-SP: To facilitate the future installation of infrastructure that would charge the batteries that power the motors of electric-powered trucks, the following shall be installed: 1) prior to the shell building permit approval, an electrical room(s) and/or exterior area(s) of the site shall be designated where future electrical panels would be located for the purpose of supplying power to on-site charging facilities for electric powered trucks. Conduit shall be installed from this designated area where the panel would be located to the onsite location where the charging facilities would be located and where electric-powered trucks would park and connect to charging facilities to charge the batteries that power the motors of the electric-powered trucks; 2) prior to issuance of a building permit for tenant improvements, tenants that plan to operate electric trucks would be required to construct electrical charging infrastructure in addition to the required conduits.

Mitigation Measure AIR-2-SP: In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants with information related to South Coast AQMD's Carl Moyer Program, or other such programs that promote truck retrofits or "clean" vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, and CARB regulations. Tenants shall be notified about the availability of: 1) alternatively fueled cargo handling equipment; 2) grant programs for diesel-fueled vehicle engine retrofit and/or replacement; 3) access to alternative fueling stations proximate to the

site that supply compressed natural gas; and 4) the United States Environmental Protection Agency's SmartWay program.

Mitigation Measure AIR-3-SP: Idling Regulations. Prior to issuance of a certificate of occupancy, legible, durable, weather-proof signs shall be installed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include the following instructions for truck drivers to shut off engines when not in use.

a) Instructions for drivers of diesel trucks to restrict idling to no more than 5 minutes once the vehicle is stopped, the transmission is set to "neutral" or "park" and the parking brake is engaged.

b) Telephone numbers of the building facilities manager and CARB to report violations.

Mitigation Measure AIR-4-SP: All future operations shall adhere to the following:

a) Sites shall clearly mark entry and exit points for trucks and service vehicles.

b) Facility operators shall maintain records of their fleet equipment owned by the facility and ensure that all diesel-fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty Trucks (HHDT) use year CARB 2010 or newer engines. The records should be maintained on-site and be made available for inspection by the lead agency.

c) Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

d) Signs should be posted in the appropriate locations and/or handouts should be provided that show the locations of nearest food options, fueling, truck maintenance services, and other similar convenience services.

e) Each Facility shall designate a Compliance Officer responsible for implementing the measures described herein and/or in the project conditions of approval and mitigation measures. Contact information shall be provided to the City and updated annually, and signs shall be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. The Compliance Officer also shall coordinate with CARB and South Coast AQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.

f) Signs shall be posted in the appropriate locations heavy truck drivers to park and perform any self-maintenance of trucks in designated on-site areas and not within the surrounding community or on public streets.

g) Development plans and specifications shall include signs at every truck exit driveway providing directional information to the truck route.

Mitigation Measure AIR-5-SP: Electric Vehicle Charging and Future Truck Charging Capability. Prior to issuance of building permits, the following features shall be demonstrated on the EBPSP's building plans to the extent feasible over minimum California Code of Regulations Title 24 requirements. Installation shall be verified by the City prior to issuance of a certificate of occupancy.

a) For use by employees and visitors conducting business at the building, install automobile electric vehicle (EV) charging stations at the minimum number required by the California Code of Regulations Title 24. All charging stations shall be equipped with Level 2 or faster chargers. Signs shall be posted indicating that the charging stations are for exclusive use by the building's employees and by visitors conducting business at the building.

b) Install appropriate electrical infrastructure sufficiently sized to accommodate the potential installation of additional auto and truck EV charging stations in the future.

c) Install raceways for conduit to tractor trailer parking areas in logical, gated locations determined by the Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available. The charging station location(s) are to be located inside the gated and secured truck courts.

Mitigation Measure AIR-6-SP: Water Efficient Fixtures. All water fixtures shall be water efficient (toilets/urinals (1.5 gallons per minute [gpm] or less), showerheads (2.0 gpm or less), and faucets (1.28 gpm or less)).

Mitigation Measure AIR-7-SP: City Review of Construction Documents. Prior to issuance of building permits, the following features shall be demonstrated on building and landscape plans to the extent feasible. Installation shall be verified by the City prior to issuance of a certificate of occupancy.

a) Install Energy Star-rated heating, cooling, lighting, and appliances

b) Structures shall be equipped with outdoor electric outlets in the front and rear to facilitate use of electrical lawn and garden equipment.

c) Install rooftop solar energy systems which generate enough electricity to meet 45% of the annual warehouse electricity demand.

Mitigation Measure AIR-8-SP: Tenant Lease Agreement. Prior to issuance of a certificate of occupancy, the following language shall be included within tenant lease agreements in order to reduce operational air pollutant emissions to the extent feasible:

a) Information about energy efficiency, energy-efficient lighting and lighting control systems, energy management, and existing energy incentive programs.

b) Information about funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment.

c) Requirements to use the cleanest technologies available and to provide the necessary infrastructure to support zero-emission vehicles, equipment, and appliances that would be operating on site at such time this technology becomes commercially available. This requirement shall apply to equipment such as forklifts, handheld landscaping equipment, yard trucks, office appliances, etc.

d) Requirements to exclusively use zero-emission light and medium-duty delivery trucks and vans, when economically feasible.

e) Requirements to operate in compliance with, and to monitor compliance with, all current and applicable air quality regulations for on-road trucks including the California Air Resources Board's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program, and the Statewide Truck and Bus Regulation.

f) Requirements and identification of the responsible party to maintain, replace, and upgrade rooftop solar panels per the manufacturer's recommendations for the life of the lease. The EBPSP would comply with existing solar requirements per the California Energy Code in effect during permitting (at the time of Construction Drawing Plan Check Submittal). In the case that the tenant requires additional solar capacity, this shall be addressed during the tenant improvement process. The EBPSP would be required to meet the CCR Title 24 energy efficiency standards in effect at the time building permit applications are submitted.

g) Requirements and identification of the responsible party to maintain, replace, and repair the legible, durable, weather-proof signs that were installed at initial building occupancy placed at truck access gates, loading docks, and truck parking areas that identify applicable CARB anti-idling regulations.

h) The tenant agreement shall include notification that the tenant shall comply with CARB Truck and Bus regulation, including requirements that only haul trucks meeting model year 2010 engine emission standards shall be used for the on-road transport of materials to and from the site.

i) Requirements for the building owner to provide a Green Cleaning Products and Paint Education Program available to the building tenant, to keep at the building's office, break room, leasing space, or on an accessible website.

Significance After Mitigation

Policy Plan Amendment

Buildout in accordance with the proposed project would generate long-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measure AIR-2-PPA and AIR-3-PPA, in addition to the goals and policies of the Policy Plan Amendment, would reduce air pollutant emissions to the extent feasible. Impact AQ-3 would remain **significant and unavoidable** due to the increase in ROGs and NO_X emissions from development associated with the proposed project compared to that of the approved project.

Health Impacts

Contributing to the nonattainment status would also contribute to elevating health effects associated to these criteria air pollutants. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Reducing emissions would further contribute to reducing possible health effects related to criteria air pollutants.

It is speculative for this broad-based policy plan to determine how exceeding the regional thresholds would affect the number of days the region is in nonattainment since mass emissions are not correlated with concentrations of emissions, or how many additional individuals in the air basin would be affected by the health effects cited above. This SEIR quantifies the increase in criteria air pollutants emissions in the City; however, at a programmatic level analysis, it is not feasible to quantify the increase in TACs from stationary sources associated with the proposed project or meaningfully correlate how regional criteria air pollutant emissions above the South Coast AQMD significance thresholds correlate with basin wide health impacts.

To determine cancer and noncancer health risk, the location, velocity of emissions, meteorology and topography of the area, and locations of receptors are equally important as model parameters as the quantity of TAC emissions. The white paper in Appendix C1 "We Can Model

Regional Emissions, But Are the Results Meaningful for CEQA" describes several of the challenges of quantifying local effects—particularly health risks—for large-scale, regional projects, and these are applicable to both criteria air pollutants and TACs. Similarly, the 2 amicus briefs filed by the air districts on the Friant Ranch case (see Appendix C1) describe 2 positions regarding CEQA requirements, modeling feasibility, variables, and reliability of results for determining specific health risks associated with criteria air pollutants. The discussions also include the distinction between criteria air pollutant emissions and TACs with respect to health risks. Additionally, the South Coast AQMD's Significance Thresholds and Monitoring demonstrate the infeasibility based on the current guidance/methodologies. The following summarizes major points about the infeasibility of assessing health risks of criteria air pollutant emissions and TACs associated with implementation of a general plan.

To achieve and maintain air quality standards, the South Coast AQMD has established numerical emission indicators of significance for regional and localized air quality impacts for both construction and operational phases of a local plan or project. The South Coast AQMD has established the thresholds based on "scientific and factual data that is contained in the federal and state Clean Air Acts" and recommends "that these thresholds be used by lead agencies in making a determination of significance." The numerical emission indicators are based on the recognition that the air basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health. The thresholds represent the maximum emissions from a plan or project that are expected not to cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard. By analyzing the plan's emissions against the thresholds, an EIR assesses whether these emissions directly contribute to any regional or local exceedances of the applicable ambient air quality standards and exposure levels.

South Coast AQMD currently does not have methodologies that would provide the City with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions.[16] For criteria air pollutants, exceedance of the regional significance thresholds cannot be used to correlate a project to quantifiable health

[16] In April 2019, the Sacramento Metropolitan Air Quality Management District (SMAQMD) published an Interim Recommendation on implementing Sierra Club v. County of Fresno (2018) 6 Cal.5th 502 ("Friant Ranch") in the review and analysis of proposed projects under CEQA in Sacramento County. Consistent with the expert opinions submitted to the court in Friant Ranch by the San Joaquin Valley Air Pollution Control District (SJVAPCD) and South Coast AQMD, the SMAQMD guidance confirms the absence of an acceptable or reliable quantitative methodology that would correlate the expected criteria air pollutant emissions of projects to likely health consequences for people from project-generated criteria air pollutant emissions. The SMAQMD guidance explains that while it is in the process of developing a methodology to assess these impacts, lead agencies should follow the Friant Court's advice to explain in meaningful detail why this analysis is not yet feasible. Since this interim memorandum SMAQMD has provided methodology to address health impacts. However, a similar analysis is not available for projects within the South Coast AQMD region.

impacts unless emissions are sufficiently high to use a regional model. South Coast AQMD has not provided methodology to assess the specific correlation between mass emissions generated and their effect on health (see Appendix C1: San Joaquin Valley Air Pollution Control District's amicus brief, and South Coast AQMD's amicus brief).

Ozone concentrations depend on a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Secondary formation of particulate matter and ozone can occur far from sources as a result of regional transport due to wind and topography (e.g., low-level jet stream). Photochemical modeling depends on all emission sources in the entire domain (i.e., modeling grid). Low resolution and spatial averaging produce "noise" and modeling errors that usually exceed individual source contributions. Because of the complexities of predicting ground-level ozone concentrations in relation to the National and California AAQS, it is not possible to link health risks to the magnitude of emissions exceeding the significance thresholds.

Current models used in CEQA air quality analyses are designed to estimate potential project construction and operation emissions for defined projects. The estimated emissions are compared to significance thresholds, which are keyed to reducing emissions to levels that will not interfere with the region's ability to attain the health-based standards. This serves to protect public health in the overall region, but there is currently no CEQA methodology to determine the impact of emissions (e.g., pounds per day) on future concentration levels (e.g., parts per million or micrograms per cubic meter) in specific geographic areas. CEQA thresholds, therefore, are not specifically tied to potential health outcomes in the region.

The SEIR must provide an analysis that is understandable for decision making and public disclosure. Regional-scale modeling may provide a technical method for this type of analysis, but it does not necessarily provide a meaningful way to connect the magnitude of a project's criteria pollutant emissions to health effects without speculation. Additionally, this type of analysis is not feasible at a general plan level because the location of emissions sources and quantity of emissions are not known. Because cumulative development within the City would exceed the regional significance thresholds, the proposed project could contribute to an increase in health effects in the basin until the attainment standards are met in the SoCAB.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

Specific Plan

Although Mitigation Measures AIR-1-SP through AIR-8-SP are designed to reduce operational-source criteria pollutant emissions of the EBPSP, there is no way to meaningfully quantify these reductions in CalEEMod, and therefore no numeric emissions credit has been taken in the

analysis. Therefore, even with application of these measures, EBPSP operational-source emissions impacts are considered **significant and unavoidable**.

Specific Plan Significance with Mitigation: Significant and unavoidable.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

CONSTRUCTION – LOCALIZED EMISSIONS IMPACTS

The 2022 Certified EIR identified that, due to the scale of development activity associated under the approved project, the short-term emissions could exceed the South Coast AQMD localized significance thresholds.

Policy Plan Amendment

Construction-Phase Localized Significance Thresholds

Buildout of the proposed project would occur over the buildout horizon of the plan via several smaller projects, each with its own construction time frame and equipment. Because a localized emissions analysis can only be conducted at the individual project-level, quantification of localized impacts is not applicable for a program-level environmental analysis. As potential development and redevelopment could occur close to existing sensitive receptors, future development projects that would be accommodated by the proposed project have the potential to expose sensitive receptors to substantial pollutant concentrations. Consequently, like the approved project, construction equipment exhaust (including DPM) combined with fugitive particulate matter emissions has the potential to expose sensitive receptors to substantial concentrations of criteria air pollutant emissions and result in potentially significant impacts.

Construction-Phase Toxic Air Contaminants

The allowed development under the proposed project could elevate concentrations of TACs (i.e., DPM) in the vicinity of sensitive land uses during temporary construction activities that would use off-road equipment on-site, operating at different levels depending on the type of activity (e.g., during grading activities). Because potential development and redevelopment could occur close to existing sensitive receptors, future development projects that would be accommodated by the proposed project have the potential to expose sensitive receptors to substantial TAC concentrations. Consequently, like the approved project, construction equipment exhaust (including DPM) combined with fugitive particulate matter emissions has the potential to expose sensitive receptors to substantial concentrations of TAC emissions and result in potentially significant impacts.

Summary

Construction-related criteria air pollutants and TACs from individual development projects within the City have the potential to expose sensitive receptors to substantial concentrations of air pollutants. This is a **potentially significant** impact. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to that of the approved project and impacts identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

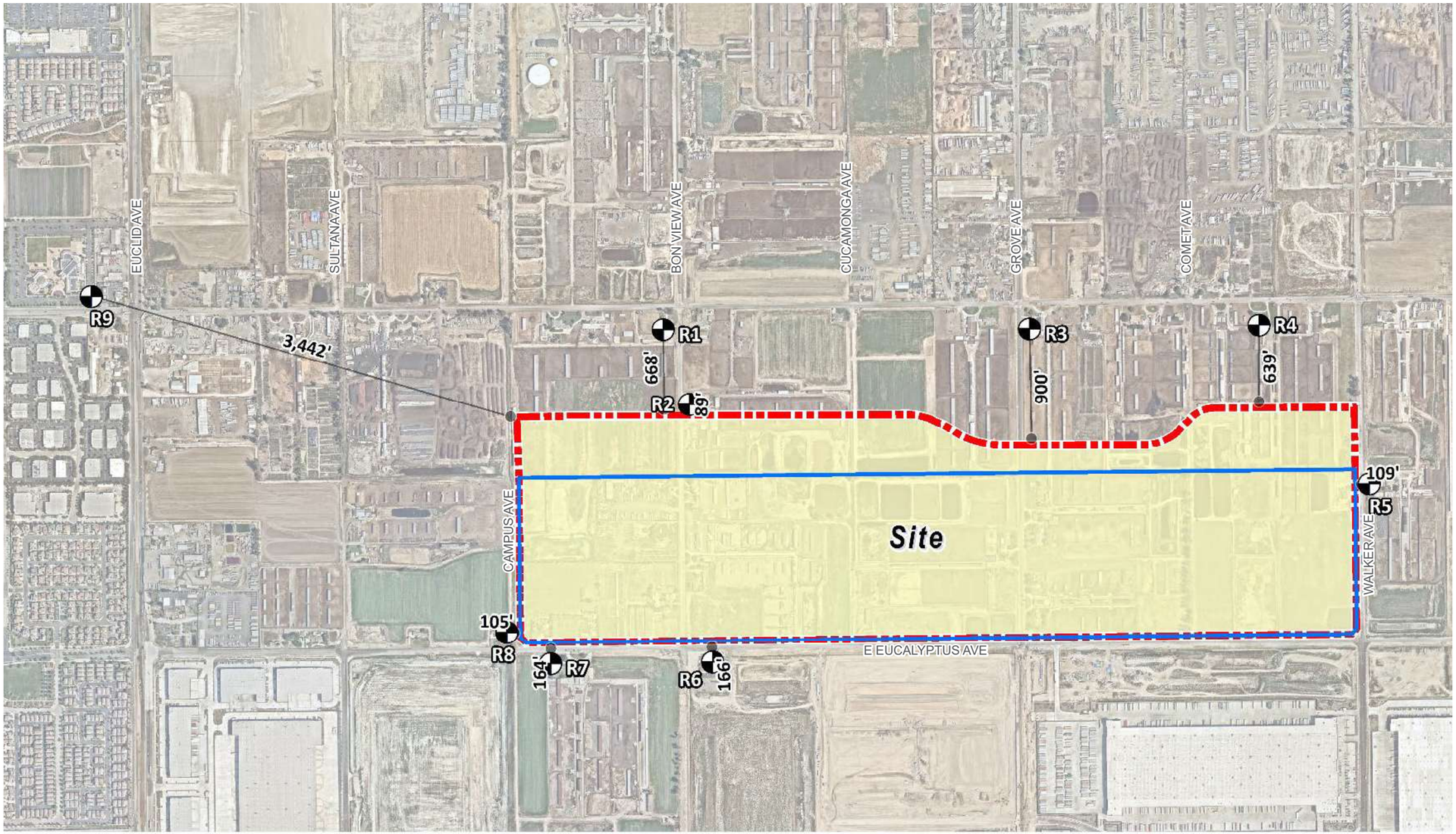
Specific Plan

LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable National AAQS and California AAQS at the nearest residence or sensitive receptor. Receptor locations are off-site locations where individuals may be exposed to emissions from project activities. Receptors in the EBPSP study area are described below and illustrated in Figure 3.3-6, *EBPSP Sensitive Receptor Locations*.

- **Location R1** represents the existing residence at 7697 Edison Avenue, approximately 668 feet north of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R1 in the model is placed at the building's façade.
- **Location R2** represents the existing residence at 14213 Bon View Avenue, approximately 89 feet north of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R2 in the model is placed at the building's façade.
- **Location R3** represents the existing residence at 14117 Grove Avenue, approximately 900 feet north of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R3 in the model is placed at the building's façade.
- **Location R4** represents the existing residence at 8377 Edison Avenue, approximately 639 feet north of the EBPSP site. Receptor point R4 in the model is placed in the private outdoor living area (backyard) facing the site.
- **Location R5** represents the existing residence at 14303 Walker Avenue, approximately 109 feet east of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R5 in the model is placed at the building's façade.
- **Location R6** represents the Ontario Fire Station 11 located at 7721 Eucalyptus Avenue, approximately 166 feet south of the EBPSP site. R6 is placed at the nearest building façade facing the site.
- **Location R7** represents the existing residence at 7566 Eucalyptus Avenue, approximately 164 feet south of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R7 in the model is placed at the building's façade.

Figure 3.3-6

EBPSP Sensitive Receptor Locations



- Site Boundary
- EBPSP Boundary
- Receptor Locations
- Distance from Receptor to Project Site Boundary (in feet)

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0 300 1,000 FT

Source: Urban Crossroads 2025

Date: 01/16/2026

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- **Location R8** represents the existing residence at 7511 Eucalyptus Avenue, approximately 105 feet west of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, receptor point R8 in the model is placed at the building's façade.
- **Location R9** represents the Crosspoint Children's Center at 6950 Edison Avenue, approximately 3,442 feet northwest of the EBPSP site. Receptor point R9 in the model is placed at the nearest building façade facing the site.

Construction-Phase Localized Significance Thresholds

Based on South Coast AQMD's LST Methodology, emissions of concern during construction activities include NO_X, CO, $PM_{2.5}$, and PM_{10}. Table 3.3-18, *EBPSP Construction Source LST Summary: Phase 1;* Table 3.3-19, *EBPSP Construction Source LST Summary: Phase 2;* and Table 3.3-20, *EBPSP Construction Source LST Summary: Buildout,* present the construction-source localized emissions that can be expected during each construction phase of the Specific Plan. As shown in these tables, emissions for all construction phases would not exceed South Coast AQMD's localized significance thresholds at the maximally exposed receptors as a result of construction activities.

Table 3.3-18 EBPSP Construction-Source LST Summary: Phase 1

	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
Phase 1 Construction	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.03	0.01	1.05E-02	0.84	0.41
Background Concentration	1.5	1.1	0.085	—	—
Total Concentration	1.53	1.11	0.10	0.84	0.41
South Coast AQMD Threshold	20	9	0.18	10.40	10.40
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Table 3.3-19 EBPSP Construction-Source LST Summary: Phase 2

Phase 2 Construction	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.04	0.01	1.40E-02	1.01	0.49
Background Concentration	1.5	1.1	0.085	—	—
Total Concentration	1.54	1.11	0.10	1.01	0.49
South Coast AQMD Threshold	20	9	0.18	10.40	10.40
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Table 3.3-20 EBPSP Construction-Source LST Summary: Buildout

Phase 3 Construction	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.08	0.03	2.69E-02	1.59	0.77
Background Concentration	1.5	1.1	0.085	—	—
Total Concentration	1.58	1.13	0.11	1.59	0.77
South Coast AQMD Threshold	20	9	0.18	10.40	10.40
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Construction-Phase Toxic Air Contaminants

Construction-related DPM emissions are expected primarily as a function of the operation of heavy-duty construction equipment. Potential health risks to residents, workers, and school children were evaluated over a period of 30, 25, and 9 years of exposure, as discussed below. Table 3.3-21, *Summary of EBPSP Construction Health Risks*, presents a summary of the previous discussions of EBPSP construction health risks.

Table 3.3-21 Summary of EBPSP Construction Health Risks

Maximum Exposed Location	Receptor Location	Time Period (Year)	Maximum Lifetime Cancer Risk[1]	Significance Threshold[1]	Exceeds Significance Threshold?
Cancer Risk					
Sensitive Receptor	R5	4.50	1.39	10	NO
Worker Receptor	R6	4.50	0.04	10	NO
Individual School Child	R9	4.50	<0.01	10	NO
Maximum Exposed Location	**Receptor Location**	**Time Period**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold?**
Non-Cancer Risk					
Sensitive Receptor	R5	Annual Average	<0.01	1	NO
Worker Receptor	R6	Annual Average	<0.01	1	NO
Individual School Child	R9	Annual Average	<0.01	1	NO

Source: Appendix C4.

1. risk per million

Residential Exposure Scenario

The location with the greatest potential exposure to construction-source DPM emissions is Location R5, approximately 109 feet east of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the site, R5 is placed at the building façade facing the site. For the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to EBPSP construction-source DPM emissions is estimated at 1.39 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤0.01, which would not exceed the applicable threshold of 1.0. Although Location R5 is not the nearest receptor to the EBPSP site, it would experience the highest concentrations of DPM during construction due to its location and meteorological conditions. Because all other modeled receptors would experience lower concentrations of DPM during construction, all other receptors in the vicinity of the EBPSP would be exposed to less emissions and therefore less risk than the MEIR identified. Therefore, the EBPSP would not cause a significant human health or cancer risk to adjacent land uses as a result of construction activity.

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to EBPSP construction-source DPM emissions is Location R6, which represents the potential worker receptor

approximately 166 feet south of the site. The maximally exposed individual worker (MEIW) is the worker receptor location that would experience the highest modeled concentrations of DPM, and thus the highest risk. For the MEIW, the maximum incremental cancer risk impact is calculated to be 0.04 in one million, which is less than the South Coast AQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be ≤0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors would be exposed to lower concentrations of DPM, all other worker receptors in the vicinity of the EBPSP would be exposed to less emissions and therefore less risk than the MEIW identified. Therefore, construction would not cause a significant human health or cancer risk to adjacent workers.

School Child Exposure Scenario

The nearest school and location of the maximally exposed individual school child (MEISC) is Crosspoint Children's Center, approximately 3,442 feet northwest of the EBPSP site and represented by Location R9. For the MEISC, the maximum incremental cancer risk impact attributable to construction is calculated to be ≤0.01 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the EBPSP were calculated to be ≤0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled school receptors would be exposed to lower concentrations of DPM, all other school receptors in the vicinity of the EBPSP would be exposed to less emissions and therefore less risk than the MEISC identified.

Summary

Based on the preceding, the potential for construction of the Specific Plan to expose sensitive receptors to substantial pollutant concentrations would be less than significant. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact AQ-4: Construction activities associated with the Policy Plan Amendment could expose sensitive receptors to substantial air pollutant concentrations.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

Mitigation Measure AIR-1-PPA, identified above, is applicable to the proposed project and would help reduce localized construction impacts.

New Mitigation Measures

Policy Plan Amendment

No additional mitigation measures have been identified.

Specific Plan

Construction of the EBPSP would not expose sensitive receptors to substantial pollutant concentrations. No mitigation is necessary.

Significance After Mitigation

Policy Plan Amendment

Construction activities associated with the proposed project could expose sensitive receptors to substantial concentrations of criteria air pollutants and TACs. Mitigation Measure AIR-1-PPA would require that future development projects incorporate measures to reduce construction emissions that would minimize exposure of sensitive receptors to elevated concentrations of criteria air pollutant emissions and TACs. Additionally, review of development projects by South Coast AQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure that health risks are minimized. Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD, and TACs would be less than significant.

Because existing sensitive receptors may be close to project-related construction activities and due to the programmatic nature of the proposed project, construction emissions generated by individual development projects have the potential to exceed SCAQMD's LSTs and contribute to higher levels of cancer risk in the SoCAB. Consequently, Impact AQ-4 would remain **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

OPERATION – LOCALIZED EMISSIONS IMPACTS

The 2022 Certified EIR identified that the approved project would not generate a CO hotspot and TAC emissions from permitted stationary sources would be less than significant. However, operation of warehouse and industrial land uses associated with buildout of the approved project could expose sensitive receptors to substantial TAC emissions and result in cumulative health risk impacts. Cumulative health risk was identified as a significant unavoidable impact in the 2022 Certified EIR.

Policy Plan Amendment

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. In 2007, the SoCAB was designated in attainment for CO under both the California AAQS and National AAQS. The CO hotspot analysis conducted for the attainment by South Coast AQMD did not predict a violation of CO standards at the busiest intersections in Los Angeles during the peak morning and afternoon periods.[17] As identified in South Coast AQMD's 2003 AQMP and the *1992 Federal Attainment Plan for Carbon Monoxide* (1992 CO Plan), peak carbon monoxide concentrations in the SoCAB in previous years, prior to redesignation, were a result of unusual meteorological and topographical conditions and not of congestion at a particular intersection (South Coast AQMD 1992; South Coast AQMD 2003a).

A project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (Bay Area Air District 2023). Implementation of the proposed project under horizon year conditions would not result in hourly traffic increases of this magnitude. This net increase would be below the screening criteria. Thus, implementation of the proposed project would not produce the volume of traffic required to generate a CO hotspot, and CO hotspots impacts would be less than significant.

Permitted Stationary Sources

Various industrial and commercial processes (e.g., manufacturing, dry cleaning) allowed under the proposed land use plan would be expected to release TACs. Industrial land uses, such as chemical processing facilities, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities, have the potential to be substantial stationary sources that would require a permit from South Coast AQMD. Emissions of TACs would be controlled by South Coast AQMD through permitting and would be subject to further study and health risk assessment prior to the issuance of any necessary air quality permits under South Coast AQMD Rule 1401, which would ensure less than significant impacts. Although implementation of the proposed project may result in projects that emit TACs throughout the City, the incremental impact of the proposed project would be the same as that of the approved project.

[17] The four intersections were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning peak hour and LOS F in the evening peak hour.

Non-permitted Sources (Warehousing and Industrial Land Uses)

Warehousing or industrial operations generate substantial DPM emissions from off-road equipment use, truck idling, and/or use of transport refrigeration units for cold storage, which are area or mobile sources that are not directly regulated by South Coast AQMD. The proposed land use plan could result in a net increase of 6,370,304 square feet of industrial land use. Though stationary sources associated with the proposed project would be required to comply with South Coast AQMD Rule 1401, truck idling does not fall under the purview of the air district.

New warehousing or industrial land uses in the City under the proposed project that use trucks, including trucks with TRUs, could generate an increase in DPM that would contribute to cancer and noncancer health risk in the SoCAB. These types of facilities could also generate particulate matter (PM_{10} and $PM_{2.5}$) that could cause an exceedance or contribute to the continuing exceedance of the federal and state AAQS. These new land uses could be near existing sensitive receptors. In addition, trucks would travel on regional transportation routes through the SoCAB, contributing to near-roadway diesel particulate matter concentrations.

Implementation of the following TOP 2050 policy would reduce project-level localized impacts from industrial development:

- **ER-4.9: New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet from sensitive land use (California Health and Safety Code Section 42505.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.

Though individual projects would be required to have less than significant impacts, cumulative development in the City would result in an increase in DPM concentrations and could increase the environmental burden on sensitive populations, including environmental justice communities, in the SoCAB. Regional emissions are divided into 2 major source categories: stationary/area and mobile sources.

Stationary and Area Sources of TACs

Similar to the approved project, the proposed project provides a land use plan that designates land uses for employment-generating uses, including Business Park and Industrial. The Business Park and Industrial land use categories cover a wide variety of potential uses. As a long-range planning document, the Policy Plan Amendment lacks sufficient detail on specific development projects that would potentially be developed in the future; therefore, it is not possible to determine what types of TACs would be generated on an individual site. Because the exact nature of the future industrial uses is not known, the quantity of TACs generated by the Policy Plan Amendment is also unknown. Furthermore, for warehouse development projects, cancer risk is predominately associated with diesel-powered cargo handling equipment rather than on-site truck idling. There is insufficient information available at this level of analysis to conduct a reasonable or scientifically valid analysis of DPM associated with on-site diesel-powered cargo handling equipment and trucks or other sources of TACs. Thus, for programmatic, general-plan-level assessments, it is not feasible to conduct regional dispersion modeling to determine the incremental contribution of risks associated with land use changes. Specific development projects in the City that have the potential to generate potentially significant risks associated with the release of TACs are required to undergo an analysis of their potential health risks associated with TACs based upon the specific details of each individual project (see Policy ER-4.9). Overall, because there are no specific development projects identified or approved under the Policy Plan Amendment and the location and exact nature of future development projects are unknown, determining health risk at this time is considered speculative pursuant to Section 15145 of the CEQA Guidelines. Health risk impacts from development of industrial and commercial land uses are considered a potentially significant cumulative impact.

Mobile Sources of TACs

The proposed project would also result in changes to the truck routes map to address the requirements of AB 98 (see Figure 2-8, *Current Truck Routes*, and Figure 2-9, *Proposed Truck Routes*, in Chapter 2, *Project Description*). The intent of AB 98 is to improve community health and the environment by strategizing how and where heavy-duty trucks travel to and from logistics and warehousing facilities. The primary direction of state law is to prioritize routes that maximize the use of freeways or state highways followed by larger local roads (arterial and collector roadways). Changes to the City's truck routes are to avoid, when possible, routing trucks through residential areas and near concentrations of other sensitive uses (such as schools, hospitals, and parks).

As part of this SEIR, an operational HRA was conducted to evaluate impacts of changes to the City's truck routes in Ontario Ranch in accordance with AB 98 compared to the current TOP. The results of the operational HRA are in Appendix C2 of this SEIR. As previously discussed, a two-tier modeling approach was utilized in the HRA.

- **Coarse Modeling Results (600-meter spacing)**. The first tier of modeling results identify where the greatest DPM pollutant concentration changes occur as a result of changes to the City's truck routes. Based on the coarse modeling results with receptors at 600 meter spacing, as shown in Figure 3.3-7, *Truck Route Net Increase in DPM Concentrations: Coarse Results*, the areas that would experience the greatest increase in DPM concentration would be along the I-10 corridor, truck route interchanges in the northeast section of the City, and truck route interchanges in the southwest section of the City. Figure 3.3-8, *Truck Route Net Increase in Cancer Risk Per Million: Coarse Results*, illustrates the net increase in cancer risk per million people citywide, conservatively assuming all receptors in the model are residential.

- **Refined Modeling Results (100-meter spacing)**. Then, refined modeling was conducted to focus on the areas with the greatest increase in DPM pollutant concentrations, with receptor spacing at 100 meters to disclose potential impacts to sensitive receptors. The refined modeling focused on areas in the City that would fall within the one-per-million cancer risk contours in Figure 3.3-8. As shown in Figure 3.3-9, *Truck Route Net Increase in DPM Concentrations: Refined Results*, and Figure 3.3-10, *Truck Route Net Increase in Cancer Risk per Million: Refined Results*, the greatest DPM concentration increase between the approved project and proposed project conditions would be near the intersection of Eucalyptus Avenue and Walker Avenue (also referred to as the Maximally Exposed Receptor or MER). Similar to the coarse modeling, the refined model receptors were conservatively assumed to be residential in nature to identify maximum potential individual health risk impacts.

Individual Health Risk Impacts

The calculated health risk values are based on the modeled receptor concentration over an average 70-year lifetime. Unmitigated results of the health risk assessment shown in Table 3.3-22, *Ontario Ranch Truck Route Changes Operational Health Risk Summary*, indicate that the maximum incremental cancer risk resulting from the proposed project would be less than the South Coast AQMD threshold of 10 in one million. The incremental risk shown in Table 3.3-22 reflects the net change between 2050 conditions for the approved project and 2050 conditions for the proposed project, focusing specifically on the change of route designations and redistribution of truck volumes on the designated truck route network for each 2050 scenario. As shown, the MER would experience a cancer risk of approximately 9.5 per million people. The MER would also not exceed the South Coast AQMD's chronic hazard threshold of 1.0. Because the incremental cancer risk and hazard index do not exceed the South Coast AQMD thresholds, changes to the City's truck routes (see Figure 2-9) in addition to the growth in truck traffic associated with the Policy Plan Amendment would not expose sensitive receptors to substantial pollutant concentrations.

Table 3.3-22 Ontario Ranch Truck Route Changes Operational Health Risk Summary

Receptor	Incremental Increase Cancer Risk (per million)	Incremental Increase Chronic Hazard
Maximally Exposed Receptor	9.5	<0.1
South Coast AQMD Threshold	10	1.0
Significant?	NO	NO

Source: See Appendix C2.

Citywide Cancer Burden

South Coast AQMD has an additional health risk threshold, referred to as cancer burden, which identifies the excess cancer risk burden borne by a community from a given project. The cancer burden is the estimated increase in the occurrence of cancer cases in a population resulting from exposure to TAC emissions (e.g., DPM) over a 70-year exposure duration. The cancer burden for a population is the product of the number of people in that population and the estimated individual risk from TACs.

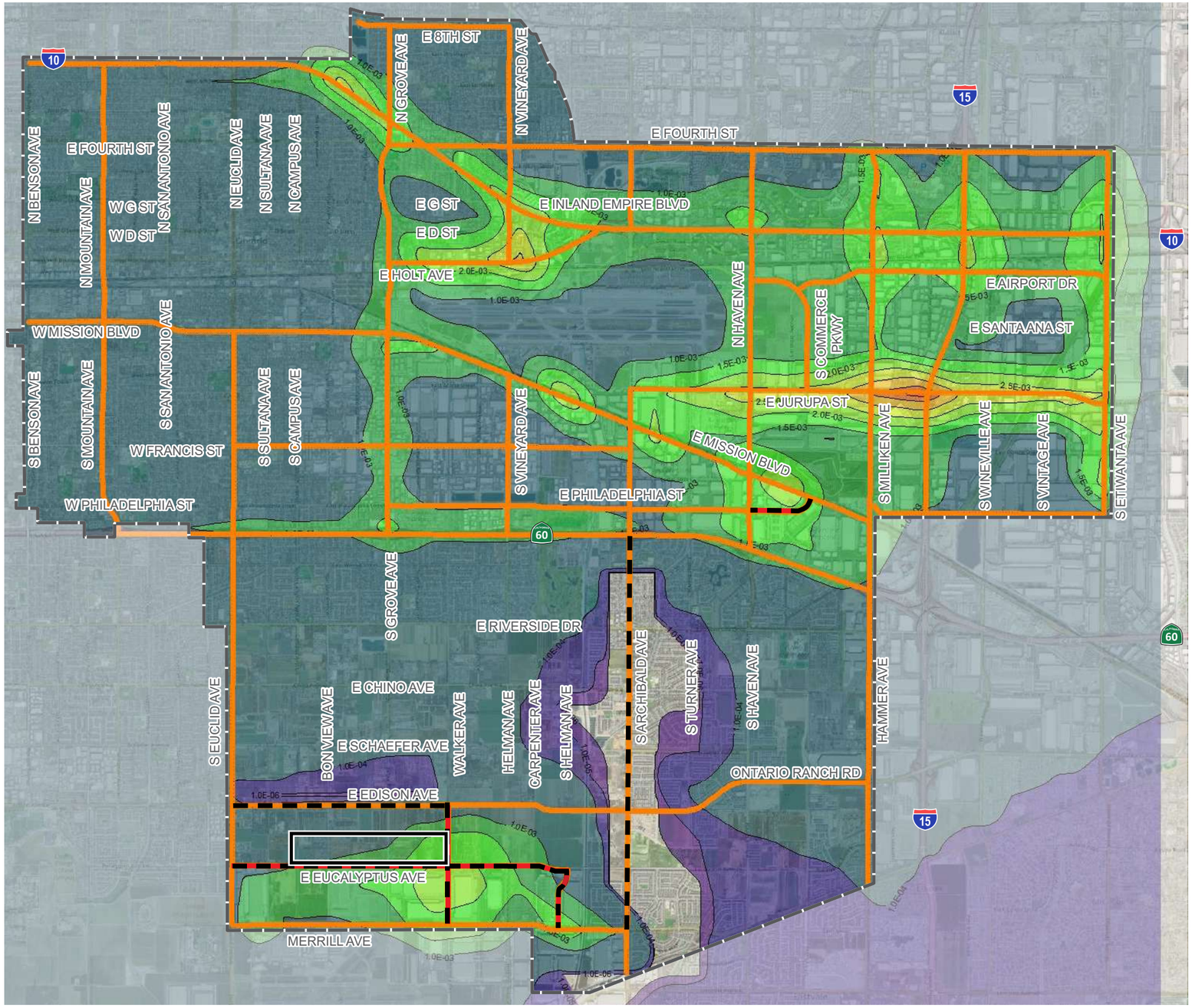
As noted by South Coast AQMD in their Risk Assessment Procedures for Rules 1401, 1401.1, and 212 (South Coast AQMD 2024), to calculate the cancer burden for the proposed project, the population density of the City of Ontario must first be identified. Then, the individual cancer risk contours from Figure 3.3-8 and Figure 3.3-10 are used to quantify the total number of people that would be considered in the citywide cancer burden. The product identifies the net increase in cancer burden for the City resulting from the proposed project.

As discussed in Section 2.1, *Project Location*, of this SEIR, the City consists of approximately 50 square miles. As shown in Table 2-3, *TOP 2050 Policy Plan Amendment Proposed Land Use Summary*, the proposed project would result in an estimated 427,741 residents in the City under future conditions with the proposed project. Therefore, the City experiences an average population density of 8,555 people per square mile.

As shown in Figure 3.3-10, the proposed project would result in very few locations that would experience a cancer risk of 5 per million or above. These risk results are limited to the areas around the East Philadelphia Street connection between South Haven Avenue and Mission Boulevard and along Eucalyptus Avenue between Bon View Avenue and Carpenter Avenue. These areas constitute a total estimated 0.4 square miles, and this analysis conservatively assumes this entire area experiences the MER risk of 9.5 per million.

Figure 3.3-7

Truck Route Net Increase in DPM Concentrations: Coarse Results



Annual Average DPM Concentration µg/m³

- 3.8E-03
- 3.5E-03
- 3.0E-03
- 2.5E-03
- 2.0E-03
- 1.5E-03
- 1.0E-03
- 1.0E-04
- 1.0E-05
- 1.0E-06

Ontario City Boundary

EBPSP Boundary

Truck Routes (with and without project)

Truck Routes (Added with Project)

Truck Routes (Removed with Project)

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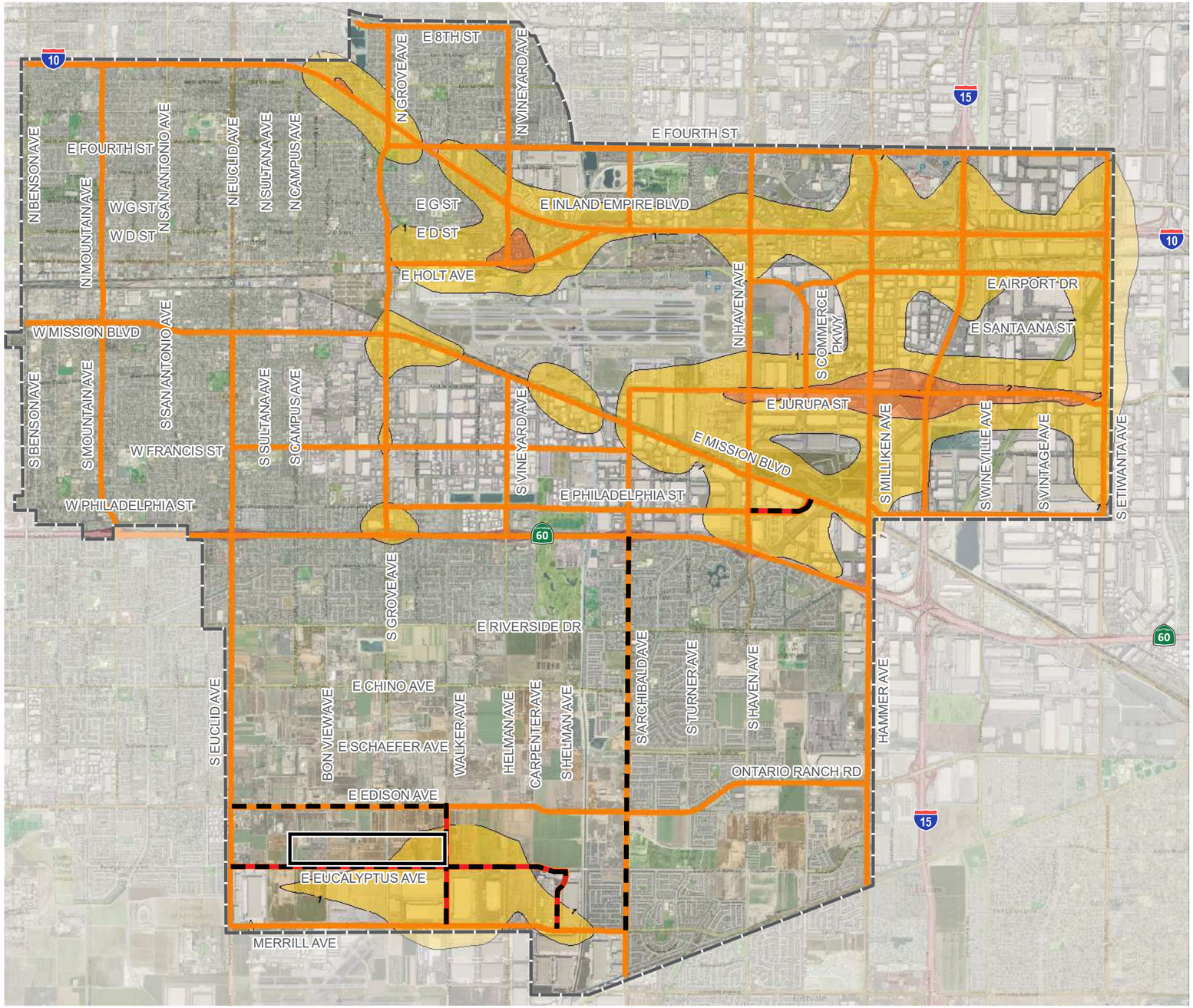
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Figure 3.3-8

Truck Route Net Increase in Cancer Risk Per Million: Coarse Results



Residential Cancer Risk Per Million People

- 3.00
- 2.00
- 1.00
- 0.0

- Ontario City Boundary
- EBPSP Boundary
- Truck Routes (with and without project)
- Truck Routes (Added with Project)
- Truck Routes (Removed with Project)

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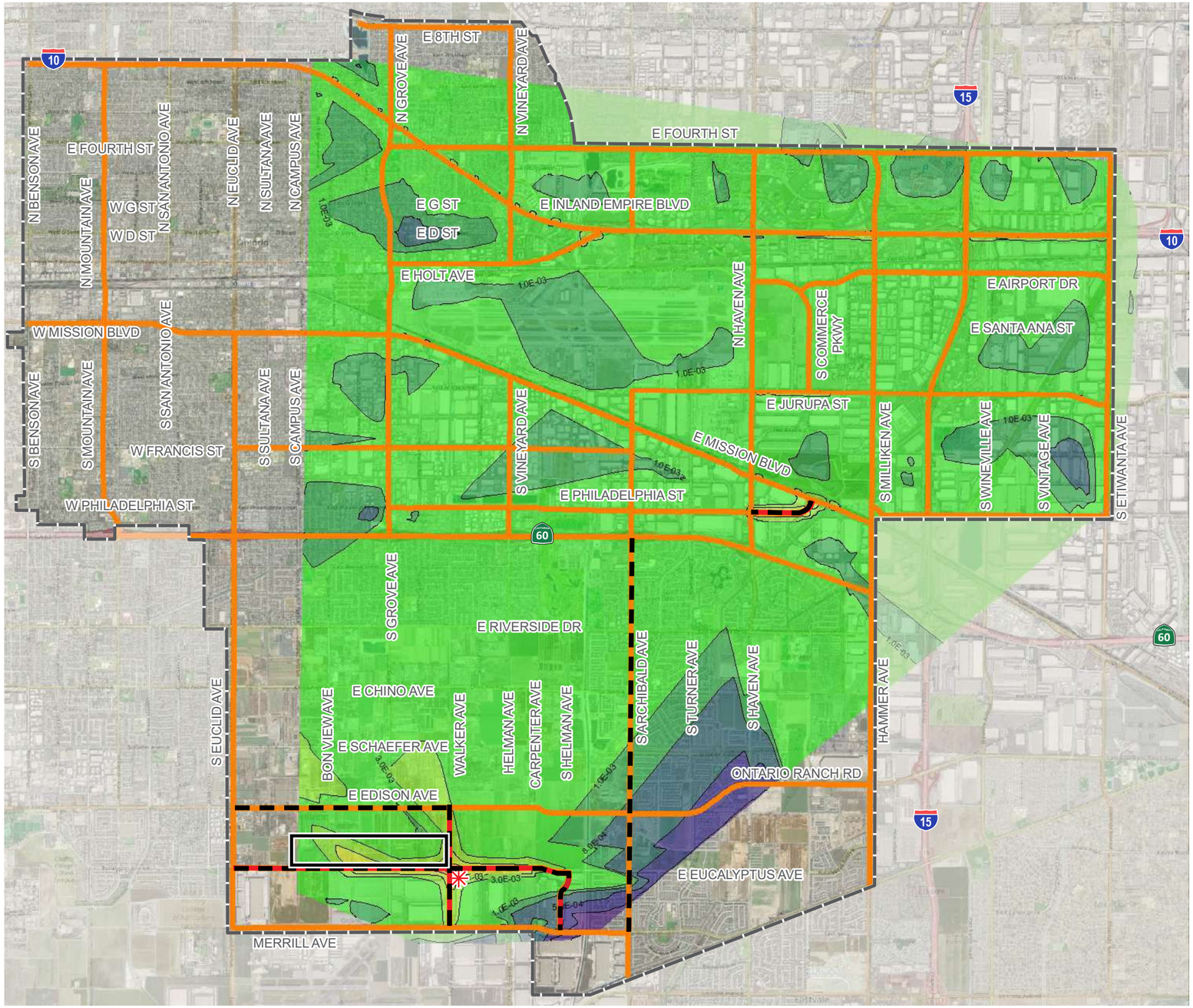
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Figure 3.3-9

Truck Route Net Increase in DPM Concentrations: Refined Results



Annual Average DPM Concentration µg/m³

- 1.2E-02
- 1.0E-02
- 8.0E-03
- 5.0E-03
- 3.0E-03
- 1.0E-03
- 8.0E-04
- 5.0E-04
- 3.0E-04
- 1.1E-04

Ontario City Boundary

EBPSP Boundary

Maximally Exposed Receptor (MER)

Truck Routes (with and without project)

Truck Routes (Added with Project)

Truck Routes (Removed with Project)

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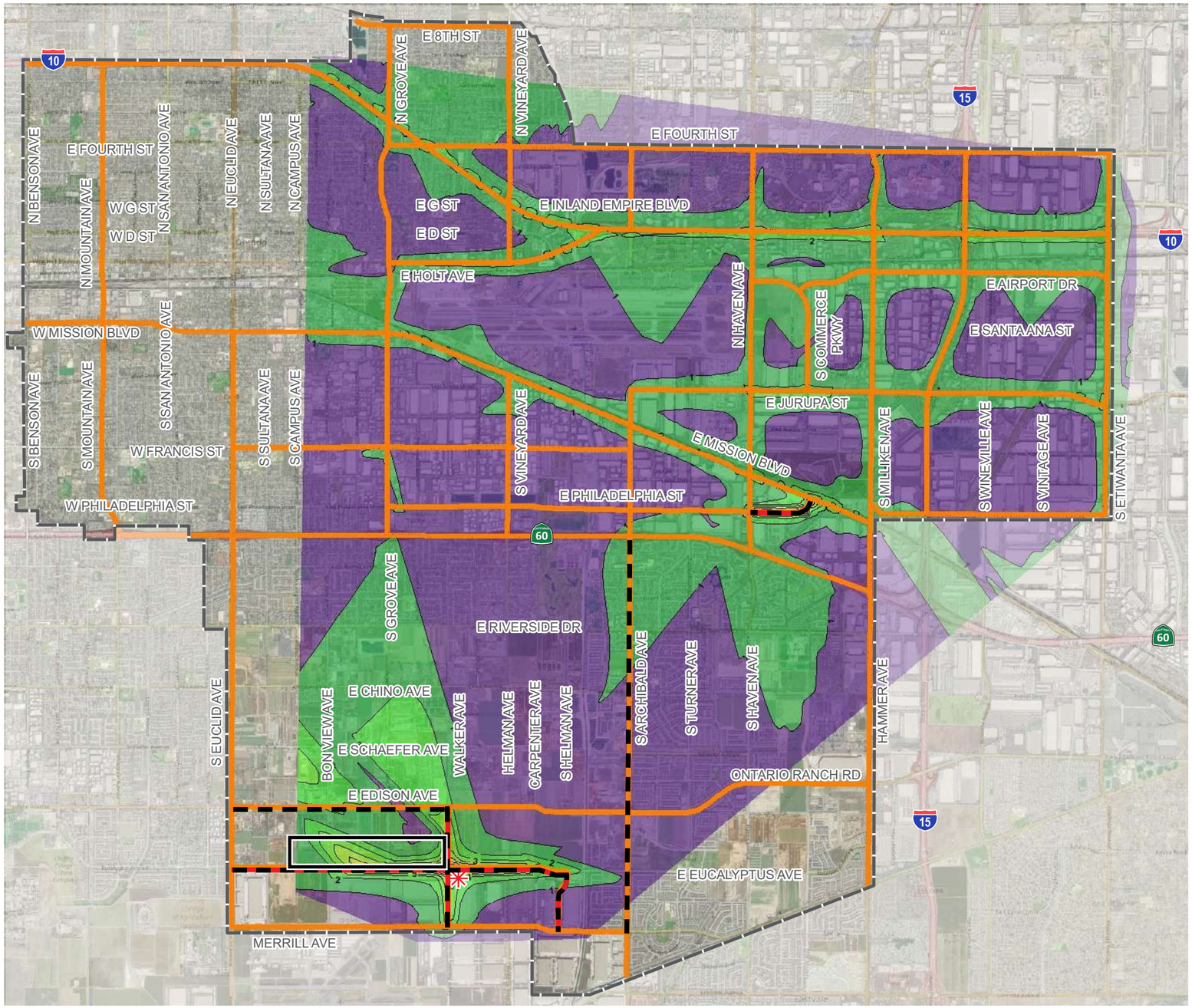
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Figure 3.3-10

Truck Route Net Increase in Cancer Risk Per Million: Refined Results



Residential Cancer Risk Per Million People

- 9.000
- 8.000
- 7.000
- 6.000
- 5.000
- 4.000
- 3.000
- 2.000
- 1.000
- 0.000

Ontario City Boundary

EBPSP Boundary

Maximally Exposed Receptor (MER)

Truck Routes (with and without project)

Truck Routes (Added with Project)

Truck Routes (Removed with Project)

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0 2,500 5,000 10,000 FT

Source: AERMOD 2026

Date: 01/08/2026

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Also shown in Figure 3.3-10, the proposed project would result in few locations that would experience a cancer risk of 2 to 5 per million. These risk results are limited to the areas around the East Philadelphia Street connection between South Haven Avenue and Mission Boulevard and along Eucalyptus Avenue between Bon View Avenue and Carpenter Avenue as pollutant concentrations attenuate away from areas of higher concentration. This cancer risk of 2 to 5 per million is also experienced along the I-10 corridor and in the southwest portion of the City north of Edison Avenue. These areas constitute a total estimated 1.2 square miles, and this analysis conservatively assumes this entire area experiences a cancer risk of 5 per million.

Figure 3.3-10 shows that the proposed project would result in numerous locations that would experience a cancer risk of 1 to 2 per million. These risk results are seen throughout the City, predominantly in the southwest portion of the City north of Edison Avenue and in the north and northeast portions of the City surrounding major truck route corridors and intersections. These areas constitute a total estimated 12.3 square miles, and this analysis conservatively assumes this entire area experiences a cancer risk of 2 per million.

The proposed project would result in a cancer risk of less than 1 per million for the remainder of the City. Moreover, as shown in Figure 3.3-8, the coarse modeling results that included receptors covering the entire City confirm that the remainder of the City would experience a cancer risk of less than 1 per million. As identified in Appendix C2, citywide receptors outside of the 1 cancer risk per million contour have an average risk of 0.26 per million. Therefore, this analysis conservatively assumes receptors that are outside of the risk contour representing a cancer risk of 1 per million would experience an average cancer risk as high as 0.5 per million.

As shown in Table 3.3-23, *Unmitigated Cancer Burden Summary*, the proposed project would result in a total cancer burden of 0.43, which would be below the South Coast AQMD's significance threshold of 0.5. As a result, changes to the City's truck routes (see Figure 2-9) in addition to the growth in truck traffic associated with the Policy Plan Amendment would not substantially increase cancer burden in the City.

Table 3.3-23 Unmitigated Cancer Burden Summary

Risk Contour	Square Miles	Population	Cancer Burden
5 to 9 per million	0.3	2,567	0.02
2 to 5 per million	1.2	10,266	0.05
1 to 2 per million	12.3	105,227	0.21
<1 per million	36.2	309,691	0.15
Total Cancer Burden	—	—	0.43
South Coast AQMD Threshold	—	—	0.5
Significant?	—	—	NO

Source: See Appendix C2.

Community Risk Improvements

While the operational HRA focuses on the net increase in DPM concentration and subsequent incremental increase in cancer and chronic health risk and citywide cancer burden, it should be noted that the proposed project would result in net decreases in DPM concentration and associated health risk in certain areas of the City. As shown in Figure 3.3-11, *Truck Route Changes Net Decrease in Cancer Risk per Million: Coarse Results,* the proposed project would result in the greatest reduction of cancer risk from diesel-fired trucks north of Edison Avenue between South Euclid Avenue and Walker Avenue and along the South Archibald Avenue corridor between CA-60 and Remington Avenue. These pollutant reductions would occur principally as the result of the removal of truck routes along Edison Avenue and South Archibald Avenue, thereby redistributing truck trips to other routes away from these areas. This would result in a net benefit in health impacts resulting from the proposed project for these areas. These net decreases in cancer risk results are illustrated for informational purposes only and the corresponding decrease in health risk is not quantified.

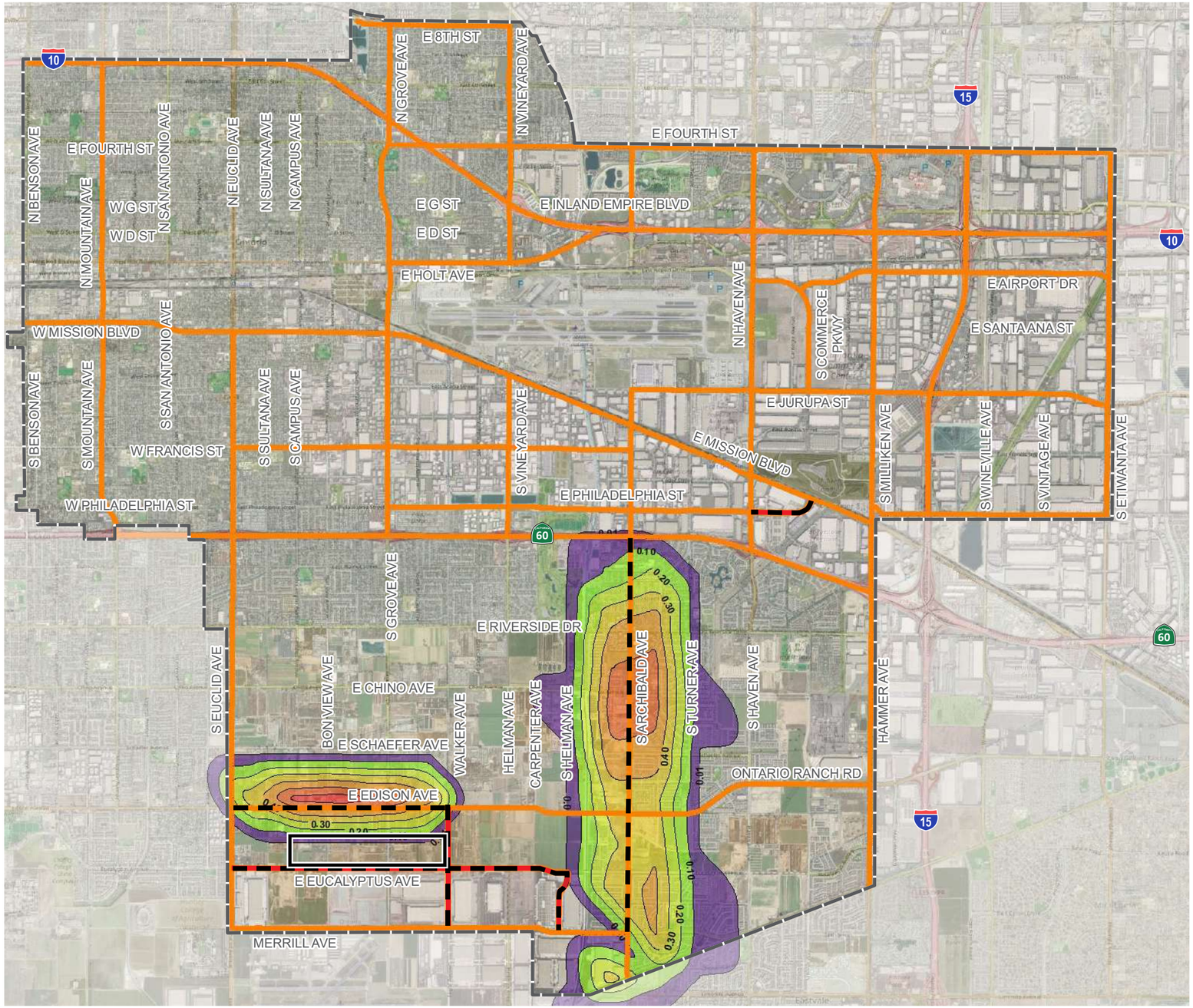
Summary

As described above, long-term operation of the proposed project would not have the potential to generate CO Hotspots; however, long-term operation of the proposed project would result in a substantial increase in development that would generate an increase in criteria air pollutants and TACs in the City. Permitted sources of emissions would be regulated by South Coast AQMD and do not have the potential to result in elevated concentrations of air pollutants near sensitive receptors. Changes to the City's Truck Routes would have a beneficial impact on existing sensitive receptors along Archibald Avenue and overall would not expose sensitive receptors to substantial pollutant concentrations along proposed truck routes in the City. Overall long-term operation of area and mobile sources have the potential to expose sensitive receptor to substantial concentrations of air pollutants. This cumulative impact is **potentially significant**. With the increase in industrial land uses under the proposed project, the proposed project could potentially result in a substantial increase in magnitude of impacts compared to that of the approved project and impacts identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Figure 3.3-11

Truck Route Changes Net Decrease in Cancer Risk Per Million: Coarse Results



Residential Cancer Risk Per Million People

- -0.600
- -0.500
- -0.400
- -0.300
- -0.200
- -0.100
- -0.007

Ontario City Boundary

EBPSP Boundary

Truck Routes (with and without project)

Truck Routes (Added with Project)

Truck Routes (Removed with Project)

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: AERMOD 2026

Date: 01/08/2026

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Specific Plan

CO Hotspots

A CO hotspot is defined as a localized concentration of CO exceeding the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time the most recent CEQA Air Quality Handbook (1993) was published by South Coast AQMD, the air basin was designated as non-attainment, requiring projects to perform hotspot analyses to ensure they did not worsen the existing conditions. Over the last 2 decades, background CO concentrations have been significantly reduced due to regulatory controls on tailpipe emissions, which have culminated in the air basin achieving attainment status for CO.

In 2003, the South Coast AQMD, as part of its AQMP development process, prepared modeling to determine the potential for CO Hotspots at the four busiest intersections in the air basin. As summarized in the 2003 AQMP, even at one of the busiest intersections at that time, only 0.7 ppm of CO is attributable to vehicular traffic and the remaining 7.7 ppm were due to ambient background conditions. The 2003 AQMP's findings underscore that CO hotspots are highly unlikely due to the reduced background concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the state's attainment status for CO further diminish the need for detailed microscale hotspot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns.

As such, EBPSP-related traffic at any intersections within the study area would not cause or contribute to a CO hotspot since the background concentrations are low and any contribution from EBPSP traffic would be negligible.

Operational-Source Localized Significance Thresholds

Table 3.3-24, *EBPSP Operational Source LST Summary: Phase 1*; Table 3.3-25, *EBPSP Operational Source LST Summary: Phases 1 and 2*; and Table 3.3-26, *EBPSP Operational Source LST Summary: Phases 1, 2, and 3*, present the operational-source localized emissions that can be expected during each operational phase of the Specific Plan. As shown, emissions for all operational phases would not exceed South Coast AQMD's localized significance thresholds at the maximally exposed receptors as a result of operational activities.

Table 3.3-24 EBPSP Operational-Source LST Summary: Phase 1

	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
Peak Operations	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	3.96E-02	3.43E-02	1.52E-03	0.23	0.09
Background Concentration	1.5	1.1	0.085		
Total Concentration	1.54	1.13	0.09	0.23	0.09
South Coast AQMD Threshold	20	9	0.18	2.50	2.50
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Table 3.3-25 EBPSP Operational-Source LST Summary: Phases 1 and 2

	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
Peak Operations	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	4.65E-02	3.49E-02	2.28E-03	0.57	0.18
Background Concentration	1.5	1.1	0.085		
Total Concentration	1.55	1.13	0.09	0.57	0.18
South Coast AQMD Threshold	20	9	0.18	2.50	2.50
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Table 3.3-26 EBPSP Operational-Source LST Summary: Phases 1, 2, and 3

	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
Peak Operations	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	5.20E-02	3.94E-02	2.65E-03	0.72	0.23
Background Concentration	1.5	1.1	0.085		
Total Concentration	1.55	1.14	0.09	0.72	0.23
South Coast AQMD Threshold	20	9	0.18	2.50	2.50
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Appendix C4.

Operational-Source Health Risk Assessment

Table 3.3-27, *Summary of EBPSP Operational Health Risks,* presents a summary of the EBPSP operational health risk analysis.

Table 3.3-27 Summary of EBPSP Operational Health Risks

Maximum Exposed Location	Receptor Location	Time Period (Year)	Maximum Lifetime Cancer Risk[1]	Significance Threshold[1]	Exceeds Significance Threshold?
Cancer Risk					
Sensitive Receptor	R5	30	2.27	10	NO
Worker Receptor	R6	25	0.21	10	NO
Individual School Child	R9	9	0.04	10	NO
Maximum Exposed Location	**Receptor Location**	**Time Period**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold?**
Non-Cancer Risk					
Sensitive Receptor	R5	Annual Average	<0.01	1	NO
Worker Receptor	R6	Annual Average	<0.01	1	NO
Individual School Child	R9	Annual Average	<0.01	1	NO

Source: Appendix C4.

Notes:

1. risk per million

Residential Exposure Scenario

The residential land use with the greatest potential exposure to operational-source DPM emissions is Location R5, which is 109 feet east of the EBPSP site. Since there are no private outdoor living areas (backyards) facing the EBPSP site, R5 is placed at the building façade facing the site. At this location, the maximum incremental cancer risk attributable to operational-source DPM emissions is estimated at 2.27 in one million, which would not exceed the South Coast AQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤0.01, which would not exceed the applicable significance threshold of 1.0.

Although Location R5 is not the nearest receptor to the EBPSP site, it would experience the highest concentrations of DPM from operations due to its location and meteorological conditions. Because all other modeled receptors would be exposed to lower concentrations of

DPM, all other receptors in the vicinity would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, operations of the EBPSP would not cause a significant human health or cancer risk to nearby residences.

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to operational-source DPM emissions is Location R6, which represents the potential worker receptor 166 feet south of the EBPSP site. The MEIW is the worker receptor location that would experience the highest modeled concentrations of DPM, and thus the highest risk. For the MEIW, the maximum incremental cancer risk impact is calculated to be 0.21 in one million, which is less than the South Coast AQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be ≤0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors would be exposed to lower concentrations of DPM, all other worker receptors in the vicinity would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, EBPSP operations would not cause a significant human health or cancer risk to adjacent workers.

School Exposure Scenario

Proximity to sources of toxics is critical to determining the impact. In traffic-related studies, the additional non-cancer risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70 percent drop-off in particulate pollution levels at 500 feet. Based on CARB and South Coast AQMD emissions and modeling analyses, an 80 percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center.

The 1,000-foot evaluation distance is supported by research-based findings concerning TAC emission dispersion rates from roadways and large sources showing that emissions diminish substantially between 500 and 1,000 feet from emission sources.

A one-quarter mile radius, or 1,320 feet, is commonly utilized for identifying sensitive receptors, such as schools, that may be impacted by a proposed project. This radius is more robust than and therefore provides a more health protective scenario for evaluation than the 1,000-foot impact radius identified above. Notwithstanding, for full disclosure purposes, the nearest school was also evaluated.

The nearest school and location of the MEISC is Crosspoint Children's Center, approximately 3,442 feet northwest of the EBPSP site and represented by Location R9. At the MEISC, the maximum incremental cancer risk impact attributable to operations is calculated to be 0.04 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the EBPSP were calculated to be ≤0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled school

receptors would be exposed to lower concentrations of DPM, all other school receptors in the vicinity would be exposed to less emissions and therefore less risk than the MEISC identified herein.

Construction and Operational Impacts Combined

The analysis considers a conservative scenario in which a child at a nearby residence is exposed to construction-related DPM emissions from birth for the expected 4.5 years of construction, and is then exposed to operational emissions for the remaining 25.5 years of the 30-year residential exposure scenario.

The land use with the greatest potential exposure to construction-source and operational-source DPM emissions is Location R5. As shown in Table 3.3-28, *Summary of EBPSP Construction and Operational Health Risks Combined,* at the MEIR, the maximum incremental cancer risk attributable to construction-source and operational-source DPM emissions is estimated at 2.38 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤0.01, which would not exceed the applicable threshold of 1.0. As such, the EBPSP would not cause a significant human health or cancer risk to adjacent land uses as a result of construction and operational activity. All other receptors during construction and operational activity would experience less risk than what is identified for this location.

Table 3.3-28 Summary of EBPSP Construction and Operational Health Risks Combined

Maximum Exposed Location	Receptor Location	Time Period (Year)	Maximum Lifetime Cancer Risk[1]	Significance Threshold[1]	Exceeds Significance Threshold?
Cancer Risk					
Sensitive Receptor	R5	30	2.38	10	NO
Maximum Exposed Location	**Receptor Location**	**Time Period**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold?**
Non-Cancer Risk					
Sensitive Receptor	R5	Annual Average	<0.01	1	NO

Source: Appendix C4.
1. risk per million

Summary

Based on the preceding, the potential for operations of the EBPSP to expose sensitive receptors to substantial pollutant concentrations is considered less **than significant**. Accordingly, the

EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact AQ-5: Operation of industrial and warehousing land uses accommodated under the Policy Plan Amendment would cumulatively contribute to elevated levels of toxic air contaminants in the South Coast AQMD region.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

TOP 2050 Policy ER-4.9, *New Localized Air Pollution Sources Near Existing Sensitive Receptors*, would require an operational health risk assessment for projects that have the potential to generate a substantial number of diesel truck trips. Therefore, no additional mitigation measures were identified.

New Mitigation Measures

Policy Plan Amendment

Mitigation Measures AIR-2-PPA and AIR-3-PPA are applicable to the proposed project. TOP 2050 Policy ER-4.9, New Localized Air Pollution Sources Near Existing Sensitive Receptors, would require an operational health risk assessment for projects that have the potential to generate a substantial number of diesel truck trips. Therefore, no additional mitigation measures were identified.

Specific Plan

Operation of the EBPSP would not expose sensitive receptors to substantial pollutant concentrations. No additional mitigation is necessary.

Significance After Mitigation

Policy Plan Amendment

Buildout of the proposed project and the approved project could expose sensitive receptors to substantial concentrations of TACs. Buildout could result in new sources of criteria air pollutant emissions and/or TACs near existing or planned sensitive receptors. Review of development projects by South Coast AQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure that health risks are minimized. Additionally, Policy ER-4.9 would ensure mobile sources of TACs not covered under South Coast AQMD permits are considered during subsequent project-level environmental review by the

City of Ontario. Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD, and TACs would be less than significant; however, implementation of the proposed project would generate TACs that could contribute to elevated levels in the air basin. This effect is more substantial with the proposed project compared to the approved project because of the increase in industrial land use allowed under the proposed project. While individual projects may achieve the project-level risk threshold of 10 per million, they would nonetheless contribute to the higher levels of cancer risk in the SoCAB and, therefore, would result in a cumulatively considerable impact. Therefore, the proposed project's cumulative contribution to health risk is **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

ODOR IMPACTS

The 2022 Certified EIR did not identify any significant odor impacts associated with the approved project. Growth within the City under the proposed project could generate new sources of odors. Nuisance odors from land uses in the SoCAB are regulated under South Coast AQMD Rule 402, Nuisance, which states:

> A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

Policy Plan Amendment

Industrial Land Uses

Buildout permitted under the approved project and the proposed project could include new sources of odors, such as compost facilities, landfills, solid-waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), asphalt batch manufacturing plants, chemical manufacturing, and food manufacturing facilities. Similar to the approved project, areas where these types of uses could be developed under the proposed project would be generally limited to the areas designated Industrial (see Figure 2-5, *Proposed TOP 2050 Land Use Plan*). Future environmental review would be required for these types of

industrial projects, which would ensure that sensitive land uses are not exposed to objectionable odors. Industrial land uses associated with the proposed project also would be required to comply with South Coast AQMD Rule 402. Therefore, impacts from potential odors generated from industrial land uses associated with the proposed project are considered less than significant.

Residential and Other Land Uses

Like the approved project, residential and other nonresidential, nonindustrial land uses that would be accommodated by the proposed project could result in the generation of odors such as exhaust from landscaping equipment and from cooking. Unlike industrial land uses, these are not considered potential generators of odor that could affect a substantial number of people. Nuisance odors are regulated under South Coast AQMD Rule 402, which requires abatement of any nuisance generating a verified odor complaint. Therefore, impacts from potential odors generated from residential and other nonresidential land uses associated with the proposed project are considered less than significant.

Construction

Like the approved project, during construction activities of development projects that would be accommodated by the proposed project, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. Noxious odors would be confined to the immediate vicinity of the construction equipment in use. By the time such emissions reached any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Short-term construction-related odors are expected to cease upon the drying or hardening of odor-producing materials. Therefore, impacts associated with construction-generated odors from development under the proposed project are considered less than significant.

Summary

Odors generated from future land uses and construction of future land uses in the City would not generate odors that would adversely affect sensitive receptors. Impact are **less than significant**. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The odor impacts of the Specific Plan are the same as for the Policy Plan Amendment. Therefore, the Specific Plan would not result in new impacts or a substantial increase in the magnitude of impacts compared to the approved project.

Moreover, the Specific Plan does not contain land uses typically associated with emitting objectionable odors. Potential odor sources may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with long-term operational uses. Standard construction requirements would minimize odor impacts from construction. Any construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction. It is expected that refuse would be stored in covered containers and removed at regular intervals in compliance with current solid waste regulations. The EBPSP would also be required to comply with South Coast AQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors and other emissions (such as those leading to odors) associated with construction and operations activities within the Specific Plan area would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact AQ-6: Operation of land uses accommodated under the proposed project would not result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant odor impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

3.3.6 Cumulative Impact Analysis

The cumulative setting for air quality is the SoCAB. In accordance with the South Coast AQMD methodology, any project that produces a significant project-level regional air quality impact in an area that is in nonattainment contributes to the cumulative impact. Cumulative projects include new development and general growth within the SoCAB. The SoCAB is nonattainment for ozone, PM_{10}, and $PM_{2.5}$. Due to the extent of the area potentially impacted from cumulative project emissions, South Coast AQMD considers a project cumulatively significant when project-related emissions exceed the regional emissions thresholds. Specifically, the South Coast AQMD published a report on how to address cumulative impacts from air pollution: “White Paper on

Potential Control Strategies to Address Cumulative Impacts from Air Pollution." In this report the South Coast AQMD clearly states:

> …the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.
>
> Projects that exceed the project-specific significance thresholds are considered by the South Coast AQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. (South Coast AQMD 2003c, p. D-3)

As identified in Impact AQ-2 (regional construction impacts), Impact AQ-3 (regional operation impacts), Impact AQ-4 (localized construction impacts), and Impact AQ-5 (operational health risk), implementation of the proposed project would cumulatively contribute to the nonattainment designations of the air basins and expose sensitive receptors to substantial pollutant concentrations, and cumulative impacts are significant.

Construction

The SoCAB is designated nonattainment for O_3, $PM_{2.5}$, and PM_{10} under California and/or National AAQS. Construction of cumulative projects would further degrade the regional and local air quality. Air quality would be temporarily impacted during construction activities. Implementation of mitigation measures for related projects would reduce cumulative impacts; however, project-related construction emissions could still potentially exceed the South Coast AQMD significance thresholds on a project and cumulative basis. Consequently, the proposed project's contribution to cumulative air quality impacts would be cumulatively considerable and would therefore be significant.

Operation

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values are not considered by South Coast AQMD to be a substantial source of air pollution and does not add significantly to a cumulative impact.

Operation of the proposed project would result in emissions in excess of the South Coast AQMD regional emissions thresholds for long-term operation. Additionally, future individual development under the proposed project would generate TACs that could contribute to elevated levels of risk even though the operational HRA specific to the truck route changes demonstrated that impacts resulting from the distribution of trucks throughout the City would not exceed South Coast AQMD significance thresholds. Therefore, the proposed project's air pollutant emissions would be cumulatively considerable and would therefore be significant.

Overall, the proposed project's construction and operational phase emissions would cumulatively contribute to air quality impacts in the SoCAB, and impacts are **significant.**

Cumulative Impacts: The proposed project's contribution to cumulative air quality impacts would be cumulatively considerable.

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3.4 BIOLOGICAL RESOURCES

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential biological resources impacts associated with implementation of the Ontario Policy Plan Amendment and the EBPSP (proposed project) in comparison to the current TOP 2050 (approved project) and the impacts identified in the 2022 Certified EIR.

The analysis for the EBPSP is based on the "Biological Resources Assessment for the Proposed Eucalyptus Business Park Specific Plan Located in the City of Ontario, San Bernardino County, California" prepared by ELMT Consulting and considers both onsite and offsite impacts associated with the EBPSP (see Appendix D).

There was one comment letter received in response to the NOP related to impacts to biological resources. The relevant issues raised in that comment letter is addressed throughout this section. For a summary of the response letters, refer to Table 1-1 in Chapter 1, *Introduction*, or Appendix A for the response comment letters.

3.4.1 Regulatory Framework

FEDERAL

Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973, as amended, protects and conserves any species of plant or animal that is endangered or threatened with extinction, as well as the habitats where these species are found. "Take" of endangered species is prohibited under Section 9 of the FESA. "Take" means to "harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct." Section 7 of the FESA requires federal agencies to consult with the U.S. 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. Section 4(a) of the FESA 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." This provides guidance for planners/managers and biologists by indicating locations of suitable habitat and where preservation of a particular species has high priority. Section 10 of the FESA provides the regulatory mechanism for incidental take of a listed species by private interests and nonfederal government agencies during lawful activities. Habitat conservation plans (HCP) for the impacted species must be developed in support of incidental take permits to minimize impacts to the species and formulate viable mitigation measures.

In 2025, the USFWS announced the following 5 proposed amendments to the FESA:

- **Definition of harm (50 Code of Federal Regulations [CFR] part 17 and part 222):** Rescinds the regulatory definition of "harm."
- **Listing and critical habitat (50 CFR part 424):** Changes associated with delisting and critical habitat determinations are proposed including, creation of a two-step process for designating unoccupied habitat, redefining "foreseeable future", and adding flexibility to determine when designating critical habitat is not prudent.
- **Interagency cooperation (50 CFR part 402):** Redefines "effects of the action" and "environmental baseline," removes the 2024 "offset" provisions, and restoring Section 7 procedures. These changes respond directly to the Supreme Court's decision in *Loper Bright Enterprises et al. v. Raimondo, Secretary of Commerce, et al.* 603 US (2024), which overturned the Chevron deference standard.
- **Threatened species protections (50 CFR part 17, section 4(d)):** Eliminate the "blanket rule" option and require species-specific 4(d) rules tailored to each threatened species.
- **Critical habitat exclusions (50 CFR part 17, section 4(b)(2)):** Reinstates its 2020 rule on how economic, national security, and other relevant impacts are weighed when determining whether to exclude areas from critical habitat.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 (MBTA) affirms and implements the United States' commitment to 4 international conventions—with Canada, Japan, Mexico, and Russia—to protect shared migratory bird resources. The MBTA governs the take, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these items, except under a valid permit or as permitted in the implementing regulations. USFWS administers permits to take migratory birds in accordance with the MBTA.

Clean Water Act

Sections 401 and 402

Section 401(a)(1) of the Clean Water Act (CWA) 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 with 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 Regional Water Quality Control Board (RWQCB) must certify that the project will comply with water quality standards. Permits requiring Section 401 certification include 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 in the jurisdiction of the Santa Ana RWQCB (Region 8).

Section 404

Under Section 404 of the federal CWA, potential Waters of the U.S., including wetlands, may be regulated by USACE. The limit of USACE jurisdiction for non-tidal watercourses (without adjacent wetlands) is defined in 33 CFR 328.4(c)(1) as the "ordinary high-water mark" (OHWM).

The OHWM is defined as the line on the shore established by the fluctuations of water and indicated by physical characteristics such as clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas. The upstream limits of other waters are defined as the point where the OHWM is no longer perceptible.

Jurisdictional waters of the U.S. (WOTUS) are delineated in accordance with the "Revised Definition of 'Waters of the United States'" rule, published in the Federal Register in 2022 and, which became final on January 18, 2023. This rule, set forth by the EPA and USACE, was consistent with the pre-2015 regulatory definition as all waters that are currently used, or were used in the past, or may be susceptible to use in interstate commerce, including all waters subject to the ebb and flow of the tide. This definition also includes all interstate waters, including interstate wetlands, interstate lakes, rivers, streams (including all intermittent and ephemeral streams), mudflats, sand flats, sloughs, and prairie potholes, wet meadows, playa lakes, or natural ponds where the use, degradation, or destruction of which could affect interstate or foreign commerce. Under this rule, WOTUS do not include prior converted cropland.

The definition of WOTUS in accordance with this rule (40 CFR 230.3[s]), is summarized below.

- All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;
- All interstate waters including interstate wetlands;
- All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce including any such waters: (i) Which are or could be used by interstate or foreign travelers for recreational or other purposes; or (ii) From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or (iii) Which are used or could be used for industrial purpose by industries in interstate commerce;

- All impoundments of waters otherwise defined as waters of the U.S. under the definition;
- Tributaries of waters identified in paragraphs (s)(1)–(4) of this section;
- The territorial sea; and
- Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in paragraphs (s)(1) through (6) of this section; waste treatment systems, including treatment ponds or lagoons designed to meet the requirements of CWA (other than cooling ponds as defined in 40 CFR 423.11(m) which also meet the criteria of this definition) are not WOTUS.

On May 25, 2023, the U.S. Supreme Court adopted a narrower definition of WOTUS in *Sackett v. Environmental Protection Agency*. Under the majority opinion, WOTUS refers to "geographical features that are described in ordinary parlance as 'streams, oceans, rivers, and lakes' and to adjacent wetlands that are 'indistinguishable' from those bodies of water due to a continuous surface connection." On August 29, 2023, the agencies issued a final rule to amend the final "Revised Definition of 'Waters of the United States'" rule to conform the definition of "waters of the United States" to the U.S. Supreme Court's May 25, 2023, decision in *Sackett v. Environmental Protection Agency*.

Parts of the January 2023 Rule are invalid under the U.S. Supreme Court's interpretation of the CWA in the *Sackett* decision. Therefore, the agencies have amended key aspects of the regulatory text to conform to the court's decision. Key changes under the amendment include:

- Definition of "adjacent" is now "having a continuous surface connection;"
- Only tributaries that are relatively permanent, standing or continuously flowing bodies of water (or tributaries with a continuous surface connection to those) are considered jurisdictional;
- Interstate wetlands are no longer jurisdictional just by virtue of being interstate; and
- Significant nexus test is eliminated.

Where areas jurisdictional to the USACE are present and will be impacted by a project, the project proponent must usually apply for permitting with the agency, which generally consists of submittal of a Pre-construction Notification under Section 404 of the CWA. As of the writing of this report, we do not know the details of how the individual USACE offices will implement the conforming rule for permitting purposes.

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. This list is primarily a working document for the CDFW's California Natural Diversity Database (CNDDB), which maintains a record of known and recorded occurrences of sensitive species. Informally listed taxa are not protected per se, but warrant consideration in the preparation of biological resources assessments.

Fully Protected Species

The State of California first began to designate species as "fully protected" prior to the creation of the FESA and CESA. Lists of fully protected species were initially developed to provide protection to animals that were rare or faced possible extinction, and included fish, amphibians, reptiles, birds, and mammals. Most fully protected species have since been listed as threatened or endangered under the FESA and CESA. Previously, the regulations that implement the Fully Protected Species Statute (California Fish and Game Code Section 4700) provide that fully protected species may not be taken or possessed at any time; however, as of July 10, 2023, Senate Bill 147 (SB 147) was signed into law, authorizing CDFW to issue take permits under the California ESA for fully protected species for qualifying projects through 2033. As stated in section 2081.15 of SB 147, qualifying projects include:

- A maintenance, repair, or improvement project to the State Water Project, including existing infrastructure, undertaken by the Department of Water Resources;
- A maintenance, repair, or improvement project to critical regional or local water agency infrastructure;
- A transportation project, including any associated habitat connectivity and wildlife crossing project, undertaken by a state, regional, or local agency, that does not increase highway or street capacity for automobile or truck travel;

- A wind project and any appurtenant infrastructure improvement, and any associated electric transmission project carrying electric power from a facility that is located in the state to a point of junction with any California based balancing authority; and
- A solar photovoltaic project and any appurtenant infrastructure improvement, and any associated electric transmission project carrying electric power from a facility that is located in the state to a point of junction with any California-based balancing authority.

California Fish and Game Code

Native Plant Protection Act

The Native Plant Protection Act (NPPA) of 1977 (California Fish and Game Code Sections 1900–1913) was created with the intent to "preserve, protect and enhance rare and endangered plants in this State." The NPPA is administered by CDFW. The California Fish and Game Commission has the authority to designate native plants as "endangered" or "rare" and to protect endangered and rare plants from take. The CESA of 1984 (California Fish and Game Code Sections 2050–2116) provided further protection for rare and endangered plant species, but the NPPA remains part of the California Fish and Game Code.

Streambed Alteration Agreement

Pursuant to Section 1602 of the California Fish and Game Code, a Streambed Alteration Agreement (SAA) application must be submitted for "any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake". In Title 14 of the California Code of Regulations (CCR), Section 1.72, the CDFW defines a stream (including creeks and rivers) as "a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation."

In Chapter 9, Section 2785 of the Fish and Game Code, riparian habitat is defined as "lands which contain habitat which grows close to, and which depends upon, soil moisture from a nearby freshwater source."

The CDFW's jurisdiction includes drainages with a definable bed, bank, or channel and areas associated with a drainage channel that support intermittent, perennial, or subsurface flows; supports fish or other aquatic life; or supports riparian or hydrophytic vegetation. It also includes areas that have a hydrologic source.

The CDFW will determine if the proposed actions will result in diversion, obstruction, or change of the natural flow, bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. If warranted, the CDFW will issue an SAA that includes measures to protect affected

fish and wildlife resources; this SAA is the final proposal agreed upon by the CDFW and the applicant.

Migratory Birds

The CDFW enforces the protection of nongame native birds in Sections 3503, 3503.5, and 3800 of the California Fish and Game Code. Section 3513 of the California Fish and Game Code prohibits the possession or take of birds listed under the MBTA. These sections mandate the protection of California nongame native birds' nests and also make it unlawful to take these birds. All raptor species are also protected from "take" pursuant to California Fish and Game Code Section 3503.5 and are protected at the federal level by the MBTA of 1918.

Bats and Bat Roosts

Bats in California are currently protected directly and indirectly by the California Fish and Game Code, Sections 86, 1600, 2000, 2014, 3007, and 4150; California Public Resources Code, Division 14, Section 21000 et seq.; and 14 CCR, including but not limited to Section 251.1, CEQA regulations (Section 15000 et seq.), and Section 15382, Significant Effect on the Environment.

Regulations of particular relevance to the protection of bats and bat roosts include Title 14, Section 251.1 of the CCR, which prohibits harassment (defined in that section as an intentional act that disrupts an animal's normal behavior patterns, including breeding, feeding, or sheltering) of nongame mammals (e.g., bats), and California Fish and Game Code Section 4150, which prohibits take or possession of all nongame mammals or parts thereof. Any activities resulting in bat mortality (e.g., the destruction of an occupied bat roost that results in the death of bats), disturbance that causes the loss of a maternity colony of bats (resulting in the death of young), or various modes of nonlethal pursuit or capture may be considered take as defined in Section 86 of the California Fish and Game Code. In addition, impacts to bat maternity colonies, which are considered native wildlife nursery sites, could be considered significant under CEQA.

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Control Act requires "any person discharging waste, or proposing to discharge waste, within any region that could affect the waters of the State to file a report of discharge" with the Regional Water Quality Control Board (RWQCB) through State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (23 CCR Section 3855; SWRCB 2021). Waters of the State is defined as any surface water or groundwater, including saline waters, within the boundaries of the State (California Water Code Section 13050[e]). Pollution is defined as an alteration of the quality of the waters of the state by waste to a degree that unreasonably affects its beneficial uses (California Water Code Section 13050) and includes filling in waters of the State. Note that 23 CCR Section 3855 applies only to individual water quality certifications, but the new State Wetland Definition and

Procedures extend the application of Section 3855 to individual waste discharge requirements for discharges of dredged or fill material to waters of the State and waivers thereof.

A permit for impacts to waters of the State would likely be required under the CWA and/or Porter-Cologne Water Quality Control Act. To determine whether a project should be regulated pursuant to the Porter-Cologne Water Quality Control Act, the RWQCB considers whether project activities could impact the quality of waters of the State.

On September 27, 2023, the EPA published its final 2023 Clean Water Act Section 401 Quarter Quality Certification Improvement Rule (88 Federal Register 66558.) The final 2023 Rule revises and replaces the 2020 Rule's regulatory requirements for water quality certification that were adopted by the prior federal administration. The updates realign the scope of the Section 401 certification process with established practices while also restoring the roles of states, territories, and authorized tribes as certifying agencies.

REGIONAL

San Bernardino County Biotic Resources Overlay

The San Bernardino County Biotic Resources Overlay was established by the Land Use Plan and Land Use Zoning Districts (Subsection 82.01.020) and the Overlays (Subsection 82.01.0230) of the County of San Bernardino. The ORSC site and Offsite Improvement Area is within the Delhi Sands Flower-Loving Fly (DSFLF) Ontario Recovery Unit.

LOCAL

City of Ontario Development Code

Tree Preservation Policy and Protection Measures

Section 6.05.020, Tree Preservation Policy and Protection Measures, of the Ontario Development Code establishes policies and measures that will further the preservation, protection, and maintenance of established and healthy heritage trees within the city. A Heritage Tree is one that is designated for preservation as a tree of historic or cultural significance, or a tree of importance to the community due to any one of the following factors:

- It is one of the largest or oldest trees of species located within the city and has a trunk diameter of 18 inches or greater when measured at 54 inches above grade;
- It has a historical significance due to association with a historic building, site, street, person, or event;
- It is a defining landmark or significant outstanding feature of a neighborhood or district, typical of early Ontario Landscapes. This includes Camphor Tree (*Cinnamomum camphora*),

Deodar Cedar (*Cedrus deodara*), London Planetree (*Platanus acerifolia*), Cork Oak (*Quercus suber*), Holly Oak (*Quercus ilex*), and California Pepper (*Schinus molle*);

- It is a Native Tree. This means that it is one of the following California native tree species with a trunk diameter of more than 8 inches, measured at 54 inches above natural grade: California Sycamore (*Platanus racemose*), Torrey Pine (*Pinus torreyana*), Coast Live Oak (*Quercus agrifolia*), Engelmann Oak (*Quercus engelmannii*), Valley Oak (*Quercus lobata*), or California Bay (*Umbellularia californica*).

Healthy Heritage Trees that are approved for removal shall be replaced with new trees with a total trunk diameter equal to the tree(s) removed, or as deemed appropriate by the Approving Authority based on lot size and available planting space. Replacement trees are to be in addition to the quantity of trees required for landscaping. The Approving Authority is responsible for reviewing the landscape plan and approving appropriate species for tree replacement.

Parkway Tree Regulations

Title 10, Parks and Recreation, Chapter 2, Parkway Trees, of the City's Municipal Code provides provisions on the preservation, regulation on the maintenance and removal of parkway trees, and establishes types and the locations for planting parkway trees. Parkway is defined as "…that portion of any public street right-of-way between the right-of-way boundary line and the curb line, and also the area enclosed within the curb lines of a medial divider."

The property owner abutting a public right-of-way is responsible for watering any tree in the parkway and for trimming that can be done from the ground to preserve the neat appearance and non-obstructed use of the parkway; the City is responsible for all major pruning. Removal or relocation of any parkway tree requires prior authorization from the City Public Works Agency through a permit process, and planting a replacement tree, whenever feasible, is a condition on any permit issued by the City for the removal of a parkway tree. Alternatively, an in-lieu deposit may be accepted as an alternate to the actual planting of any required parkway tree based on a fair value established by the Public Facilities Manager.

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

In January 1998, the Ontario City Council approved a general plan amendment (GPA) and associated Final EIR for the sphere of influence (SOI), which is now known as the Ontario Ranch (previously the New Model Colony [NMC]). The GPA designated Ontario Ranch for a range of urban and suburban uses, including residential, commercial, business park, industrial, and open space. Most of Ontario Ranch was then in agricultural use. The Final EIR for the GPA assessed the impacts on biological resources of the conversion of Ontario Ranch from agricultural uses to developed urban and suburban uses. Before mitigation, significant impacts were identified for waterfowl and waterfowl habitat, raptors and raptor habitat, and the DSFLF Ontario Recovery

Unit. The EIR for the SOI GPA 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 DSFLF Recovery Unit.

Subsequent to the 1998 adoption of the SOI GPA and EIR, a lawsuit was filed against the City of Ontario by the Endangered Habitats League and the Sierra Club, challenging the City's CEQA compliance and approval of the SOI GPA. A Settlement Agreement was reached and agreed to by all parties that set forth revised mitigation measures for potential impacts in the New Model Colony (referred to as Annexation Area 163 in the agreement) to the burrowing owl, DSFLF, raptor foraging and wildlife habitat, loss of open space, actual and potential habitat and agricultural land, and sensitive (listed and non-listed) species (City of Ontario, Endangered Habitats League, Inc., and Sierra Club 2001). These measures will be in effect until all the developable acres in the Ontario Ranch reach full buildout, as determined by the City.

- 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.

City of Ontario Biological Resources Habitat Mitigation Fee

Since the Settlement Agreement, the City has established a habitat mitigation fee to cover potential environmental impacts to the burrowing owl, DSFLF, raptor foraging, loss of open space, and agricultural lands. Development impact fees for new development in Ontario Ranch were adopted on June 23, 2003, by the City Council. The Ontario Ranch 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. Mitigation fees have been collected by the City and have been deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value. Up to $500 of the fees may be used for DSFLF. In addition, current City procedures 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 DSFLF are required.

The land use plan for Ontario Ranch 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 Ontario Ranch 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 were intended to provide mitigation for impacts resulting from development of Ontario Ranch; however, under the conditions of the settlement agreement, the WRCA is no longer proposed.

In 2010, the Ontario City Council approved the selection of the Riverside Land Conservancy (today known as River and Land Conservancy) as the administrator of the habitat mitigation fees and to create a habitat program pursuant to the requirements of the Settlement Agreement between the City of Ontario, the Endangered Habitats League, and the Sierra Club; however, due to the economic downturn shortly after 2010, the contract between the City and the Riverside Land Conservancy was never ratified. It was anticipated that once development in Ontario Ranch began to commence, the City would ratify the contract.

In 2022, the City went out with a Request for Proposals to select a nonprofit land trust and/or organization specializing in habitat conservation. On November 21, 2023, a memorandum of agreement (MOA) became effective between the City of Ontario and the Inland Empire Resource Conservation District (IERCD). IERCD is the nonprofit trust entity to be responsible for the administration of the habitat mitigation fees and creation of a habitat program pursuant to the requirements of the settlement agreement between the City of Ontario, the Endangered Habitats League, and the Sierra Club. IERCD is responsible for maintaining interactive mapping and a current inventory of the burrowing owl occurrences and to select adequate lands for passive relocation.

This MOA aids in the implementation of a Habitat Mitigation Fee as well as the requirements and mitigation measures set forth in the Greater Prado Basin Habitat Conservation Program (GPBHCP). The mitigation measures in the GPBHCP are aimed at reducing potential impacts to sensitive wildlife species, including burrowing owl, DSFLF, raptor foraging and wildlife habitat, and other sensitive (listed and non-listed species), within Ontario Ranch. The Habitat Mitigation Fee is $2,000 per net acre with funds used for the acquisition, restoration, rehabilitation, and maintenance of lands determined to have long-term conservation value for the aforementioned species and their habitat.

With respect to burrowing owl and DSFLF, this MOA ensures:

- A mitigation fee will be applied to development projects within Ontario Ranch that will impact burrowing owls or their habitat;
- The City of Ontario will identify lands occupied by burrowing owl or DSFLF and suitable long-term habitat for these species to be avoided and maintained;
- In the case of burrowing owls being present on proposed development sites that are not viable long-term habitat, developers can pay the Habitat Mitigation Fee and relocate the owls in consultation with the California Department of Fish and Wildlife; and
- Up to 25 percent of the Habitat Mitigation Fee collected for burrowing owls can be used for the recovery of the DSFLF.

3.4.2 Existing Conditions

POLICY PLAN AMENDMENT

Habitat and Vegetation

Native habitats and vegetation communities are mostly gone 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 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 present plants have limited biological resource value—turf, weeds, nonnative grasses, and nonnative trees and plants used for landscaping. 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 (Ontario 2022).

Historically, Ontario Ranch, the portion of the city south of Riverside Drive, was 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, Ontario Ranch supports little native vegetation. Cucamonga and Deer Creeks once supported riparian vegetation; however, these drainages are now completely channelized where they traverse the city.

Currently, low- and medium-density residential and industrial uses make up the majority of the land uses in Ontario Ranch. Mixed use, open space, and commercial uses are also scattered throughout the area. Although Ontario Ranch was extensively altered from natural conditions and agricultural use to residential and industrial uses, 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. Though native terrestrial vegetation communities are not present in the city, there are four nonnative vegetation communities, known as vegetation associations, concentrated in Ontario Ranch:

- 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 hold surface water. Water bodies in Ontario Ranch 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 Cucamonga and Deer Creek channels that traverse Ontario Ranch 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. Vegetation, if present in 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 flood control channels 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.

- **Cultivated Fields** include irrigated row crops of alfalfa, barley, and strawberries. These fields are typically grazed after harvest then left fallow.

- **Fallow Fields** develop characteristic ruderal vegetation,[1] 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*), 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 2 parcels in the southeast portion of Ontario Ranch, at 11248 S Turner Avenue (Hofer Ranch) and 2802 S Milliken Avenue (San Antonio Winery).

[1] Pioneering herbaceous plants that readily colonize disturbed ground.

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

Developed areas contain structures, asphalt/concrete paved areas, residences, commercial and industrial buildings, schools, roadways and infrastructure (including Southern California Edison [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 undergone extensive alteration from natural conditions by urbanization of the northern portion and extensive agriculture and dairy production in the southern portion. Native habitat is mostly gone throughout the OMC. Common wildlife species, particularly birds and mammals, use trees throughout the city and may be found in the scattered, undeveloped, vacant parcels. Common species in urban areas, such as the domestic dog (*Canis familiaris*) and cat (*Felis catus*), Norway rat (*Rattus norvegicus*), and house mouse (*Mus musculus*) are also found throughout Ontario. Raptors forage in the city and roost and nest in city trees. Migratory birds may also use detention basins and flood control channels with open water. Species previously found in the OMC area included 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 (Ontario 2022).

Ontario Ranch 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, agricultural, and related operations. While these habitats would not be classified as native or natural, they still provide value for wildlife in a region characterized by rapid urban growth.

The mostly flat topography of the agricultural areas contributes to the accumulation of standing water throughout Ontario Ranch 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 in Ontario Ranch is discussed in the following paragraphs. Sensitive wildlife species are also listed in Table 3.4-2, *Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario*, 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 Ontario Ranch. 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 Ontario Ranch, the number of reptile species is expected to be low.

Birds

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

The 1996 Envicom surveys found 49 species in Ontario Ranch. 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*). Raptors use agricultural fields as foraging habitat, because 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*), red-winged blackbird (*Aegilaius phoeniceus*), brown-headed cowbird (*Molothrus ater*), savannah sparrow (*Passerculus sandwichensis*), and burrowing owl (*Athene cunicularia)*. 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 Ontario Ranch 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

Ontario is part of 4 CNDDB quadrangles: Ontario, Guasti, Corona North, and Prado Dam. The CNDDB lists 6 sensitive natural communities for these 4 quadrangles—California walnut

woodland, Riversidian 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 (CNDDB 2025). 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. Mulefat has been reported in southern cottonwood willow riparian forest and southern sycamore alder riparian forest. 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 Ontario since 1992. The CNDDB and CNPS reports for the Ontario and Guasti quadrangles identified known occurrences of several sensitive plant species, which are listed in Table 3.4-1, *Sensitive Plant Species Known or With Potential to Exist in the City of Ontario* (CNDDB 2025; CNPS 2025). 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, as seen in Figure 3.4-1, *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 in the city is low because of the absence of suitable habitat, the high levels of development, and the history of land alteration and disturbance by agricultural activities.

Sensitive Wildlife

Several sensitive wildlife species have been recorded or are expected to appear in the city, mostly Ontario Ranch. Several species have also been observed in biological surveys for other proposed projects. The sensitive wildlife species (51 species) listed in Table 3.4-2 were identified in the CNDDB reports for the Ontario and Guasti quadrangles (CDFW 2025) or in other previous biological reports. Several migrant raptor species that may 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. Five species are federally listed as endangered or threatened (one insect, 2 birds, and 2 mammals). Nine species are state-listed as threatened or endangered (one insect, 6 birds, and 2 mammals). 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.

Table 3.4-1 Sensitive Plant Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	CNPS Designation	Potential to Exist
Atriplex coulteri	Coulter's saltbush	Saline or alkaline soils on coastal bluffs, coastal sage scrub, or grasslands.	None/None	1B.2	Low. No suitable habitat.
Berberis nevinii	Nevin's barberry	Alluvial scrub, coastal sage scrub, oak woodland, riparian scrub or woodland, and chamise chaparral of inland canyons and foothills. Widely in gardens and parks.	FE/SE	1B.1	Low. No suitable habitat.
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.
Calystegia felix	Lucky morning-glory	Alkali meadow, seeps, springs, wet meadow, and well-watered landscaping on recent development.	None/None	1B.1	Low. No suitable habitat.
Centromadia pungens ssp. laevis	smooth tarplant	Alkaline soils found in chenopod scrub, meadows, and seeps.	None/None	1B.1	Low. No suitable habitat.
Chorizanthe parryi var. parryi	Parry's spineflower	Coastal sage scrub, chaparral, and sandy or rocky openings. Annual.	None/None	1B.1	Low. No suitable habitat.
Dodecahema leptoceras	Slender-horned spineflower	Coastal sage scrub, chaparral, alluvial scrub, scale broom scrub, and drought prone areas.	FE/SE	1B.1	Low. No suitable habitat.
Horkelia cuneata ssp. puberula	mesa horkelia	Chaparral, woodland, coastal scrub. Occurs on sand or gravelly sites.	None/None	1B.1	Low. No suitable habitat.
Lepidium virginicum var. robinsonii	Robinson's pepper-grass	Chaparral, coastal scrub. Occurs in dry soils, shrubland.	None/None	4.3	Low. No suitable habitat.
Navarretia prostrata	Prostrate navarretia	Coastal scrub, valley and foothill grassland, vernal pools. Occurs on alkaline soils in grassland, or in vernal pools.	None/None	2B.2	Low. No suitable habitat.
Phacelia stellaris	Brand's star phacelia	Coastal strand, dunes, coastal, and coastal sage scrub.	None/None	1B.1	Low. No suitable habitat.

Table 3.4-1 Sensitive Plant Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	CNPS Designation	Potential to Exist
Pseudognaphalium leucocephalum	White rabbit-tobacco	Coastal sage scrub and chaparral.	None/None	2B.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	2B.2	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.2	Low. No suitable habitat.
Thysanocarpus rigidus	Rigid fringepod	Oak and pine woodland, rocky slopes.	None/None	1B.2	Low. No suitable habitat.
Calystegia felix	Lucky morning-glory	Alkali meadow, seeps, springs, wet meadow, and well-watered landscaping on recent development.	None/None	1B.1	Low. No suitable habitat.

Source: CDFW 2025; CNPS 2025.

Notes:

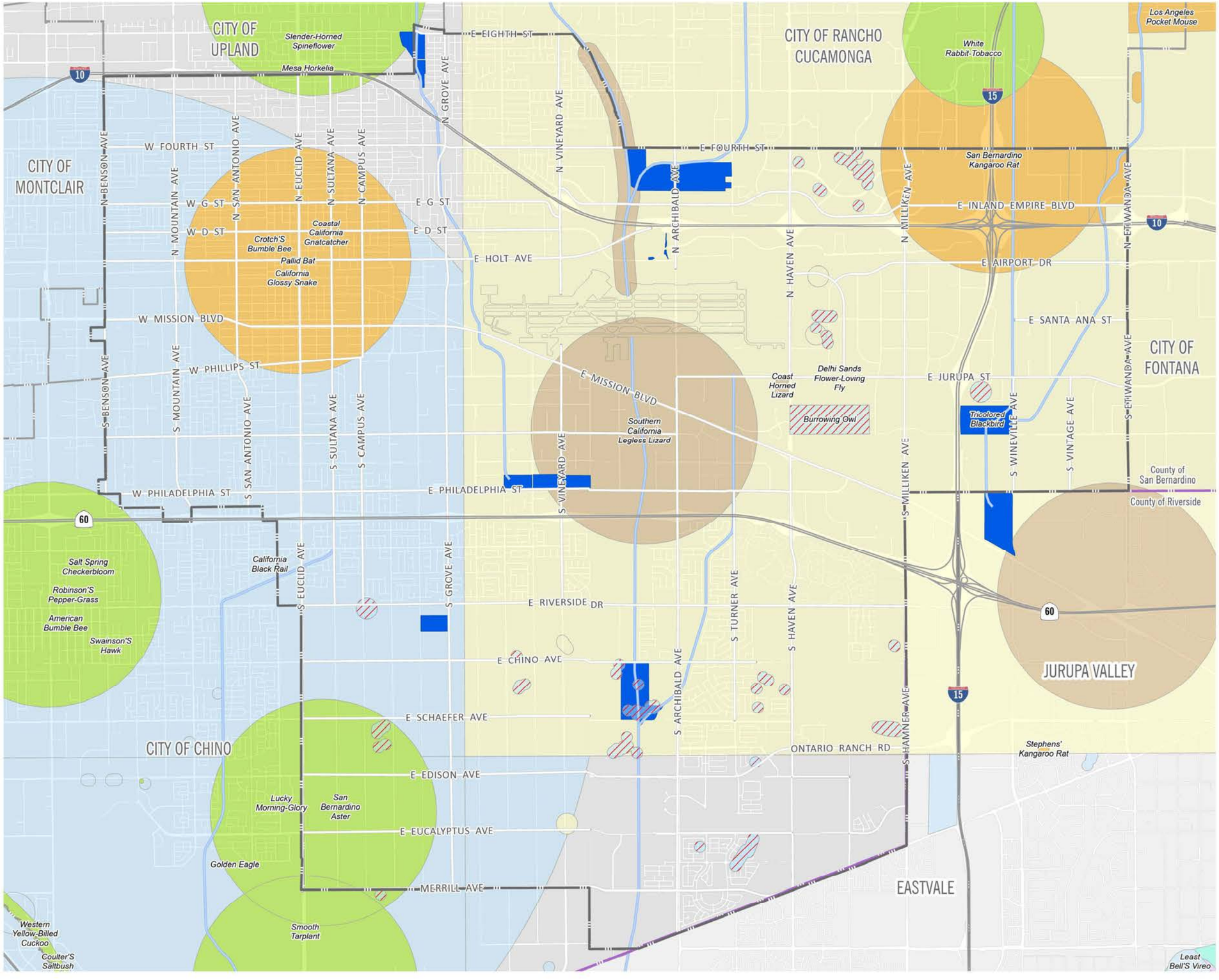
1B – Plants considered by CNPS to be rare or endangered in California or elsewhere.

2B – Plants considered by CNPS to be rare, threatened, or endangered in California, but that are more common elsewhere.

4 – Plants are of limited distribution or infrequent throughout a broader area in California.

Figure 3.4-1

Areas of Potential Occurrence of Sensitive Species



- Ontario City Boundary
- County Boundary
- Burrowing Owl
- Channels
- Detention Basins

Known Sensitive Species Location

- Birds
- Dicots
- Fish
- Mammals
- Inland Waters
- Insects
- Reptiles
- Riparian

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: California Natural Diversity Database, 2020

Date: 12/8/2025

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Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
Insects					
Bombus crotchii	Crotch's bumble bee	Inhabits grasslands and shrublands and requires a hotter and drier environment than other bumblebee species.	None/SC	None	Moderate. CNDDB reports latest occurrences in 2024 on the east side of Ontario Airport.
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.	FC/None	CSC/BLM	Low. No suitable habitat. Expected only rarely.
Reptiles					
Anniella stebbinsi	Southern California legless lizard	Broadleaved upland forest, chaparral, coastal dunes, and coastal scrub. Occurs in sandy or loose loamy soils under sparse vegetation. Generally in moist, loose soil.	None/None	CSC/FS	Low. Limited to no suitable habitat. Expected only rarely. Previous CNDDB reports near Cucamonga Creek.
Arizona elegans occidentalis	California glossy snake	Generalist reported from a range of scrub and grassland habitats, often with loose or sandy soils.	None/None	CSC	Low. Limited to no suitable habitat. Expected only rarely.

Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
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.
Didophus punctatus modestus	San Bernardino ringneck snake	Chaparral, coastal sage scrub, grassland, riparian, and woodlands.	None/None	None/FS	Low. Limited 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.
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/BLM	Low. Limited suitable habitat. Expected only rarely.
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 suitable habitat. Expected only rarely.
Thamnophis hammondii	Two-striped garter snake	Marsh and swamp, riparian scrub, riparian woodland, and wetland. Highly aquatic, found in or near permanent fresh water. Often along streams with rocky beds and riparian growth.	None/None	CSC/BLM	Low. Limited suitable habitat. Expected only rarely.
Birds[1]					
Accipiter cooperi (nesting)	Cooper's hawk	Oak and riparian woodlands, windrows, open fields. Known to use urban areas, occupying trees among residential and commercial uses.	None/None	CSC	Moderate. Suitable foraging, limited suitable nesting habitat. Expected

Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
					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/ST	CSC/BCC/ BLM	High for foraging. Suitable foraging habitat. Low for nesting. Limited suitable nesting habitat. Observed.
Aquila chrysaetos	golden eagle[2]	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.
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 cunicularia	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/SC	CSC/BCC/ BLM/FS	Low to Moderate. Suitable foraging and nesting habitat. CNDDB reports latest occurrences in 2011 and 2016.

Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
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/BLM	Low. Potential for foraging. None for nesting. Expected only rarely.
Charadrius montanus	mountain plover	Dry upland prairies and plains, semidesert, 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

Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
					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.
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 peregrinus anatum (nesting)	peregrine falcon	Estuaries, wetlands, and coastal bluffs. Breeding habitat in high cliffs along the coast.	Delisted/ Delisted	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, 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.

Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
Laterallus jamaicensis coturniculus	California black rail	Brackish marsh, freshwater marsh, marsh and swamp, salt marsh, wetland. Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering large bays.	None/ST	CSC/BBC/ BLM	Low. Limited suitable habitat. Expected only rarely.
Numenius americanus	long-billed curlew	Coastal estuaries, upland herbaceous areas,[5] 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.	None/None	CSC	Moderate to high. Suitable foraging, no suitable nesting habitat. Fairly common in winter. Occasional in 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.	FT/None	CSC	No suitable habitat. Not expected.
Vireo bellii pusillus	least Bell's vireo	Riparian (riverside) corridors with dense, low-growing vegetation like willows, mulefat, and mugwort.	FE/SE	None	Low. No suitable habitat. Not expected.
Mammals					
Antrozous pallidus	pallid bat	Chaparral, coastal scrub, desert wash, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, riparian woodland, Sonoran desert	None/None	CSC/FS/BLM	Potential for occurrence.

Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
		scrub, upper montane coniferous forest, and valley and foothill grassland. Oak and grassland ecotones.[6] Prefers foraging in the open. Roosts in attics or rock cracks; in the open, near foliage at night.			
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	A wide variety of habitats including woodlands and arid grasslands. Roosts in mines and caves.	None/None	CSC/FS/BLM	Potential for occurrence.
Dipodomys merriammi parvus	San Bernardino kangaroo rat	Riversidean alluvial fan sage scrub and sandy loam soils, alluvial fans and flood plains, and along washes with nearby 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, and sites in western Riverside County	FE/SE	CSC	Low. Limited to no suitable habitat. Not expected.
Dipodomys stephensi	Stephens' kangaroo rat	Primarily annual and perennial grasslands, but also occurs in coastal scrub and sagebrush with sparse canopy cover.	FT/ST	None	Low. Uncommon.
Eumops perotis californicus	Western mastiff bat	Open areas with high cliffs.	None/None	CSC/BLM	Possible roosting opportunities.
Lasiurus xanthinus	western yellow bat	Desert regions of the southwestern US, southern California. Capture sites are often associated with water features; open grassy areas and scrub, canyons and riparian areas, orchards.	None/None	SA	Possible roosting opportunities.

Table 3.4-2 Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designations	Potential to Exist
		Particular association with palms in oases and ornamental palms in landscaping.			
Lepus californicus bennettii	San Diego black-tailed jackrabbit	Coastal sage scrub and on the margins between shrub and herbaceous areas. Also know to occur in agricultural and 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 woodrat	Riversidean and coastal sage scrub, chaparral and nonnative 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.
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 ground of fine sandy composition. Probably prefers sparsely vegetated habitats.	None/None	CSC/FS	Low. Expected only rarely.

Source: CDFW 2025

Notes: 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.

1. "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.
2. The golden eagle is also protected under the federal Bald Eagle Protection Act, June 8, 1949, as amended in 1959.

San Bernardino Kangaroo Rat

The San Bernardino kangaroo rat is federally and state 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 4 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 historically 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 7 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. There is low to moderate potential for occurrence in the remnant alluvial wash north of I-10 and west of Etiwanda Avenue, and in flood control channels in the same area. Focused surveys would be needed to determine presence or absence if projects are proposed in these areas.

Swainson's Hawk

Swainson's hawk (*Buteo swainsoni*) is state listed as threatened. Typical habitat of the Swainson's hawk is open desert, sparse shrublands, 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 in the city, but migratory stopovers and flights in 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 Ontario Ranch, 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 as 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 Ontario Ranch, 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 threatened species and state-listed endangered species. Its 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 5 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 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. 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 in 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 in the city.

Burrowing Owl

Burrowing owl (*Athene cunicularia*) is a state species of special concern and is a candidate for listing under the CESA. 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 Ontario Ranch. There is a CNDDB recorded occurrence in the vicinity of Ontario Mills and several other sightings in 2010, 2011, and 2016 in various locations throughout the city. Burrowing owls have also been observed in the Chino Airport area as well as the Ontario Sports Empire area. Parts of the closed Milliken Waste Disposal Site in the OMC are considered suitable for preservation or enhancement as burrowing owl habitat (Riverside Land Conservancy 2008).

Crotch's Bumble Bee

Crotch's bumble bee (*Bombus crotchii*) is a candidate species for listing status by the CESA. It is a colonial species that lives almost exclusively from coastal California east to the Sierra-Cascade Crest and can be found uncommonly in western Nevada and south through Baja California. Crotch's bumble bee inhabits grassland and scrub habitats in hotter and drier climates than most other bumblebee species and is only capable of tolerating a narrow range of climatic conditions. This species feeds on a variety of annual and perennial plant species, classifying it as a dietary generalist. It usually nests underground, often in abandoned rodent dens. Queens are active from March to May, with peak activity in April; workers are active from April to August, with peak activity between May and June; and males are active from May to September, with peak activity in July. Generally, for all bumble bee species, high-quality habitat has 3 major components: a diverse supply of flowers for nectar and pollen, nesting locations, and subterranean spaces for overwintering queens.

Coastal California Gnatcatcher

The coastal California gnatcatcher (*Polioptila californica californica*), a subspecies of the California gnatcatcher, is 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 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 at 70 to 90 percent, with 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, though 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 in 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 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 Chino Airport site. There is limited suitable habitat for southwestern pond turtle in Ontario.

Existing Conservation Plans and Areas

Delhi Sands Flower-Loving Fly

The most prominent sensitive wildlife species in the region is the 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 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. There is a CNDDB-recorded occurrence of DSFLF in northeastern Ontario.

The DSFLF was emergency listed on September 23, 1993, because extinction within the foreseeable future was likely—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 on county, public utility, and private lands. In 1998, only 6 sites, totaling less than 45 acres, were known to be occupied, and only one is permanently protected. The Recovery Plan for the DSFLF was prepared in 1997 and amended in 2019. The former range of the species was divided into 3 recovery units: Jurupa, Colton, and Ontario. Approximately 60 percent of the Ontario unit is in the city, covering approximately 21.7 square miles of the city, as shown on Figure 3.4-1. According to the Recovery Plan, there is restorable habitat for the DSFLF along the 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 on the restoration, management, and preservation of such areas.

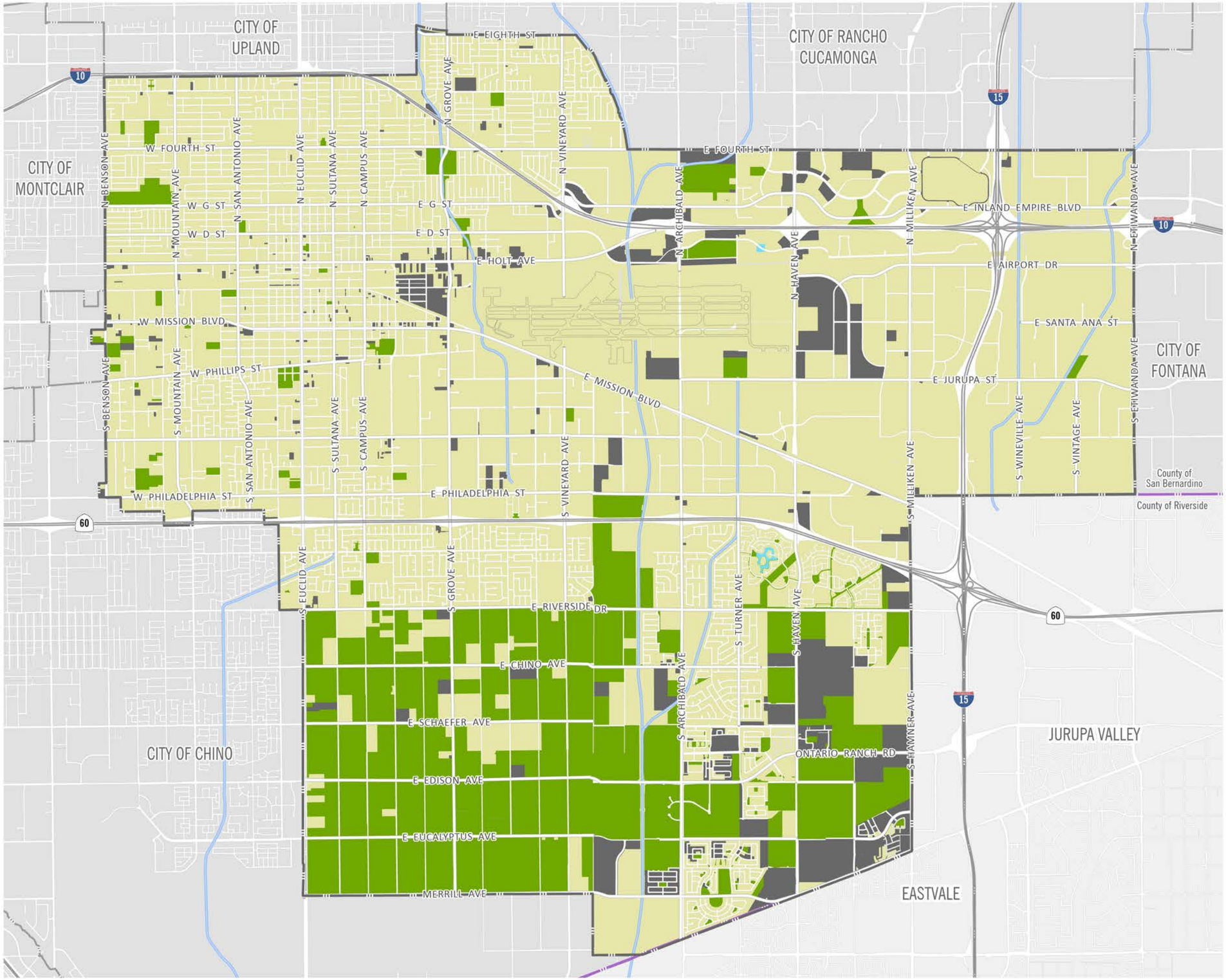
There is one approved HCP in the city. The Oakmont Industrial Group HCP was established for the protection of the DSFLF on approximately 19 acres adjacent to the intersection of Greystone Drive and Stanford Avenue near the eastern city boundary (Ontario 2022).

Migratory Corridors and Linkages

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 3 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 in the channels. Insects, amphibians, reptiles, bird species, and small- and medium-sized mammals—including urban-adapted species such as raccoon, Virginia opossum, striped skunk, and coyote—are likely to use the channels as local wildlife movement corridors within the city. In addition to flood control channels, there are 2 SCE utility corridors in the city, both of which generally extend northeast-southwest in the eastern part of the city and are shown on Figure 3.4-2, *Vegetation and Land Cover*. These corridors are likely also used for local movement by insects, reptiles, and small- and medium-sized mammals (Ontario 2022).

Figure 3.4-2
Vegetation & Land Cover



Ontario City Boundary
County Boundary
Channels
Urban Land
Agriculture/Open Space
Surface Water
ROW/Vacant

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: County of San Bernardino 2020
Date: 3/4/2026

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Jurisdictional Waters and Wetlands

The USACE and CDFW have jurisdiction over streams, watercourses, and wetlands. Wetlands that fall under 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 to 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 its 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 3 USACE indicators related to hydrology, soils, and hydrophytic plants. 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 Ontario, (except for an approximately 1,000-foot section of the Etiwanda Creek Channel between I-10 and 4th Street) have been channelized. 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 (Ontario 2022).

Other open water bodies include dairy manure water retention basins, irrigation ponds, livestock watering ponds, 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.

SPECIFIC PLAN

Vegetation Communities

Due to historic and current land uses, no native plant communities or natural communities of special concern are present within or adjacent to the Specific Plan area. The site primarily supports developed and undeveloped land that has been subjected to roughly a century of anthropogenic disturbances associated with historic and ongoing land uses (i.e., dairy ranches). These disturbances have eliminated the natural plant communities that historically occurred within the site and general vicinity. As illustrated in Figure 3.4-3, *EBPSP Vegetation Communities*, the Specific Plan area supports four land cover types that would be classified as Disturbed, Developed, Active Dairy, and Stock Pond (Appendix D). These land use types are described below.

Disturbed

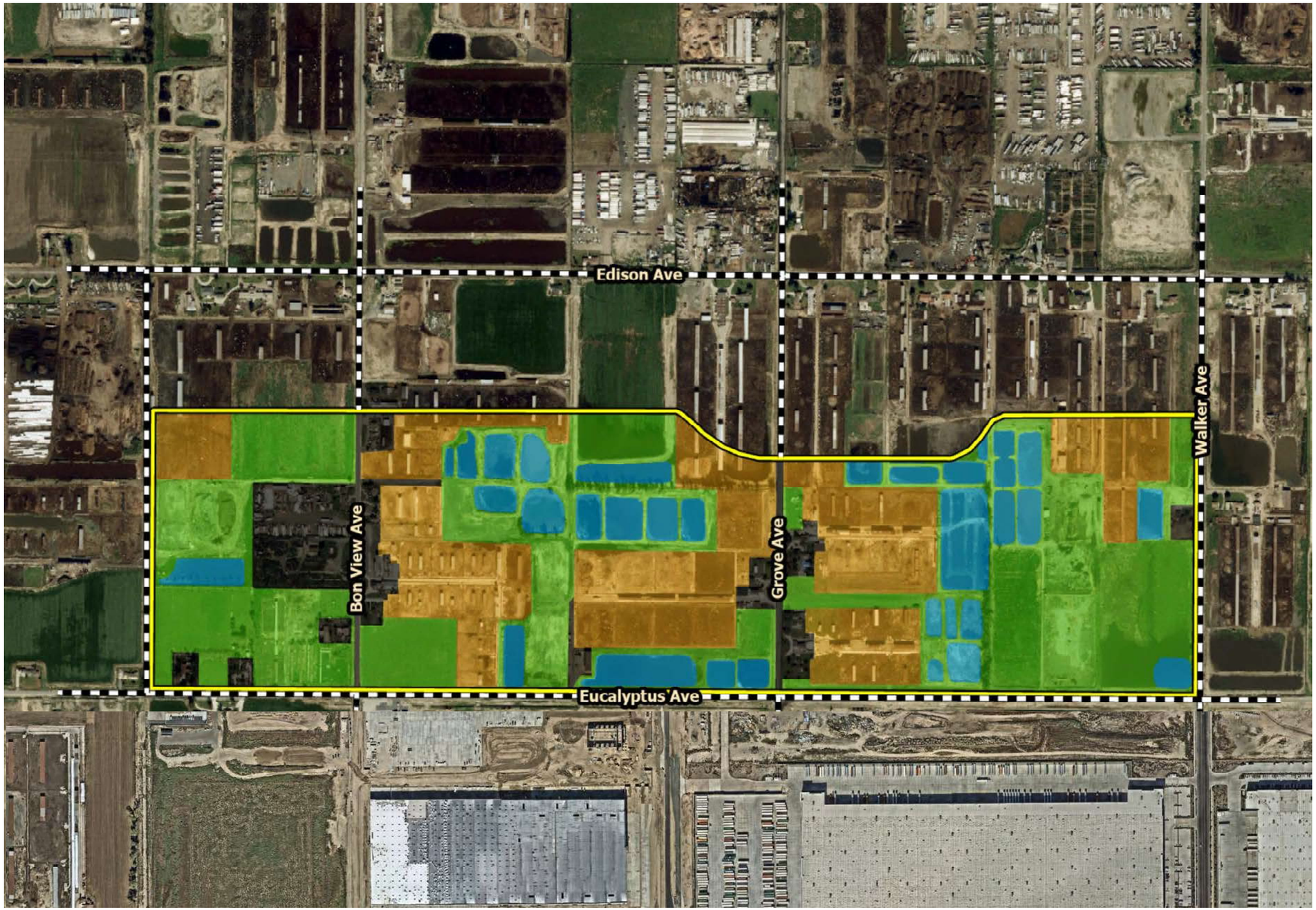
Disturbed land within the Specific Plan area includes remnant agricultural fields and grazing paddocks and, as such, is dominated by non-native, invasive, weedy, and/or early successional species which are often associated with grazing pastures. These species include downy chess (*Bromus tectorum*), nettle-leaved goosefoot (*Chenopodiastrum murale*), flax-leaved horseweed (*Erigeron bonariensis*), foxtail barley (*Hordeum murinum*), and golden crownbeard (*Verbesina encelioides*). Other common plant species observed in the disturbed portions of the Specific Plan area include mulefat (*Baccharis salicifolia*), grazing brome (*Bromus catharticus*), ripgut brome (*Bromus diandrus*), lambs quarters (*Chenopodium album*), pitseed goosefoot (*Chenopodium berlanderi*), sacred datura (*Datura wrightii*), shortpod mustard (*Hirschfeldia incana*), prickly lettuce (*Lactuca serriola*), cheese weed (*Malva parviflora*), tree tobacco (*Nicotiana glauca*), stinknet (*Oncosiphon pilulifer*), annual beard grass (*Polypogon monspeliensis*), Russian thistle (*Salsola tragus*), mediterranean grass (*Schismus barbatus*), London rocket (*Sisymbrium irio*), black nightshade (*Solanum nigrum*), smilo grass (*Stipa miliacea*), puncturevine (*Tribulus terrestris*), and stinging nettle (*Urtica dioica*).

Developed

Developed land generally encompasses all buildings/structures and paved or otherwise impervious surfaces. On-site developed areas include existing residences, garages, barns, pens, concrete pads, walkways, staging areas, roadways, and watering areas associated with cattle stockyards and accompanying dwellings. These areas are generally devoid of vegetation except for sparse occurrences of especially hardy weedy species. Ornamental landscaping associated with the on-site residences is also considered developed since these areas have been maintained that way for several decades.

Figure 3.4-3

EBPSP Vegetation Communities



EBPSP Boundary

Off-site Improvement Areas

Disturbed

Developed

Active Dairy

Stock Pond

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 500 1,000 Feet

Source: ELMT Consulting 2025

Date: 12/16/20

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Active Dairy

The majority of the Specific Plan area has been utilized as active dairy facilities, including dry lots, milking parlors/feed storage facilities, and housing. These areas are either devoid of vegetation or dominated by ornamental, ruderal, non-native, or weedy species commonly detected in disturbed habitats, including Palmer's amaranth (*Amaranthus palmeri*), summer cypress (*Bassia scoparia*), horseweed (*Erigeron canadensis*), Russian thistle (*Salsola tragus*), prostrate knotweed (*Polygonum aviculare*), cheeseweed (*Malva parviflora*), red-stemmed filaree (*Erodium cicutarium*), castor bean (*Ricinus communis*), prickly lettuce (*Lactuca serriola*), Bermuda grass (*Cynodon dactylon*), truncate finger grass (*Chloris truncata*), barnyard grass (*Echinochloa crusgalli*), goose grass (*Eleusine indica*), wild oat (*Avena fatua*), foxtail barley (*Hordeum murinum*), and ripgut brome (*Bromus diandrus*).

Stock Pond

Several dairy stock ponds are present within the Specific Plan area. Most of these features were inundated with water at the time of the field investigation, which followed recent storm events. Plant species surrounding the stock ponds include several ruderal, invasive, and/or weedy species as outlined in the disturbed areas on-site on Figure 3.4-3. No hydrophytic or riparian vegetation was observed in the stock pond areas.

Wildlife

Plant communities provide foraging habitat, nesting/denning sites, and shelter from adverse weather or predation. Wildlife detections were based on calls, songs, scat, tracks, burrows, and direct observation. The Specific Plan area provides limited habitat for wildlife species adapted to a high degree of anthropogenic disturbances and development (Appendix D).

Fish

No fish were observed on or within the vicinity of the Specific Plan area. Though remnant water retention basins are supported in the northern portion of the site, these are effluence ponds that primarily function to retain animal waste and other runoff associated with dairy farming practices. These basins do not bear upstream or downstream connectivity to suitable fish habitat. Therefore, no fish are expected, and they are presumed absent from the Specific Plan area.

Amphibians

No amphibians were observed on or within the vicinity of the Specific Plan area. The active agriculture, remnant water retention basins, and ornamental landscaping supported within the site provide limited foraging and cover habitat for local amphibian species adapted to development and routine anthropogenic disturbances. Common amphibians that could be

expected to occur within the Specific Plan area include western toad (*Anaxyrus boreas*) and black-bellied salamander (*Batrachoseps nigriventis*). Due to the high level of development and routine anthropogenic disturbances, no special-status amphibian species are expected within the Specific Plan area.

Reptiles

The Specific Plan area provides limited foraging and cover habitat for reptile species adapted to a high degree of anthropogenic disturbance. Reptiles observed during the field investigation include western side-blotched lizard (*Uta stansburiana elegans*) and Great Basin fence lizard (*Sceloporus occidentalis longipes*). Other common reptilian species that could be expected include the San Diego alligator lizard (*Elgaria multicarinata webbii*). Due to the high level of anthropogenic disturbance and on-site and surrounding development, no special-status reptilian species are expected within the Specific Plan area.

Birds

The Specific Plan area provides suitable foraging and nesting habitat for avian species adapted to development and a high degree of routine anthropogenic disturbance. Bird species detected during the field investigation include red-tailed hawk (*Buteo jamaicensis*), turkey vulture (*Cathartes aura*), killdeer (*Charadrius vociferus*), American crow (*Corvus brachyrhynchos*), common raven (*Corvus corax*), mourning dove (*Zenaida macroura*), yellow headed blackbird (*Xanthocephalus xanthocephalus*), American kestrel (*Falco sparverius*), barn swallow (*Hirundo rustica*), song sparrow (*Melospiza melodia*), house sparrow (*Passer domesticus*), black phoebe (*Sayornis nigricans*), Eurasian collared dove (*Streptopelia decaotco*), European starling (*Sturnus vulgaris*), and Cassin's kingbird (*Tyrannus vociferans*).

Mammals

The Specific Plan area provides limited foraging and cover habitat for mammalian species that are adapted to a high degree of anthropogenic disturbance. Mammalian species observed during the field investigation include California ground squirrel (*Otospermophilus beecheyi*), desert cottontail (*Sylvilagus audubonii*), and pocket gopher (*Thomomys bottae*). Additional common mammalian species that could occur include coyote (*Canis latrans*), opossum (*Didelphis virginiana*), house mouse (*Mus musculus*), raccoon (*Procyon lotor*), and black rat (*Rattus rattus*). Although heavily disturbed, the Specific Plan area has the potential to provide suitable foraging and/or roosting habitat for common and special-status bat species.

Sensitive Biological Resources

Special-Status Plants

No special-status plant communities or species were observed within the Specific Plan area during the field investigation. The site supports disturbed and developed land that has been subject to a variety of anthropogenic disturbances for several decades. Historic and ongoing land uses have eliminated the natural plant communities that once occurred within the site which has significantly reduced the quality of on-site habitat and its potential to support special-status plant species known to occur in the general vicinity. Based on habitat requirements for specific special-status plant species and the availability and quality of habitat needed by each species, it was determined that the Specific Plan area does not have the potential to support any of the special-status plant species known to occur in the area and all are presumed to be absent (Appendix D).

Special-Status Animals

No special-status wildlife species were observed within the Specific Plan area during the habitat assessment. The site consists of disturbed and developed land that has been subject to a variety of anthropogenic disturbances. These disturbances have eliminated the natural plant communities that once occurred within the site, greatly reducing potential foraging opportunities for wildlife species. Based on habitat requirements for specific species and the availability and suitable habitats, it was determined that the site has a high potential to support northern harrier (*Circus hudsonius*); a moderate potential to support Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), great egret (*Ardea alba*), great blue heron (*Ardea Herodias*), burrowing owl (*Athene cunicularia*), Costa's hummingbird (*Calypte costae*), snowy egret (*Egretta thula*), Califonria horned lark (*Eremophila alpestris actia*), California gull (*Larus californicus*), and white-faced ibis (*Plegadis chihi*); and a low potential to support white-tailed kite (*Elanus leucurus*), merlin (*Falco columbarius*), prairie falcon (*Falco mexicanus*), western yellow bat (*Lasiurus xanthinus*), hoary bat (*Lasiurus cinereus*), and loggerhead shrike (*Lanius ludovicianus*). It was further determined that the Specific Plan area does not have the potential to support any of the other special-status wildlife species known to occur in the area and all are presumed to be absent.

Due to regional significance, the potential occurrence of burrowing owl and Crotch's bumble bee are discussed in further detail below.

Burrowing Owl

As identified above, burrowing owl is a candidate species for listing under the CESA. Despite a systematic search of the Specific Plan area, no burrowing owls or sign (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation. Undeveloped portions of the site are unvegetated and/or vegetated with a variety of low-growing plant species that allow

for line-of-sight observation favored by burrowing owl. In addition, suitable burrows were observed within berms surrounding the remnant pasture fields and water retention basins, and additional roosting opportunities were observed within rubble piles located in the northeast portion of the site. The site is surrounded by tall trees, structures, and electrical towers that provide suitable perching opportunities for large raptors (i.e., red-tailed hawk) that prey on burrowing owl. Additionally, a red-tailed hawk was observed foraging over the site during the field investigation. Existing and continuous anthropogenic disturbances likely preclude burrowing owl from occupying the Specific Plan area (Appendix D).

Crotch's Bumble Bee

As identified above, Crotch's bumble bee is a candidate species for listing status by the CESA. Generally, high-quality habitat for all bumble bee species has 3 major components: a diverse supply of flowers for nectar and pollen, nesting locations, and subterranean spaces for overwintering queens. Based on the results of the survey, it was determined that the Specific Plan area does not provide suitable habitat for Crotch's bumble bee. No bumble bees were observed within the site during the field investigation (Appendix D).

DSFLF Suitability Assessment

A DSFLF suitability assessment was conducted concurrently with the biological resources assessment to evaluate the quality or purity of the on-site soils and their potential to support DSFLF. The eastern limits of the Specific Plan area are mapped as being underlain by Delhi fine sand soils.

As a result of historic land uses, soils underlying the site have been heavily mixed with alluvial soils (Hilmar fine loamy sand) and compacted. In addition, the majority of the site is developed and mostly consists of heavily disturbed soils from agricultural and cattle use with no undisturbed soils present. Undeveloped areas support recently graded, disturbed land with remnant agricultural fields. Further, the site is surrounded by additional development and no longer has connectivity to upwind areas containing Delhi sands soils, areas subjected to aeolian processes, or areas supporting DSFLF populations. Since the Specific Plan area does not support open areas of undisturbed Delhi sands soils and has been heavily disturbed and developed, it was determined that the site does not support suitable habitat for DSFLF, and DSFLF is presumed absent. The Specific Plan area no longer supports clean Delhi sand soils and was rated as unsuitable habitat with a habitat rating of 1 (Appendix D).

Critical Habitat

Under the federal Endangered Species Act, "Critical Habitat" is designated at the time of listing of a species or within one year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. Maintenance of

these physical and biological features requires special management considerations or protection, regardless of whether individuals of the species are present or not. All federal agencies are required to consult with the USFWS regarding activities they authorize, fund, or permit which may affect a federally listed species or its designated Critical Habitat. The purpose of the consultation is to ensure that projects will not jeopardize the continued existence of the listed species or adversely modify or destroy it's designated Critical Habitat. The designation of Critical Habitat does not affect private landowners, unless a project they are proposing is on federal lands, uses federal funds, or requires federal authorization or permits (e.g., funding from the Federal Highways Administration or a CWA Permit from the USACE). If there is a federal nexus, then the federal agency that is responsible for providing the funding or permit would consult with USFWS.

The Specific Plan area is not within federally designated Critical Habitat. The nearest Critical Habitat designation is approximately 3.4 miles to the south for least Bell's vireo (*Vireo bellii pusillus*), and southwestern willow flycatcher (*Empidonax traillii extimus*) (Appendix D).

Migratory Corridors and Linkages

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both anthropogenic disturbance and natural fluctuations in resources.

According to the 2022 Certified EIR and the San Bernardino County General Plan, the Specific Plan area has not been identified in a wildlife corridor or linkage. As designated by the San Bernardino County General Plan Open Space Element, the nearest major open space area documented in the vicinity of the Specific Plan area is approximately 4 miles to the south in the Prado Basin. The Specific Plan area is separated from this open space area by existing development (Appendix D).

Nesting Birds

A single red-tailed hawk nest was observed in the eucalyptus stand on the eastern boundary of the Specific Plan area. At the time of the field investigation a red-tailed hawk was observed bringing nesting material to the nest. No other active nests or nesting behavior were observed on the site during the field survey, which was conducted during the typical breeding season. Although heavily disturbed, the Specific Plan area has the potential to provide suitable nesting habitat for year-round and seasonal avian residents as well as migrating songbirds that are

adapted to development and agricultural environments. In addition, tall trees and structures within the site provide suitable nesting opportunities for raptors (Appendix D).

Jurisdictional Waters and Wetlands

The USFWS National Wetlands Inventory (NWI) and the United State Geological Survey (USGS) National Hydrography Dataset were reviewed to determine if any blueline streams or riverine resources have been documented within the Specific Plan area. Based on this review, eight Freshwater Ponds and three Freshwater Emergent Wetlands were mapped as occurring within the boundaries of the site. These features were mapped using one-meter (or less) digital, true color imagery from 2006. These features correspond to on-site water retention basins associated with agriculture and dairy effluence.

During the field investigation, 38 water stock ponds were observed on the site. The stock ponds were vegetated with a variety of non-native, weedy annual species, and no aquatic plant species were present. The artificially created unvegetated dairy effluent retention ponds are isolated in uplands and currently rotated in use resulting in a wet (inundated) and dry phase. All of the retention ponds are devoid of wetland vegetation.

The stock ponds found on-site are artificially created in upland areas primarily for dairy effluence. They do not exhibit hydraulic connectivity to upstream or downstream aquatic resources (Appendix D).

3.4.3 Standards for Analysis

Appendix G, “Environmental Checklist Form,” of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact on biological resources if it would:

a) Have a substantial 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.

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

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

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

METHODOLOGY

Specific Plan

A literature review and records search were conducted to determine which biological resources have the potential to occur on or within the general vicinity of the Specific Plan area. In addition, a general habitat assessment and field investigation of the site was conducted. The field investigation was conducted to document existing conditions and assess the potential for special-status biological resources to occur.

Literature Review

Prior to conducting the field study, species and habitat information was gathered from the reports related to the site and relevant databases for the Prado Dam, Corona North, Ontario, and Guasti USGS 7.5-minute quadrangles to identify species and habitats known to occur locally. These quadrangles were queried due to the proximity of the Specific Plan area to quadrangle boundaries and regional topography. The literature review sources included:

- USFWS threatened and endangered species occurrence GIS overlay
- USFWS Designated Critical Habitat Maps
- CNDDB Rarefind 5
- International Union for Conservation of Naturae
- CNDDB Biogeographic Information and Observation System
- CNPS Electronic Inventory database
- Calflora Database
- United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS)
- Soil Survey
- USFWS NWI
- EPA Water Program “My Waters” data layers

- Google Earth Pro historic aerial imagery (1985–2024)
- San Bernardino County General Plan
- USFWS Critical Habitat designations for Threatened and Endangered Specie

The literature review provided a baseline from which to inventory the biological resources potentially occurring within the Specific Plan area. The CNDDB database was used, in conjunction with ArcGIS software, to locate the nearest recorded occurrences of special-status species and determine the distance from the site.

Field Investigation

Plant communities identified on aerial photographs during the literature review were verified in the field (including a 50-foot buffer when accessible). The plant communities were evaluated for their potential to support special-status plant and wildlife species. In addition, any natural corridors and linkages that could support the movement of wildlife through the area were identified.

The plant communities were evaluated for their potential to support special-status plant and wildlife species. Plant communities were mapped using 7.5-minute USGS topographic base maps and aerial photography. The ArcGIS application was used to compute the area of each plant community in acres.

Common plant species observed during the field survey were identified by visual characteristics and morphology in the field and recorded in a field notebook. Unusual and less familiar plants were photographed in the field and identified in the laboratory using taxonomic guides.

Wildlife species detected during field surveys by sight, calls, tracks, scat, or other sign were recorded during surveys in a field notebook. Field guides were used to assist with identification of wildlife species during the survey.

Soil Series Assessment

Soils underlying the Specific Plan area were researched prior to the field investigation using the USDA NRCS Soil Survey for San Bernardino County, Southwestern Part. In addition, a review of the local geological conditions and historical aerial photographs was conducted to assess the ecological changes that the Specific Plan area has undergone.

Jurisdictional Drainages and Wetlands

Aerial photography was reviewed prior to conducting a field investigation in order to locate and inspect any potential natural drainage features, ponded areas, or water bodies that could fall under the jurisdiction of the USACE, RWQCB, or CDFW. In general, surface drainage features indicated as blue-line streams on USGS maps that are observed or expected to exhibit evidence

of flow are considered potential riparian/riverine habitat and are also subject to state and federal regulatory jurisdiction. In addition, jurisdictional waters information was reviewed through examining historical aerial photographs to gain an understanding of the impact of land-use on natural drainage patterns in the area. The USFWS NWI and EPA Water Program "My Waters" data layers were also reviewed to determine whether any hydrologic features and wetland areas have been documented on or within the vicinity of the Specific Plan area.

DSFLF Suitability Assessment

In addition to the general biological resources assessment, a habitat suitability assessment was conducted to determine the presence or absence of unconsolidated Delhi sand deposits and to determine its quality as it pertains to DSFLF. The habitat suitability assessment consisted of a visual and tactile inspection of all areas within the Specific Plan area. The soils, where applicable, were evaluated for the quality or purity of Delhi Sands and for its potential to support DSFLF. Areas were assigned one or more ratings ranging between 1 and 5, with 5 being the best quality and most suitable habitat:

1. Unsuitable. Soils dominated by heavy deposits of alluvial material including coarse sands and gravels with little or no Delhi sand soils and evidence of soil compaction. Developed areas, non-Delhi sands soils with high clay, silt, and/or gravel content. Delhi sands extensively and deeply covered by dumping of exotic soils, rubble, trash, or organic debris.
2. Very Low Quality. Delhi sand soils are present, but the soil characteristics include a predominance of alluvial materials (Tujunga Soils and Hilmar loamy sand), or predominance of other foreign contamination. Severe and frequent disturbance (such as maintenance yard or high use roadbed).
3. Low Quality. Although not clean, sufficient Delhi sand soils are present to prevent soil compaction. Moderately contaminated Delhi sands. Delhi sands with moderate to high disturbance (such as annual disking). Sufficient Delhi sands are present to prevent soil compaction (related to contamination by foreign soils). Some sandy soils exposed on the surface due to fossorial animal activity.
4. Moderate Quality. Abundant clean Delhi sand soils with little or no foreign soils present (such as alluvial material, Tujunga soils, or Hilmar loamy sand). Moderate abundance of exposed sands on the soil surface. Low vegetative cover. Evidence of moderate degree of fossorial animal activity by vertebrates and invertebrates. May represent high quality habitat with mild or superficial disturbance.
5. High Quality. Sand dune habitat with clean Delhi sand soils. High abundance of exposed sands on the soil surface. Low vegetative cover. Evidence (soil surface often gives under foot) of high degree of fossorial animal activity by vertebrates and invertebrates. Sand associated plants and arthropod species may be abundant.

3.4.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.4.5 Environmental Impacts

2022 CERTIFIED EIR

The 2022 Certified EIR determined that the approved project would not directly affect sensitive species. The 2022 Certified EIR also identified that compliance with existing regulations would ensure that implementation of the approved project would not have an adverse impact on riparian or sensitive habitats. Compliance with the CESA and the FESA, including requirements of the USFWS regarding critical habitat; mitigation fees paid by projects in Ontario Ranch; acquisition and management of habitat using those fees would; and policies in TOP would ensure less-than-significant impacts to sensitive species and habitat.

The 2022 Certified EIR identified that compliance with existing regulations would ensure that implementation of the approved project would not have an adverse impact on jurisdictional waters. Projects that have the potential to result in impact to waters of the State would be subject to approval by the CDFW and/or the USACE and may require a Section 404 permit under the CWA or consultation with the EPA for a Section 7 take permit, in accordance with the applicable permits, and impacts to jurisdictional waters in the city would be less than significant.

The 2022 Certified EIR identified that implementation of the approved project would not adversely affect wildlife movement. No regional wildlife movement corridors have been identified in the city. Additionally, all projects would comply with the MBTA for migratory birds and the TOP policies to ensure less-than-significant impacts to wildlife movement corridors.

The 2022 Certified EIR identified that TOP would not conflict with the DSFLF HCP because the approved project would increase land use intensity but would not result in development of new, previously undeveloped areas of the city. Impacts were found to be less than significant.

PROPOSED PROJECT

a) Would the project have a substantial 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 CDFW or USFWS?

The 2022 Certified EIR found that development in accordance with the approved project could result in the loss of sensitive species. However, the approved project did not have substantial

adverse impacts on sensitive animal species after compliance with the requirements of the CESA and FESA, including USFWS requirements regarding critical habitat; mitigation fees paid by projects in Ontario Ranch; and acquisition and management of habitat using those fees.

Policy Plan Amendment

The following sensitive species have been observed in 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*), tricolored blackbird (*Agelaius tricolor*), double-crested cormorant (*Phalacrocorax auritus*), Cooper's hawk (*Accipiter cooperi*), burrowing owl (*Athene cunicularia*), loggerhead shrike (*Lanius ludovicianus*), and long-billed curlew (*Numenius americanus*). Several additional species have been observed for which the city has suitable foraging habitat but 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 in Table 3.4-2.

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

Nearly the entire city is developed with urban and agricultural uses, and there is very little native habitat remaining. Vacant land in the city may have low habitat value—much of it is barren ground and does not support vegetation, and many areas of vacant land are small, surrounded by developed urban uses, and isolated from other vacant land. There is nonetheless a chance that some sensitive species occur in remnant or disturbed habitats, and focused surveys may be warranted for individual sites that are the subject of development proposals. The assessment of the need for focused surveys would be carried out on a project-by-project basis in accordance with existing federal, state, and local regulations. This would apply equally to the OMC and Ontario Ranch.

Most potential biological resources in the city are in Ontario Ranch because the rest of the city is almost entirely built out. Some parts of Ontario Ranch 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.

The settlement agreement for the City of Ontario SOI GPA governs mitigation for biological resources impacts in Ontario Ranch associated with potential impacts to the burrowing owl, DSFLF, raptor foraging and wildlife habitat, loss of open space, actual and potential habitat and

agricultural land, and sensitive species (listed and unlisted). The terms of the settlement agreement are discussed in Section 3.4.1, *Regulatory Framework*, under "City of Ontario Sphere of Influence General Plan Amendment, Final EIR, and Settlement Agreement." While the habitat mitigation fee established as part of the settlement agreement would cover potential impacts to the burrowing owl, DSFLF, raptor foraging and wildlife habitat, loss of open space, and agricultural land, impacts related to federal- and state- covered species and habitat would be subject to a separate process under FESA and CESA.

Parts of the closed Milliken Waste Disposal Site in the OMC are also considered suitable for preservation or enhancement as burrowing owl habitat (Riverside Land Conservancy 2008).

The Policy Plan Amendment primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP Policy Plan. Implementation of the proposed project would not directly result in removal of vegetation or wildlife in the city because TOP does not confer entitlements for development. Development in accordance with the proposed project could result in habitat modification and removal. Such development could also result in the introduction of nonnative species of weeds, insects, and domestic animals that could adversely impact sensitive species.

TOP includes policies that support the protection of biological resources through the restoration and conservation of habitat areas and compliance with state and federal regulations regarding protected species (e.g., Policies ER-5.1 and ER-5.2). Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value. While adherence to the TOP policies protecting biological resources and payment of the mitigation fee for projects in Ontario Ranch would assist in reducing impacts, future development projects under the proposed project could impact sensitive species.

Under the FESA and CESA, future development projects would require more detailed evaluations of biological resources and formulation of mitigation measures, if needed, by a qualified biologist. If potential habitat were found on-site, focused surveys for sensitive species potentially present would be required. If sensitive species were found, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. 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 that are sited within critical habitat for a listed species and are proposed by federal agencies or involve federal permits or funding, the project proponent would be required under the FESA to consult with the USFWS regarding impacts and mitigation. Therefore, this impact is **potentially significant.**

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

No special-status or federal or State-listed plant species were observed in the Specific Plan area during the field surveys. The site supports disturbed and developed land that have been subject to a variety of anthropogenic disturbances for several decades. Historic and ongoing land uses have eliminated the natural plant communities that once grew on the site, and this has significantly reduced the quality of habitat and its potential to support special-status plant species known to occur in the general vicinity. Based on habitat requirements for specific special-status plant species and the availability and quality of habitat needed by each species, it was determined that the Specific Plan area does not have the potential to support any of the special-status plant species known to occur in the area, and all are presumed to be absent. Implementation of the Specific Plan would not result in any significant impacts to any special-status plant species.

No special-status wildlife species were observed within the Specific Plan area during the habitat assessment. However, the site has a high potential to support northern harrier (*Circus hudsonius*); a moderate potential to support Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), great egret (*Ardea alba*), great blue heron (*Ardea Herodias*), burrowing owl (*Athene cunicularia*), Costa's hummingbird (*Calypte costae*), snowy egret (*Egretta thula*), California horned lark (*Eremophila alpestris actia*), California gull (*Larus californicus*), and white-faced ibis (*Plegadis chihi*); and a low potential to support white-tailed kite (*Elanus leucurus*), merlin (*Falco columbarius*), prairie falcon (*Falco mexicanus*), western yellow bat (*Lasiurus xanthinus*), hoary bat (*Lasiurus cinereus*), and loggerhead shrike (*Lanius ludovicianus*).

As discussed in Section 3.4.2, *Existing Conditions*, due to lack of on-site habitat, Crotch's bumble bee and DSFLF are considered absent and would not be affected by development of the Specific Plan area.

No burrowing owls or sign (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation. Undeveloped portions of the Specific Plan area are unvegetated and/or vegetated with a variety of low-growing plant species that allow for line-of-sight observation favored by burrowing owl. In addition, suitable burrows were observed within berms surrounding the remnant pasture fields and water retention basins, and additional roosting opportunities were observed within rubble piles in the northeast portion of the site.

Additionally, there is potential for bats to roost in large ornamental trees within the Specific Plan area. This would be a **potentially significant** impact if the population of bats impacted is 25 or more individuals of non-special-status species, or a single individual of special-status species.

Specific Plan Significance without Mitigation: Potentially significant.

Impact BIO-1: Implementation of the proposed project could impact special-status species, as well as nesting birds, burrowing owls, and roosting bat species.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant biological resources impacts, and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure BIO-1-PPA: Biological Resources Assessment. Applicants for future development projects on non-infill sites with suitable natural habitat shall conduct a biological resources assessment of the proposed project footprint (including proposed access roads, proposed staging and laydown areas, and a suitable buffer surrounding the project footprint). The biological resources assessment shall be conducted by a qualified biologist and summarized in a biological resources letter report or biological resources technical report that will be submitted to the Ontario Planning Department for review and approval prior to being issued a grading permit. Biological resources assessments for infill redevelopment projects may be required, subject to the discretion of the Executive Director Community Development.

Mitigation Measure BIO-2-PPA: Biological Reconnaissance-Level Survey. The biological reconnaissance-level survey shall include, but not be limited to:

- An analysis of available literature and biological databases including but not limited to: California Department of Fish and Wildlife (CDFW); California Natural Diversity Database (CNDDB); California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California, National Wetland Inventory Database (NWI); USGS National Hydrographic Dataset (NHD); EcoAtlas; and database searches of the US Fish and Wildlife Service Critical Habitat, Environmental Conservation Online System (ECOS), and Information, Planning, and Conservation System (IPaC). The literature review shall be performed prior to the field survey to identify sensitive biological resources that were reported previously from the proposed development project

vicinity and to help determine the type of sensitive biological resources that may be in the survey area.

- A review of current land use and land ownership within the proposed development project vicinity.
- A field assessment survey that includes mapping vegetation communities in the proposed development project (including but not limited to project footprint, proposed access roads, staging and laydown areas, and a suitable buffer) utilizing the Manual of California Vegetation, 2nd edition (MCV) and the National Vegetation Classification System (NVCS) or the currently accepted standard for vegetation mapping and classification. An evaluation of each mapped vegetation community's State and Global rarity ranks shall be determined using CDFW's Vegetation Classification and Mapping Program (VegCAMP).
- An evaluation of the proposed development project's potential to support special status plant and wildlife species.
- An evaluation of nesting habitat for migratory and special status bird species.
- An evaluation of potential impacts to bats and roosts from ground-disturbing activities.
- A general assessment of potential jurisdictional areas, including wetlands and riparian habitats.
- An evaluation of potential local and regional wildlife movement corridors.

Mitigation Measure BIO-3-PPA: Focused Species Surveys. If one or more special status plant or animal species has the potential to occur within the proposed development project area (including but not limited to project footprint, proposed access roads, staging and laydown areas, and a suitable buffer), a qualified biologist shall conduct additional focused surveys for said species using the most recently updated protocols recommended by natural resource agencies or, if not available, standards accepted in the professional biological community to survey that taxonomic group, community, or species. If an established protocol is not available for a special status species, the qualified biologist will consult with the City and CDFW or USFWS to determine the appropriate survey protocol. The focused species survey(s) will be at a level to determine the presence/absence of these species and to adequately evaluate potential direct and/or indirect impacts to these species. Adjoining properties shall also be

surveyed (as access permits) where direct or indirect project effects, such as those from fuel modification or herbicide application, could potentially extend off-site. To the extent possible, the focused species surveys shall be conducted during nondrought years at the time of year when species are both evident and identifiable. The focused survey shall record the location and boundary of special status species by use of global positioning system (GPS). The number of individuals shall be counted (if population is small) or estimated (if population is large). If applicable, information about the percentage of individuals in each life stage shall be provided (seedlings, reproductive individuals, adults, nestlings, juveniles, transients or migrant individuals, etc.). Images of the target species and/or representative habitats shall be included to support information and descriptions. Results of focused species surveys shall be summarized in the proposed development project's Biological Technical Report.

Mitigation Measure BIO-4-PPA: Biological Resources Report. The results of the biological survey for proposed development projects with no significant impacts may be presented in a biological survey letter report. For proposed development projects with significant impacts that require mitigation to reduce the impacts to below a level of significance, and/or agency consultation and permitting, the results of the biological survey shall be presented in a biological technical report. The impact analysis shall consider impacts from areas subject to fuel modification and grading to accommodate the development.

Mitigation Measure BIO-5-PPA: Special-Status Species, Sensitive Habitats, Wetlands, Other Non-wetland Waters, Native Wildlife Nursery Sites, and Wildlife Corridors. If a sensitive biological resource is identified during field surveys (see Mitigation Measures BIO-2-PPA and BIO-3-PPA), the City shall require implementation of mitigation measures at the project level that fully account for the adversely affected resource. Mitigation measures shall adhere to the following order of priority to reduce adverse impacts of a proposed project to the resource: avoid impacts, minimize impacts, and compensate for impacts. Mitigation measures shall be used on a project-level basis and be tailored to on-site conditions and sensitive biological resources present.

- **Priority 1, Avoidance of Impacts.** Proposed development shall avoid impacts to the maximum extent feasible, as determined by a qualified biologist, by not taking certain actions or parts of an action. Projects shall be sited to avoid direct or indirect impacts on the resource and include measures such as implementing no-disturbance buffers (e.g., nesting bird buffer areas during

construction, siting staging areas outside buffer area) or implementing project-specific design features (e.g., wildlife-friendly fencing and lighting in a wildlife corridor), such that indirect adverse effects of project development are avoided. This shall include flagging all plants and/or perimeter of populations; stop-work buffers around plants and/or populations (e.g., flagged perimeter plus 50 feet); restrictions on ground-disturbing activities within protected areas; relocation of staging and other material piling areas away from protected areas; restrictions on herbicide use and/or type of herbicide and/or application method within 100 feet of sensitive plants; and worker education and training.

- **Priority 2, Minimize Impacts.** Proposed development shall be conditioned to minimize adverse impacts by limiting the degree or magnitude of the action and its implementation to less than significant. Other mitigation measures may include reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

  Measures to mitigate the spread of invasive plant species and invasive wildlife species (e.g., New Zealand mudsnail) shall include but will not be limited to: cleaning of equipment, footwear, and clothing before entering a construction site and the identification and treatment of significant infestations of invasive plant species within a project site.

- **Priority 3, Offset Impacts.** Offsetting impacts can be done by replacing or providing substitute resources or by rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.

  Offset mitigation ratios for protected sensitive resources will be established based on the rarity of the resource, quality of affected habitat associated with the resource, temporary and permanent losses to habitat function, the type of mitigation proposed (restoration, enhancement, preservation, establishment), and other requirements associated with state or federal permits. Mitigation ratios will be determined at the project level in consultation with the City, the qualified biologist, and, where applicable, federal or state agencies with jurisdiction over the resource (e.g., CDFW, USACE, USFWS).

If impacts on a protected sensitive biological resource are unavoidable, then the project proponent shall mitigate for the type of resource as follows:

- **Endangered, Rare, Threatened, or Candidate Species.** The applicant shall obtain incidental take authorization from USFWS (16 US Code Section 1531 et seq.) or CDFW (California Fish and Game Code Sections 2050–2115.5) prior to commencing development of the project site; apply minimization measures or other conditions required under the incidental take authorization; and provide equivalent compensation for the unavoidable losses of these resources. Compensation may include purchasing credits from a USFWS- or CDFW-approved mitigation bank or restoring or enhancing habitat within the project site or outside of the project site.
- **Special Status Species (not listed).** The applicant shall provide equivalent compensation for impacts on special status species by restoring or significantly enhancing existing habitat where the species occurs or by acquiring or protecting land that provides habitat function for affected species and is at least equivalent to the habitat function removed or degraded as a result of project implementation.

If impacts on sensitive habitats, wetlands, other nonwetland waters, riparian habitats, native wildlife nursery sites, and wildlife corridors cannot be avoided, the project applicant shall:

- **Federal- or State-Protected Sensitive Habitats.** Obtain the required regulatory authorization (e.g., Section 404 permits for impacts on waters of the United States, 401 water quality certification from the Regional Water Quality Control Board, a Streambed Alteration Agreement for impacts on aquatic or riparian habitats within CDFW jurisdiction under Fish and Game Code Section 1600), and provide equivalent compensation for the unavoidable losses of the above-mentioned resources such that there is no net loss.

Mitigation Measure BIO-6-PPA: Demarcate Work Area Boundary. The proposed development proponent shall prevent impacts to unprotected common and sensitive vegetation communities in areas adjacent to the project area. Prior to the initial vegetation clearing activities or ground disturbance in new areas, the approved project grading limits shall be marked with stakes or other highly visible materials that will be clearly visible to equipment operators and biological monitors during all vegetation clearing or ground disturbing activities. All equipment operators and project personnel shall be instructed about the restrictions the boundary markers represent and that

vegetation removal or other disturbance outside of the boundary markers shall be avoided.

Mitigation Measure BIO-7-PPA: Preconstruction Special Status Species Surveys. If sensitive biological resources are identified as having potential to occur within or immediately adjacent to the proposed development project area, a preconstruction special status species survey shall be conducted by a qualified biologist no more than 14 days prior to ground disturbing activities to ensure unsubstantiated impacts are avoided or minimized. In addition, for species with potential to occur within or adjacent to the proposed development project area and having species-specific preconstruction or take avoidance survey guidelines (e.g. burrowing owl), surveys shall be conducted in accordance with the most recent survey guidelines by a qualified biologist for that species.

Mitigation Measure BIO-8-PPA: Pre-disturbance Nesting Bird Surveys. The City of Ontario shall require applicants for future development projects with suitable natural habitat to contract with a qualified biologist with experience in conducting breeding bird surveys to conduct a preconstruction general nesting bird survey within all suitable nesting habitats that may be directly (active nest destruction, direct mortality) or indirectly (nest abandonment, exposure) impacted by active construction during the general avian breeding season (February 1 through August 31). The pre-disturbance surveys shall be conducted no more than 5 days prior to initiation of construction inclusive of staking and fencing of project limits, demolition activities, staging of equipment, and all vegetation trimming and removal activities (regardless of stage of construction). Results of pre-disturbance nesting bird surveys are typically valid for a period of 3 to 5 days. Additional pre-disturbance nesting bird surveys and/or nest monitoring may be required at the discretion of the qualified biologist based on observations of breeding behavior, phased removal of breeding bird habitat during the breeding season, establishment of nest buffers, delays in construction activities that could allow for breeding birds to establish a nest, or if the project is cleared/demolished/constructed over the course of multiple breeding seasons. Results will be summarized in a pre-disturbance survey report that describes the dates of the surveys, methods, results of the surveys, and any nest protection measures that will need to be employed. The pre-disturbance nesting bird survey report will be submitted to the City within 30 days of completion of the initial pre-disturbance nesting bird survey.

Mitigation Measure BIO-9-PPA: Active Nest Avoidance and No-Work Buffers. If active nests of avian species protected by the Migratory Bird Treaty Act and Fish and Game Code are detected within the proposed development project area or within a 300-foot buffer (500-foot buffer for raptors and listed species) of the proposed development project area, a no-work buffer will be established around the nest (typically 300 feet for passerines and 500 feet for raptors and listed species) and construction shall be restricted in the area until the young have fledged; there is no evidence of a second attempt at nesting if the nest attempt has failed, as determined by the qualified biologist; or until appropriate protection measures (installation of noise and/or visual barriers, intermittent halting or rerouting of high noise-producing construction activities to other portions of the project area, biological monitoring, and/or noise monitoring to ensure effectiveness of no-work buffers and/or noise reduction measures, etc.) that respond to the specific situation have been developed and implemented in consultation with the City and regulatory agencies. A figure showing the locations of no-work buffers established during the preclearance nesting survey shall be included in the predisturbance survey report (see Mitigation Measure BIO-8-PPA)

Mitigation Measure BIO-10-PPA: Nest Monitoring. Periodic nest monitoring will be conducted at the discretion of the qualified biologist to ensure compliance with established no-work buffers and document progression of the nest. The qualified biologist will monitor the nest from a distance and determine active/inactive status based on direct observations or evidence of breeding behavior (nest exchanges, food carries, fecal sac removal, nestling vocalizations, etc.). The qualified biologist will keep the nest monitoring as brief as possible to avoid causing undue stress to the adult(s) and young. For nests where contents are difficult to determine (e.g., gourd nests, cavity nests) or nests that seem inactive prior to the estimated fledge date, the nest will be considered inactive once nesting activity is no longer observed at the nest site during two consecutive monitoring visits by the qualified biologist. Two consecutive monitoring visits may not be necessary if strong evidence (e.g., nest is on the ground or evidence of predation on young) indicates the nest is no longer active or if the nest is unlikely to be affected by immediate project activities. Once a nest is deemed inactive by the qualified biologist and there is no evidence of a second nest attempt or other active nests in the same area, the biologist will deactivate the nest buffer and construction activities may resume in that area. CDFW will not need to concur with the nest “deactivation” determination prior to work resuming in the area. Project-related activities that result in loss of a nest (“take”) will be immediately reported to the City and appropriate agencies

(CDFW, USFWS). A summary of all nest monitoring activities (if any) will be submitted to the City in a brief memo at the completion of each breeding season.

Specific Plan

Mitigation Measure BIO-1-SP: Pre-disturbance Nesting Bird Surveys, Avoidance, and Monitoring. If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds shall be conducted within 3 days of the start of any vegetation removal or ground-disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a no-disturbance buffer, which is typically 50 to 100 feet for songbird nests and 100 to 300 feet for raptors; however, the ultimate size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of construction noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed about the sensitivity of nest areas. A biological monitor shall be present to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.

Mitigation Measure BIO-2-SP: Preconstruction Burrowing Owl Surveys. To ensure burrowing owl are still absent from the Specific Plan area, a pre-construction burrowing owl clearance survey shall be conducted in accordance with CDFW's 2012 Staff Report on Burrowing Owl Mitigation. Two surveys shall be conducted, the first 14 to 30 days prior to ground-disturbing activities, and the second within 24 hours before ground-disturbing activities. If no burrowing owls are observed within the Specific Plan area, no further review will be required.

If burrowing owls are found within the Specific Plan area during the pre-construction clearance surveys, coordination with the CDFW will be required to determine if avoidance and minimization measures can be implemented to avoid any direct or

indirect impacts to burrowing owl, or if an Incidental Take Permit under Section 2081 of the CESA will need to be prepared and approved by CDFW.

Mitigation Measure BIO-3-SP: Pre-disturbance Roosting Site Survey and Bat Management Plan. If on-site clearing or grading will take place between late spring and late summer and/or in the fall (generally mid-March through late October), a qualified biologist shall be retained to determine whether potential roosting sites for bats may be affected. For large ornamental trees and palms suitable for bat roosting/nursery, exit counts and acoustic surveys shall be performed prior to initial ground disturbance or vegetation or structure removal to determine whether the Specific Plan area (and a 300-foot buffer) supports a nursery or roost. Any bat species present shall also be identified.

If the results of the bat survey find a single roosting individual of a special-status bat species or 25 or more individuals of a non-special status bat species with potential to be present in the Specific Plan area (i.e., hoary bat, western yellow bat), a Bat Management Plan shall be developed to ensure mortality to bats does not occur. For each location confirmed to be occupied by bats, the plan shall provide details both in text and graphically where exclusion devises and/or staged tree removal will need to occur, the timing for exclusion work, and the timeline and methodology needed to exclude the bats. The plan shall be reviewed and approved by CDFW prior to disturbance of the roosts.

Significance After Mitigation

Policy Plan Amendment

Mitigation Measures BIO-1-PPA through BIO-4-PPA would require that future development projects conduct a biological resources assessment in compliance with the CESA and FESA to determine if sensitive biological resources could be present within and/or adjacent to the proposed development project. Mitigation Measures BIO-5-PPA through BIO-7-PPA would require preconstruction surveys prior to the start of ground disturbing activities. Mitigation Measures BIO-8-PPA through BIO-10-PPA require pre-disturbance nesting bird surveys, avoidance of active nests, and nest monitoring, to protect birds in compliance with MBTA. Sensitive biological resources include special status species, sensitive natural communities, wetlands and jurisdictional waters, wildlife movement corridors and nursery sites, and other items identified in Appendix G of the CEQA Guidelines. Each project proponent would be responsible for determining the potential for occurrence of and impacts to sensitive vegetation communities, special status species, wildlife movement corridors, and nursery sites. Implementation of Mitigation Measures BIO-1-PPA through BIO-10-PPA would ensure that impacts to special status species are avoided and/or minimized. Impacts would be less than significant.

The 2022 Certified EIR concluded that with project-specific surveys and subsequent consultation with CDFW (as required by the Policy Plan Amendment mitigation measures listed above), impacts to candidate, sensitive, or special status species would be **less than significant**.

Policy Plan Significance with Mitigation: Less than significant.

Specific Plan

Mitigation Measures BIO-1-SP through BIO-3-SP would require pre-construction surveys for nesting birds, burrowing owl, and roosting bat species, thus precluding significant impacts to these species. With the incorporation of these measures, impacts would be **less than significant**.

Specific Plan Significance with Mitigation: Less than significant.

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

Ontario is almost completely developed with urban and agricultural uses, with no large open areas of native habitat. Available open space consists of agricultural fields, parks and golf courses, and scattered vacant lots. The 2022 Certified EIR found that the approved project would not have substantial adverse impacts to surface water areas or to riparian or aquatic vegetation in surface water areas or flood control channels. Detention basins would be designated Open Space–Non-recreation or Open Space–Parkland. Projects affecting riparian habitat would be required to mitigate potential impacts to riparian areas through the existing permitting process.

Policy Plan Amendment

Surface water areas are assumed to contain sensitive natural communities if they support plants such as mulefat and willow, which are member plants of sensitive communities listed in the CNDDB as occurring in the region. Surface water areas in the city include detention basins and other man-made lakes, such as those in golf courses, as well as dairy manure water retention basins, irrigation ponds, and livestock-watering ponds associated with agricultural uses in Ontario Ranch.

Detention basins would retain the Open Space–Non-recreation and Open Space–Parkland designations under the Policy Plan Amendment. The basins would not be developed with other land uses.

The Policy Plan Amendment primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP Policy Plan. Implementation of the Policy Plan Amendment would not result in direct vegetation removal in surface water areas in the city; however, projects approved pursuant to the Policy Plan Amendment could indirectly result in such removal. Projects that would result in impacts to surface water areas determined to be jurisdictional to the state would require CDFW approval pursuant to the Fish and Game Code in the form of Streambed Alteration Agreements (Section 1600, et. seq.). Such impacts would require mitigation, also subject to CDFW approval. Furthermore, TOP Policy ER-5.1 would support avoidance of adverse impacts to protected wetlands, waters of the United States, and waters of the State.

Compared to the approved project, the proposed project would have similar impacts to sensitive habitat because it would not result in development of new, previously undeveloped areas of the city that were not planned for under the approved project, even though it would result in an increase in land use intensity. Individual projects undergoing environmental review under CEQA would be required to determine whether there is potential habitat on-site for sensitive species. If sensitive species were found on-site, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value. In conclusion, projects affecting riparian habitat in the city would be required to mitigate potential impacts to riparian areas through the existing permitting process. Therefore, the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to riparian habitat or sensitive natural communities compared to the approved project. This impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The existing on-site stock ponds are artificially created in upland areas primarily for dairy effluence. They do not exhibit hydraulic connectivity to upstream or downstream aquatic resources. Plant species surrounding the stock ponds include several ruderal, invasive, and/or weedy species. No hydrophytic or riparian vegetation was observed in the stock pond areas. No riparian or other special-status plant communities were observed within the Specific Plan area. The EBPSP would not result in new impacts or a substantial increase in the magnitude of impacts to riparian habitat or sensitive natural communities compared to the approved project. This impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact BIO-2: Compliance with existing regulations would ensure that implementation of the proposed project would not have an adverse impact on riparian or sensitive habitats.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant impacts to riparian or sensitive habitats and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No mitigation measures are required.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The 2022 Certified EIR found that the approved project would not have substantial adverse impacts on jurisdictional waters. Flood control channels and detention basins would be designated Open Space–Non-recreation or Open Space–Parkland. Projects that have the potential to result in impacts to waters of the state would be subject to approval by CDFW or USACE; require a Section 404 permit under the CWA or consultation with EPA for a Section 7 take permit, as applicable; and require mitigation in accordance with the applicable permits.

Policy Plan Amendment

The Cucamonga Creek and Deer Creek channels and portions of the Lower Deer Creek, Day Creek, Etiwanda Creek, and West Cucamonga Creek channels are owned and maintained by San Bernardino County (Ontario 2022); they are not subject to land use controls by the City of Ontario and would not be affected by the proposed project. Remaining segments of the Lower Deer Creek, Day Creek, Etiwanda Creek, and West Cucamonga Creek channels that are owned by the City would retain the Open Space–Non-recreation designation under the Policy Plan Amendment 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 (Ontario 2022) and would not be affected by the proposed project.

Ontario Ranch contains dairy manure water retention basins, irrigation ponds, livestock-watering, and man-made lakes. In addition, fields under cultivation or left fallow accumulate surface water in ponds or ditches. The CDFW may have jurisdiction over these water bodies, but they are not expected to come under USACE jurisdiction.

The Policy Plan Amendment primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP Policy Plan. Implementation of the Policy Plan Amendment would not result in direct impacts to waters of the State because the Policy Plan Amendment does not grant specific entitlements for development. Tributaries to any channels in the city, plus areas that are fed by surface waters, are considered waters of the State and are jurisdictional to CDFW. Projects resulting in impacts to waters of the State would be subject to approval by CDFW through Streambed Alteration Agreements and would require mitigation as determined by the CDFW for any consequent impacts.

Individual projects undergoing environmental review under CEQA would be required to determine whether there is potential habitat on-site for sensitive species. If sensitive species were found, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value.

Compared to the approved project, the proposed project would have similar impacts to jurisdictional waters. This is because the proposed project would result in an increase in land use intensity but would not result in development of new, previously undeveloped areas of the city that were not planned for under the approved project. In conclusion, because projects that have the potential to result in impact to waters of the State would be subject to approval by CDFW and USACE, require a Section 404 permit under the CQA or consultation with the EPA for a Section 7 take permit, and mitigation would be required in accordance with the applicable permits, impacts to jurisdictional waters in the city associated with the proposed project would be less than significant. Therefore, the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to jurisdictional waters compared to the approved project. This impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

No wetlands are in the Specific Plan area. The existing on-site stock ponds are artificially created in upland areas primarily for dairy effluence. Plant species surrounding the stock ponds include several ruderal, invasive, and/or weedy species. All of the retention ponds are devoid of wetland vegetation. The EBPSP would not result in new impacts or a substantial increase in the magnitude of impacts to jurisdictional waters compared to the approved project. This impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact BIO-3: Compliance with existing regulations would ensure that implementation of the proposed project would not have an adverse impact on jurisdictional waters.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant biological resources impacts to jurisdictional waters and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No mitigation measures are required.

d) 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 2022 Certified EIR found that no regional wildlife movement corridors have been identified in the city. Therefore, the approved project did not result in substantial adverse effects to wildlife movement.

Policy Plan Amendment

No regional wildlife movement corridors have been identified in the city, most of which is ill suited for 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 retain the Open Space–Non-Recreation designation under the proposed project and would not be developed with other land uses. The SCE corridors would retain the Open Space–Non-Recreation designation. Therefore, implementation of the proposed project is not anticipated to substantially 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 Policy Plan Amendment primarily involves modifying the TOP 2050 land use pattern and making associated updates to the various elements of the TOP 2050 Policy Plan. The proposed project would not grant specific entitlements for development; therefore, implementation of the Policy Plan Amendment would not directly impact vegetation that could be used by migrating birds.

TOP 2050 Policy ER-5.1 would encourage efforts to conserve flood control channels and transmission line corridors as wildlife movement corridors; however, future development projects under the proposed project could impact migratory birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code. Therefore, this impact is **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

As previously discussed in Section 3.4.2, *Existing Conditions*, the Specific Plan area has not been identified as being within a wildlife corridor or linkage. The nearest major open space area documented in the vicinity of the site is approximately 4 miles to the south in the Prado Basin. The Specific Plan area is separated from this open space area by existing development.

Development of the Specific Plan would be confined to areas that have previously been heavily disturbed or developed and are isolated from regional wildlife corridors and linkages. In addition, there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the site to a recognized wildlife corridor or linkage. Therefore, the Specific Plan area is not expected to contribute to local wildlife movement opportunities, and no significant impacts to wildlife corridors or linkages would occur from Specific Plan implementation.

During the field reconnaissance undertaken (during breeding season) as part of the Biological Resources Assessment, a single red-tailed hawk was observed preparing a nest. Implementation of the Specific Plan has the potential to impact active bird nests if vegetation is removed during the nesting season. Raptors, migratory birds, and other avian species are protected by the federal MBTA.

Additionally, there is potential for bats to roost in large ornamental trees within the Specific Plan area. This would be a **potentially significant** impact if the population of bats impacted is 25 or more individuals of non-special-status species, or a single individual of special-status species.

Specific Plan Significance without Mitigation: Potentially significant.

Impact BIO-4: Implementation of the proposed project could affect wildlife movement.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant biological resources impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure BIO-11-PPA: Implement Mitigation Measure BIO-8-PPA (Pre-disturbance Nesting Bird Surveys).

Mitigation Measure BIO-12-PPA: Implement Mitigation Measure BIO-9-PPA (Active Nest Avoidance and No-Work Buffers).

Mitigation Measure BIO-13-PPA: Implement Mitigation Measure BIO-10-PPA (Nest Monitoring).

Specific Plan

Mitigation Measure BIO-4-SP: Implement Mitigation Measure BIO-1-SP (Pre-disturbance Nesting Bird Surveys, Avoidance, and Monitoring).

Mitigation Measure BIO-5-SP: Implement Mitigation Measure BIO-3-SP (Pre-disturbance Roosting Site Survey and Bat Management Plan).

Significance After Mitigation

Policy Plan Amendment

Mitigation Measures BIO-8-PPA through BIO-10-PPA would require preconstruction nesting bird surveys and avoidance of impacts (direct and indirect) to active nests, avoidance, and active nest monitoring of bird species protected by federal and state laws. Implementation of Mitigation Measures BIO-8-PPA through BIO-10-PPA would ensure impacts to migratory birds would be **less than significant**.

Policy Plan Amendment Significance with Mitigation: Less than significant.

Specific Plan

Implementation of Mitigation Measures BIO-1-SP and BIO-3-SP would preclude significant impacts to nesting birds and roosting bats. As such, the Specific Plan's potential to impede the use of native wildlife nursery sites would be **less than significant**.

Specific Plan Significance with Mitigation: Less than significant.

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

The 2022 Certified EIR found that the approved project would not conflict with any local policies or ordinances protecting biological resources.

Policy Plan Amendment

As a condition of developing in Ontario Ranch, projects would be required to pay the City's habitat mitigation fee, which was established to cover potential environmental impacts to burrowing owl, DSFLF, raptor foraging, loss of open space, and agricultural lands.[2] Projects in Ontario Ranch would also comply with City procedures requiring a habitat assessment to determine potential habitat for sensitive species through focused protocol surveys.

The City also requires that projects comply with the City's Tree Preservation Policy and Protection Measures (Development Code Section 6.05.020).

The proposed project primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP 2050. The proposed project would not grant specific entitlements for development; therefore, implementation of the Policy Plan Amendment would not directly conflict with local policies or ordinances protecting biological resources. Such projects would be required to comply local policies and ordinances, as outlined in Section 3.4.1, *Regulatory Framework*, under "Local," including the Tree Preservation Policy. Therefore, the proposed project would comply with all applicable local regulations and plans that protect biological resources.

Compared to the approved project, the proposed project would have similar impacts related to conflict with local policies and ordinances protecting biological resources. Though the proposed project would increase land use intensity, projects would still be required to comply with local policies and ordinances. Like the approved project, the proposed project would not conflict with local policies and ordinances protecting biological resources. Therefore, the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to conflict with local policies and ordinances protecting biological resources compared to the approved project and impacts identified in the 2022 Certified EIR. This impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

[2] While the habitat mitigation fee would cover potential impacts to the burrowing owl, DSFLF, raptor foraging and wildlife habitat, loss of open space, and agricultural land in Ontario Ranch, impacts related to federal- and state-covered species and habitat would be subject to a separate process under FESA and CESA (see impact discussion (a)).

Specific Plan

Uses implemented pursuant to the Specific Plan would be required to pay the City's habitat mitigation fee, which is specific to the Settlement Agreement regarding potential environmental impacts within Ontario Ranch addressing the burrowing owl, DSFLF, raptor foraging, loss of open space, and agricultural lands.[3]

City of Ontario Municipal Code Section 6.05.020, Tree Preservation Policy and Protection Measures, establishes policies and measures related to the preservation, protection, and maintenance of established and healthy heritage trees within the City (see Section 3.4.1).

Healthy Heritage Trees that are approved for removal shall be replaced with new trees with a total trunk diameter equal to the tree(s) removed, or as deemed appropriate by the City based on lot size and available planting space. Replacement trees are to be in addition to the quantity of trees required for landscaping. The City is responsible for reviewing the landscape plan and approving appropriate species for tree replacement.

Consistent with City Municipal Code requirements, a tree inventory would be prepared by a City approved certified arborist or qualified horticulturalist, to determine the presence/absence of Heritage Trees including assessment of health, structure, condition, and expected life span of all affected specimens.

If Heritage Trees are identified as occurring, a Tree Inventory and Preservation Plan would be prepared by a licensed landscape architect, horticulturalist, certified arborist, or other related professional. Said plan would be submitted concurrent with a Development Plan or building permit request for any on-site alterations, and reviewed and approved by the City.

The Tree Inventory and Preservation Plan would show all existing on-site trees, and those existing trees on abutting lots and public rights-of-way with a canopy or root zone that extends onto the site or within 8 feet of a construction, staging or storage area, or graded site. Furthermore, the Tree Inventory and Preservation Plan would identify Tree Protection Areas and trees requested to be removed, and shall show replacement trees.

Mandatory compliance with existing Municipal Code requirements would ensure that implementation of the EBPSP would not conflict with any local policies or ordinances protecting biological resources. The EBPSP would not result in new impacts or a substantial increase in the

[3] While the habitat mitigation fee would cover potential impacts to the burrowing owl, DSFLF, raptor foraging and wildlife habitat, loss of open space, and agricultural land in Ontario Ranch, impacts related to federal- and state-covered species and habitat would be subject to a separate process under FESA and CESA (see impact discussion (a)).

magnitude of impacts when compared to the approved project. This impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact BIO-5: Compliance with the City's Biological Resources Habitat Mitigation Fee would ensure that implementation of the proposed project would not conflict with local policies and ordinances protecting biological resources in the city.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant biological resources impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified and no mitigation measures are required.

f) 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?

The 2022 Certified EIR found that the approved project would not conflict with the requirements of the DSFLF Ontario Recovery Unit or critical habitat for the San Bernardino kangaroo rat. Since 2008, the critical habitat for the San Bernardino kangaroo rat is no longer in Ontario (USFWS 2008; DataBasin 2012).

Policy Plan Amendment

The Ontario Recovery Unit for the DSFLF includes 21.7 square miles of Ontario, mostly in the eastern and southwestern portions of the city, including portions of Ontario Ranch. Projects proposed within the Ontario Recovery Unit would be required to conduct focused surveys for DSFLF on the project site and consult with the USFWS regarding mitigation of impacts on any DSFLF found, pursuant to Section 7 of the FESA. In some parts of Ontario Ranch that were previously used as dairies, the USFWS has concluded from the findings of previous focused surveys that DSFLS is very unlikely to occur; therefore, no focused surveys for DSFLF areas are required in these areas. Projects proposed pursuant to the proposed project would need to ascertain requirements for focused surveys for DSFLF from the USFWS on a case-by-case basis.

There is one HCP 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 would remain designated

Industrial under the proposed project. Any project proposed for development within this HCP pursuant to the proposed project would be required to consult with the USFWS regarding project impacts on DSFLF and mitigation of any such impacts. Therefore, the proposed project would comply with this HCP.

The proposed project primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP 2050 Policy Plan. The proposed project would not grant specific entitlements for development and would not conflict with FESA requirements and USFWS regulations regarding critical habitat. Furthermore, TOP Policy ER-5.1 would support efforts to conserve high-quality habitat for the DSFLF. Individual projects undergoing environmental review under CEQA would be required to determine whether there is a potential for habitat on-site for sensitive species. If sensitive species were found on-site, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation.

Compared to the approved project, the proposed project would have similar impacts regarding consistency with an HCP. This is because the proposed project would increase land use intensity but would not result in development of new, previously undeveloped areas of the city that were not planned for under the approved project. Like the approved project, the proposed project would not conflict with the DSFLF HCP.

Therefore, the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to an HCP compared to the approved project and impacts identified in the 2022 Certified EIR. This impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan area is not located within any adopted Habitat Conservation, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. The 2022 Certified EIR did not identify any significant habitat or conservation plan conflicts. Accordingly, the EBPSP would not result in new impacts or a substantial increase in the magnitude of impacts to an HCP when compared to the approved project. This impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact BIO-6: The proposed project would not conflict with a Habitat Conservation Plan or Natural Communities Conservation Plan.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant biological resources impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified and no mitigation measures are required.

3.4.6 Cumulative Impact Analysis

Proposed Project

The area considered for cumulative impacts to biological resources is the CDFW inland deserts region. The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

The proposed project would result in potential impacts to candidate, sensitive, or special status species, including raptors, migratory birds, nesting birds, and roosting bats protected under State law. The proposed project, including the EBPSP, would comply with the City's Habitat Mitigation Fee per Ontario Ranch Settlement Agreement, which would reduce impacts with respect to the cumulative loss of habitat for sensitive species. Additionally, mitigation measures would reduce impacts to sensitive species that may be present on future development sites, as well as the EBPSP and off-site improvements, to less than significant. Projects in the CDFW inland deserts region, including future development in accordance with the Policy Plan Amendment, would be required to comply with existing state regulations protecting biological resources, which could include the preparation of biological reports and surveys. Impacts of the proposed project would be less than cumulatively considerable with implementation of mitigation. Therefore, this impact is **less than significant**.

Cumulative Impacts: Implementation of the proposed project, in combination with other development in the city, would not make a cumulatively considerable impacts to biological resources.

3.4.7 References

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3.5 CULTURAL RESOURCES

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential cultural resources impacts associated with implementation of the Ontario Policy Plan Amendment and the EBPSP (proposed project) in comparison to the current TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR.

Impacts for the Policy Plan Amendment are analyzed at a programmatic level. Cultural resources include prehistoric and historic sites, structures, districts, places, and landscapes or any other physical evidence associated with human activity considered important to a culture, a subculture, or a community for scientific, traditional, religious, or any other reason. The analysis in this section is based in part on the result of the California Historical Resources Information System search (see Appendix E1) and historic resource evaluations for the Ontario Ranch (see Appendix E2).

The analysis for the EBPSP is based on the "Cultural Resources Study for the Eucalyptus Business Park Specific Plan Project" prepared by BFSA Environmental Services (BFSA) and considers both on-site and off-site impacts associated with the EBPSP (see Appendix E3).

The analysis in this section is also based in part on the results of the Native American consultation conducted by the City in compliance with State Bill 18 (SB 18) and Assembly Bill 52 (AB 52) including the Sacred Lands File search. The results of the SB 18 and AB 52 Tribal Consultation and discussion of impacts to Tribal Cultural Resources are in Section 3.18, *Tribal Cultural Resources.*

3.5.1 Regulatory Framework

FEDERAL

National Historic Preservation Act

The National Historic Preservation Act of 1966 coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The act authorized the National Register of Historic Places, which lists districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 (Protection of Historic Properties) of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 Review ensures that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process with assistance from state historic preservation offices.

National Register of Historic Places

The National Register of Historic Places (NRHP) is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation because of their significance in American history, architecture, archeology, engineering, and culture. The NRHP recognizes resources of local, state, and national significance which have been documented and evaluated according to uniform standards and criteria.

Authorized under the NHPA, the NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. The NHRP is administered by the National Park Service, which is part of the U.S. Department of the Interior.

To be eligible for listing in the NRHP, a resource must meet at least one of the following criteria:

A. Is associated with events that have made a significant contribution to the broad patterns of our history;

B. Is associated with the lives of persons significant in our past;

C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

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

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites on federal and Indian lands.

American Indian Religious Freedom Act and Native American Graves Protection and Repatriation Act

The American Indian Religious Freedom Act recognizes that Native American religious practices, sacred sites, and sacred objects have not been properly protected under other statutes. It establishes as national policy that traditional practices and beliefs, sites (including right of access), and the use of sacred objects shall be protected and preserved. The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

STATE

California Public Resources Code

Archaeological, paleontological, and historical sites are protected under a wide variety of state policies and regulations in the California Public Resources Code (PRC). In addition, cultural and paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA.

PRC Sections 5020 to 5029.5 continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The commission oversees the administration of the California Register of Historical Resources and is responsible for designating State Historical Landmarks and Historical Points of Interest.

PRC Sections 5079 to 5079.65 define the functions and duties of the Office of Historic Preservation, which administers federal- and state-mandated historic preservation programs in California as well as the California Heritage Fund.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Sections 21083.2 and 21084.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys, or designated by local landmarks programs may be nominated for inclusion in the CRHR.

Resources eligible for listing include buildings, sites, structures, objects, or historic districts that retain historical integrity and are historically significant at the local, state, or national level under one or more of the following four criteria:

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

2. It is associated with the lives of persons important in our past;

3. It 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. It has yielded, or has the potential to yield, information important to the prehistory or history.

When evaluating a historic resource, integrity is the authenticity of the resource's physical identity clearly indicated by the retention of characteristics that existed during its period of construction. It is important to note that integrity is not the same as condition. Integrity directly relates to the presence or absence of historic materials and character-defining features, while condition relates to the relative state of physical deterioration of the resource. In most instances, integrity is more relevant to the significance of a resource than condition. There are 7 aspects of integrity used in evaluating a historic resource; although not all 7 need to be present for eligibility. If the overall sense of the past time and place is evident, a resource may still qualify. The 7 aspects are:

- **Location** is the place where a resource was constructed or where an event occurred. Integrity of location was assessed by reviewing historical records and aerial photographs in order to determine if the buildings had always existed at their present locations or if they had been moved, rebuilt, or their footprints significantly altered.

- **Design** results from intentional decisions made during the conception and planning of a resource. Design includes form, plan, space, structure, and style of a property. Integrity of design was assessed by evaluating the spatial arrangement of the buildings and any architectural features present.

- **Setting** applies to a physical environment, the character of a resource's location, and a resource's relationship to the surrounding area. Integrity of setting was assessed by inspecting the elements of the property, which include topographic features, open space, views, landscape, vegetation, man-made features, and relationships between buildings and other features.

- **Materials** comprise the physical elements combined or deposited in a particular pattern or configuration to form a property. Integrity of materials was assessed by determining the presence or absence of original building materials, as well as the possible introduction of materials that may have altered the architectural design of the buildings.

- **Workmanship** consists of the physical evidence of crafts employed by a particular culture, people, or artisan, which includes traditional, vernacular, and high styles. Integrity of workmanship was assessed by evaluating the quality of the architectural features present in the buildings.

- **Feeling** relies upon present physical features of a property to convey and evoke an aesthetic or historic sense of past time and place. Integrity of feeling was assessed by evaluating whether or not the resources' features, in combination with their setting, conveyed a historic sense of the property during the period of construction.

- **Association** directly links a property with a historic event, activity, or person of past time and place, and requires the presence of physical features to convey the property's character. Integrity of association was assessed by evaluating the resources' data or information and their ability to answer any research questions relevant to the history of the Ontario area or the state of California.

Not all 7 qualities identified above need to be present to be eligible as long as the overall sense of the past time and place is evident, per the Office of Historic Preservation criteria. Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity does not meet NRHP criteria may still be eligible for listing in the CRHR.

California Health and Safety Code

California Health and Safety Code Section 7052 states that it is a felony to disturb Native American cemeteries. Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the County Coroner can determine whether the remains are those of a Native American. Section 7050.5(b) outlines the procedures to follow should human remains be inadvertently discovered in any location other than a dedicated cemetery. The section also states that the County Coroner, upon recognizing the remains as being of Native American origin, is responsible to contact the NAHC within 24 hours. The NAHC has various powers and duties to provide for the ultimate disposition of any Native American remains, as does the assigned Most Likely Descendant.

State Laws Pertaining to Human Remains

Any human remains encountered during ground-disturbing activities are required to be treated in accordance with California Code of Regulations Section 15064.5(e) (CEQA), PRC Section 5097.98, and the California Health and Safety Code Section 7050.5. 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. Specifically, Section 7050.5 of the California Health and Safety Code states that 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 remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are determined to be of Native American origin, the county coroner must contact the California NAHC within 24 hours of this identification. An NAHC representative will then identify a Native American MLD to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. In addition, CEQA Guidelines Section 15064.5 specifies the procedures to be followed in case of the discovery of human remains on nonfederal land. The disposition of Native American burials falls within the jurisdiction of the NAHC.

LOCAL

City of Ontario Historic Preservation Program

The Advance Planning division is responsible for administering the City's Historic Preservation Program. Planning staff, along with the Historic Preservation Subcommittee and Historic Preservation Commission, review all historic preservation applications, including proposed alterations to the exterior of historic buildings and alterations to public improvements, such as street trees, in Ontario's historic neighborhoods.

The Historic Preservation Program implements the processing of certificates of appropriateness or waivers for minor alterations, restoration, rehabilitation, and new (infill) construction in historic district or areas with sensitive historic contextual settings; landmark designations for local, state, and national registers; historic property evaluations; historic property surveys; and environmental compliance. The program offers incentives for historic preservation such as the Mills Act Contract (preservation agreements), bronze plaques, and the city-council-hosted Model Colony awards for historic resources.

In April 2001, the City of Ontario became a certified local government (CLG) in the State of California. The California Office of Historic Preservation (COHP) requires all CLGs to submit an annual report. The report serves 2 major functions: 1) it is a vital means of communicating local historic preservation issues to the Office of Historic Preservation; and 2) it serves as a tool to monitor local government activities that are required to maintain CLG status. The annual report demonstrates compliance with the 6 basic requirements:

- Maintain a comprehensive local historic preservation plan that identifies the preservation mission, goals, and priorities of the local government.
- Enforce appropriate local legislation for designation and protection of historic properties.
- Establish and maintain an adequate and qualified historic preservation review commission and noncommissioned staff.
- Maintain a system for the survey and inventory of historic properties.
- Provide for adequate public participation in the local historic preservation program.
- Review and recommendation of historic properties within the local jurisdiction to the National Register of Historic Places. (Ontario 2022)

Ontario Development Code

Chapter 4, Permits, Actions and Decisions, and Chapter 7, Historic Preservation, of the Ontario Development Code address historic preservation. The code identifies procedures for designating

local historical landmarks and districts, historic resource tiering, and architectural conservation areas (Section 4.02.040).

Local Landmark Designation

A historic resource may be designated a "historic landmark" by the City if it meets the criteria for listing in the National Register of Historic Places or the California Register of Historic Resources, or it meets one or more of the following criteria (Section 4.02.040.B.2):

A. The historic resource exemplifies or reflects special elements of the City's history.

B. The historic resource is identified with persons or events significant in local, state, or national history.

C. The historic resource is representative of the work of a notable builder, designer, architect, or artist.

D. The historic resource embodies distinguishing architectural characteristics of a style, type, period, or method of construction.

E. The historic resource is a noteworthy example of the use of indigenous materials or craftsmanship.

F. The historic resource embodies elements that represent a significant structural, engineering, or architectural achievement or innovation.

G. The historic resource has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community, or the city.

H. The historic resource 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.

I. The historic resource has yielded, or is likely to yield, information important to the city's history or prehistory.

Local Historic District Designation

A neighborhood or area listed as a historic resource may be designated a "Local Historic District" by the City if the neighborhood meets the criteria for listing in the National Register of Historic Places or the California Register of Historic Resources, or it meets one or more of the following criteria (Section 4.02.040.B.3):

- The historic resource is a geographically definable area possessing a concentration of historic resources or a thematically related grouping of structures that 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.

- The historic resource 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.

- The historic resource 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.

- The historic resource is, or the contributing resources are, associated with the lives of persons important to the city, state, or national history.

Historic Resources Tiering System

The Historic Preservation Commission is responsible for the adoption of the Historic Resource Tier Determination list, which is maintained by the Historic Preservation Subcommittee. A historic resource may be designated as Tier I, Tier II, or Tier III under Subsection 4.02.040.G, Historic Resource Tiering System, of the City's Development Code. Tiers I, II, and III historic resources are judged based upon their determined degree of significance, pursuant to the criteria in Subsection 4.02.040.H, Historic Resource Tiering Criteria.

- **Tier I.** Tier I historic resources are historic resources that should not be demolished or significantly altered under any circumstances, regardless of their designation status. Resources within this Tier are determined to be the City's most significant historical or cultural resources. Tier I historic resources meet one or more of the following:

    - A resource listed on the Ontario Register that meets at least one of the criteria within the Architecture/Form category, and 3 criteria within the History category, listed in Subsection 4.02.040.H (Historic Resource Tiering Criteria).

    - A contributing resource within a district that meets at least one of the criteria within the Architecture/Form category and 3 criteria within the History category, listed in Subsection 4.02.040.H, (Historic Resource Tiering Criteria).

- **Tier II.** Tier II historic resources are historic resources wherein demolition of these properties should be avoided. Tier II historic resources shall meet one or more of the following:

- Any historic resource listed or determined eligible for listing in the National Register of Historic Places.
- Any historic resource listed or determined eligible for listing in the California Register of Historic Resources.
- A historic resource listed on the Ontario Register and meets at least 2 criteria within the Architecture/Form or History categories, listed in Subsection 4.02.040.H (Historic Resource Tiering Criteria).
- A contributing resource within an eligible historic district wherein the district meets at least 2 of the criteria in either the Architecture/Form or History categories, listed in Subsection 4.02.040.H (Historic Resource Tiering Criteria).

- **Tier III.** Tier III consists of historic resources that are Designated Local Historic Landmarks, are contributing properties within Designated Local Historic Districts, or are eligible historic resources. Demolition of these resources should be avoided where possible but may be appropriate under certain circumstances.

3.5.2 Existing Conditions

POLICY PLAN AMENDMENT

Prehistory

The archaeological record of southern California is a rich and complex continuum traditionally divided into time units based on changes in artifact types and styles. Archaeological data and correlations with ethnographic data have resulted in the determination of the following chronology for prehistoric southern California:

- **Early Man Horizon.** This period, predating 6,000 BC, is characterized by the presence of large projectile points and scrapers, suggesting reliance on hunting rather than gathering.
- **Milling Stone Horizon.** This period, from 6,000 BC to 1,000 BC, is characterized by the presence of hand stones, milling stones, choppers, and scraper planes; tools associated with seed gathering and shellfish processing with limited hunting activities; and evidence of a major shift in the exploitation of natural resources.
- **Intermediate Horizon.** This period, from 1,000 BC to AD 750, reflects the transitional period between the Milling Stone and Late Prehistoric Horizons. Little is known of this period, but evidence suggests interactions with outside groups and a shift in material culture reflecting this contact.

- **Late Prehistoric Period.** This period, from AD 750 to European contact, is characterized by the presence of small projectile points; use of the bow and arrow; steatite containers and trade items; asphaltum; cremations; grave goods; mortars and pestles; and bedrock mortars.

Cultural Traditions

The earliest inhabitants of the Ontario region lived in the area on a seasonal basis approximately 10,000 years ago. Later, permanent settlements formed along streams and creeks as populations used newer technologies and food resources. By 2,000 years ago, the Tongva (or Gabrielino), a group of Uto-Aztecan, Takic-speaking people, used both the coastal and inland areas on a seasonal basis. The Tongva Native Americans were intensive hunter-gatherers, gathering a variety of wild plants in the desert, mountains, and coastal areas. The Tongva are believed to have been one of the most populous and wealthy Native American tribes in southern California prior to European contact. They lived in villages that ranged from 50 to 200 inhabitants, each village owning in common the area surrounding the village. Kinship was organized by groups, with each group composed of several related families.

By the 1700s, local Native Americans in southern California had contact with Europeans. One of the earliest known records of this contact is based upon Father Garcés' trip from the Mojave Desert to the coast of California through the Cajon Pass. In 1771, the Spanish established the Mission San Gabriel Arcangel about 40 miles west of the area later known as the City of Ontario. Following the Spanish custom of naming local Native American tribes after nearby missions, the Tongva were called Gabrielino. At its peak, the Mission San Gabriel furnished food and supplies to settlements and other missions throughout California. By the end of the century, the Gabrielino population significantly declined due to diseases introduced by Europeans. The Gabrielino people fragmented as individuals succumbed to Spanish control, fled the region, or died; however, in late 20th century there was a revival of Gabrielino culture.

Historical Setting of Ontario

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 Ontario by designing a water system that brought water to every parcel. The brothers helped lay miles of cement pipe and later the San Antonio Water Company drove a tunnel into the head of the San Antonio canyon to tap the underground flow. The City was referred to as the "Model Colony" after receiving an award at the World Fair identifying it as a "Model Irrigation Colony" for its innovation of water rights and technology that assisted in attracting settlers. 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 1923, airplane enthusiasts such as Judge Archie Mitchell and Waldo Waterman established Latimer Field, and from that point on, Ontario became an aviation town. Urban growth pushed the fliers progressively east until they took up their present location and established the Ontario Municipal Airport in 1929. During World War II, the airport was a busy training center for pilots. In 1946, the airport was renamed Ontario International Airport and was eventually rededicated to civil aviation in 1947 and commercial service in 1949. The economy shifted from an agricultural to an industrial and manufacturing economy. Today, Ontario retains its history through many recognized historic neighborhoods, buildings, and agricultural districts.

Ontario Ranch

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 had 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 (Ontario 2022).

By the 1990s, increased demand for housing and high 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 ultimately incorporated into the cities of Ontario, Chino, and Chino Hills. In 1996 prior to the City's annexation, the Local Agency Formation Commission (LAFCO) required the City to prepare a general plan amendment and EIR. In 1998, Ontario adopted the New Model Colony General Plan Amendment and EIR. Eight thousand two-hundred acres of the former San Bernardino Agriculture Preserve, referred to as the New Model Colony, were officially annexed into the City in 1999. In 2015, the New Model Colony became known as the Ontario Ranch for the purpose of rebranding and marketing Ontario Ranch (Ontario 2022).

Historical Resources

Historical resources are buildings, structures, objects, sites, and districts of significance in history, archaeology, architecture, and culture. These resources may include intact structures of any type that are typically 50 years or more of age. They are sometimes called the built environment and can include, in addition to houses, structures such as irrigation works and engineering features. Historical resources are preserved because they provide a link to a

region's past and a frame of reference for a community. Often these sites are a source of pride for a city.

National Register of Historic Places

The National Register of Historic Places is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation. The National Register was established by the National Historic Preservation Act of 1966 and is maintained by the National Park Service. The purpose of the act is to ensure that properties significant in national, state, and local history are considered in the planning of federal undertakings, and to encourage historic preservation initiatives by state and local governments and the private sector. Registration is an integral part of the four essential components of historic preservation: identification, evaluation, registration, and protection. Effects of National Register designation include tax incentives, consideration in federally funded projects under Section 106 of the National Historic Preservation Act, limited protection through environmental review under CEQA, and restrictions imposed locally through CEQA or local zoning and land use planning regulations.

The National Register recognizes resources of local, state, and national significance. Six resources in Ontario are listed on the National Register:

- Ontario Baseball Park, listed 2021, demolished (destroyed by fire)
- Dr. Orville S. Ensign House, listed in 2012
- Euclid Avenue between Philadelphia Street, in Ontario, and 24th Street in Upland, listed in 2005
- Hofer Ranch, listed in 1993
- Ontario State Bank Block, listed in 1982, demolished (destroyed by fire)
- Frankish Building, listed in 1980 (NPS 2025)

California Register of Historic Resources

The State Historic Resources Commission has designed the California Register of Historic Resources for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The California Register is the authoritative guide to the state's significant historical and archaeological resources.

The California Register 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 California Environmental Quality Act. Six properties in Ontario are listed in the California Register—the same ones listed in the National Register.

California Historical Landmarks and Points of Historical Interest

Historical Landmarks 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 California Historical Landmark, 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 Point of Historical Interest Program. Points of Historical Interest 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 Point of Historical Interest, 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. Points of Historical Interest designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the California Register. No historical resource may be designated as both a Landmark and a Point of Interest. If a Point of Interest is subsequently granted status as a Landmark, the Point of Interest designation will be retired.

The 4 California Points of Historical Interest in Ontario are:

- Ontario State Bank Block Site, Howells House Site, listed in 1975
- Mule Car, listed in 1974
- De Anza Park Marker/Anza Trail, listed in 1973
- San Bernardino–Sonora Road, listed in 1973 (COHP 2025)

Historic Districts

The City has designated 8 local historic districts (Ontario 2021). Each district is a defined geographical area with 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 National Register of Historic

Places and the California Register of Historical Resources guidelines. The historic districts are shown on Figure 3.5-1, *Historic Districts*.

- Armsley Square Historic District
- College Park Historic District
- El Morado Court Historic District
- Euclid Avenue Historic District
- Graber Olive House Historic District
- La Deney Drive Historic District
- Rosewood Court Historic District
- Villa 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 4 proposed historic districts. These are also depicted in Figure 3.5-1.

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

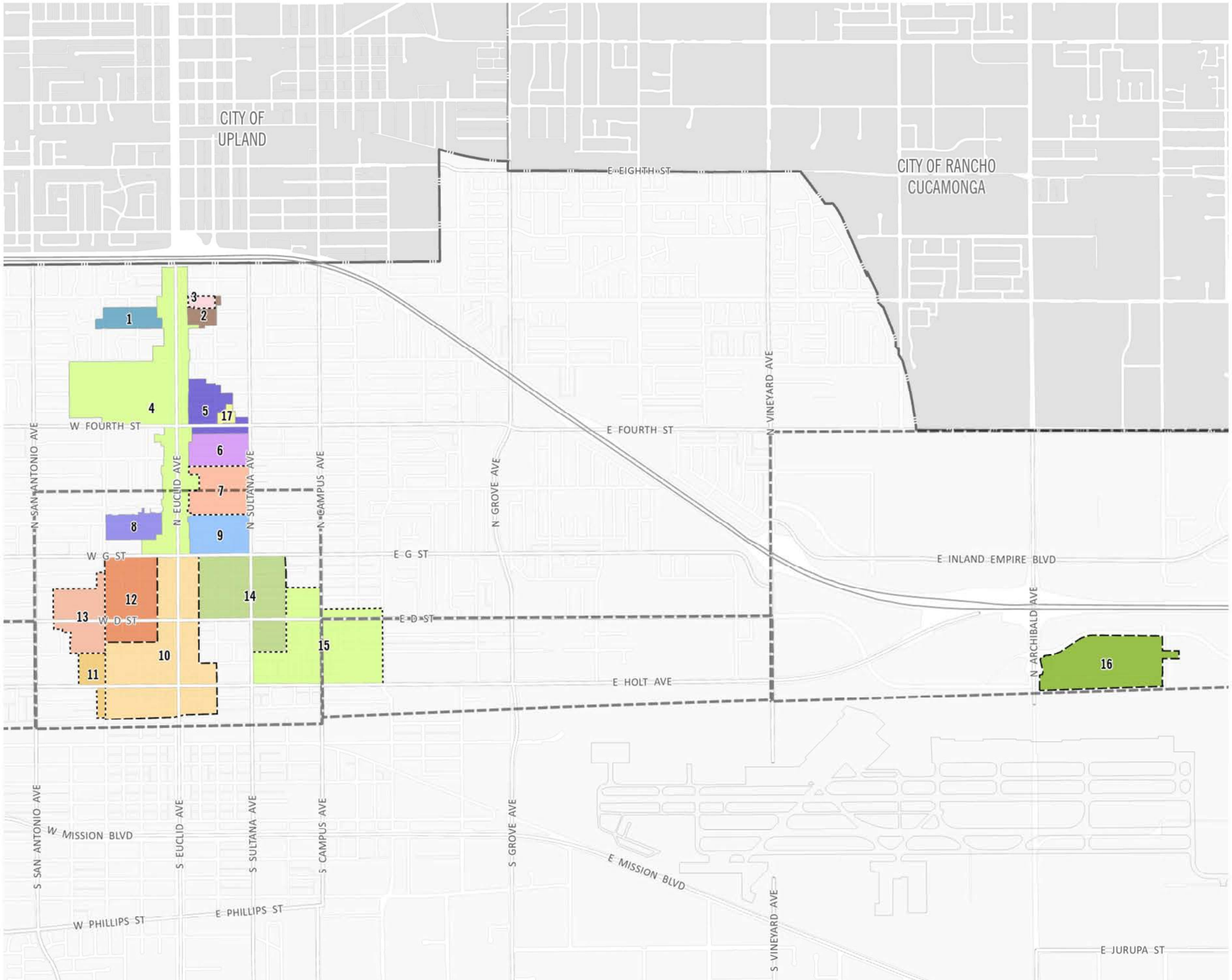
The Planning Department is also considering designation of 5 potential but not yet proposed historic districts (see Figure 3.5-1):

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

City of Ontario List of Historic Resources

The City of Ontario maintains a list of local historic resources on its website (Ontario n.d.). 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 designated local landmarks are listed in Table 3.5-1, *Designated Historic Landmarks in the City of Ontario*.

Figure 3.5-1 Historic Districts



2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 1,000 2,000 4,000 FT

Source: The City of Ontario 2021 Date: 11/5/2025

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Table 3.5-1 Designated Historic Landmarks in the City of Ontario

No.	Assessor's Parcel Number	Street Address	Year Built	Designation Date	Historic Name
1	104902119	122 South Vine Avenue	1960	05/18/1993	William Barton Fallis House
2	104906202	225 South Euclid Avenue	1886	09/07/1993	Old City Hall
3	104906201	225 South Euclid Avenue	1937	09/07/1993	Frankish Fountain
4	104904304	304 South Laurel Avenue & 200 West Main Street	1893	09/20/1994	Dr. O.S. Ensign House
5	104956401	1120 South Euclid Avenue	1919	10/04/1994	Euclid A venue School
6	104835411	401 North Euclid Avenue	1942	06/06/1995	Ontario Laundry Co.
7	104834212	456 West Carriage Alley	-	10/17/1995	Carriage House
8	104906302	214 East Holt Boulevard	-	04/05/1996	Dietz Garage
9	104754309	328 East Princeton Street	1884	02/18/1997	Avenue Boarding House
10	104905703	100 South Euclid Avenue	1930	01/20/1998	First National Bank
11	104905705	110 & 112 South Euclid Avenue	-	01/20/1998	Envoy Hotel
12	104905803	200 South Euclid Avenue	1916	01/20/1998	Frankish Building
13	104904304	101 & 103 North Euclid Street & 104, 108, 110 & 112 West Holt Boulevard	1895	01/20/1998	Citizens Bank Block
14	104856408	105 North Euclid Avenue	-	01/20/1998	Holbrook Block
15	104856407	107, 109 & 111 North Euclid Avenue	1889	01/20/1998	Rose Block
16	104855313	114 North Euclid Avenue	-	01/20/1998	Citizens Bank
17	104856406	121 & 123 North Euclid Avenue	-	01/20/1998	Friend Block/ L.O.O.F./Somerset Hall/ People's Store
18	104855316	122 North Euclid Avenue	-	01/20/1998	Lerch Building
19	104855317	126, 128, 130 & 132 North Euclid Avenue	1920	01/20/1998	Commercial Hotel
20	104856510	203 North Euclid Avenue	-	01/20/1998	Ostran's Department Store

Table 3.5-1 Designated Historic Landmarks in the City of Ontario

No.	Assessor's Parcel Number	Street Address	Year Built	Designation Date	Historic Name
21	104856504, 104856505	231 & 223 North Euclid Avenue	1950	01/20/1998	Masonic Hall
22	104856505	235 North Euclid Avenue	-	01/20/1998	People's Mutual Building & Loan
23	104856607	303 North Euclid Avenue	1926	01/20/1998	Emmon's Building (Granada Theater)
24	104836201	536 North Euclid Avenue	-	01/20/1998	Bethel Congregational Church
25	104835603	625 North Euclid Avenue	1893	01/20/1998	Moore House
26	104905705	108 South Euclid Avenue	1920	01/20/1998	McCann Block
27	104856402	115-119 West "B" Street	1948	06/02/1998	Ontario Herald Building
28	104856511	112 West "B" Street	-	06/02/1998	Int'l Order of Odd Fellows (I.O.O.F.)
29	104856509	207 North Euclid Avenue	-	06/02/1998	W.W. Smith Grocery
30	104824134	738 North Euclid Avenue	1960	06/02/1998	Women's Club
31	104827116	747 North Euclid Avenue	1920	06/02/1998	Oscar Arnold House
32	104824135	748 & 750 North Euclid Avenue	1960	06/02/1998	Bungalow Court
33	104825241	802 North Euclid Avenue	1960	-	Woodlawn Apartments
34	104825147	836 North Euclid Avenue	-	06/02/1998	William W. Fischer
35	104836104	128 East "G" Street	1960	06/02/1998	Edward E. Bassat House
36	104906404	217 South Lemon Avenue	-	06/02/1998	Ontario Power Co. Building
37	104905805	211 & 215 South Laurel Avenue	1960	-	Pacific Electric Bus Depot
38	104905801	125 West Transit Street	1932	06/02/1998	Old Post Office – Paul Williams Architect
39	104905701	123 West Holt Boulevard	-	06/02/1998	United States Post Office
40	104804313	907 North Euclid Avenue	1960	01/19/1999	Colonel J.P. Robertson House
41	104807150	936 North Euclid Avenue	-	01/19/1999	The Town House

Table 3.5-1 Designated Historic Landmarks in the City of Ontario

No.	Assessor's Parcel Number	Street Address	Year Built	Designation Date	Historic Name
42	104807151	938 & 940 North Euclid Avenue	1960	01/19/1999	Hollinsworth Apartments
43	104804310	939 North Euclid Avenue	1960	-	James E. Douglas House
44	104807152	942 North Euclid Avenue	1928	0119/1999	Neman E. Draper House
45	104807153	944 North Euclid Avenue	1926	01/19/1999	Clayton C. Dyke House
46	104804309	945 North Euclid Avenue	1960	01/19/1999	Charles Latimer House
47	104804308	951 North Euclid Avenue	1901	01/19/1999	Judge James R. Pollock House
48	104807101	956 North Euclid Avenue	1930	01/19/1999	Leo J. Lucas House
49	104804307	957 North Euclid Avenue	1901	01/19/1999	Miss Mary Pollock House
50	104806221	1004 North Euclid Avenue	1920	01/19/1999	Charles Mead House
51	104805210	1007 North Euclid Avenue	1960	01/19/1999	Herbert C. Oakley House
52	104806224	1012 North Euclid A venue	1928	01/19/1999	Charles McGready House
53	104806201	1022 North Euclid Avenue	1960	01/19/1999	A.R. Gemmel House
54	104805206	1043, 1045 & 1047 North Euclid Avenue	1960	01/19/1999	Bungalow Court
55	104805205	1049 North Euclid Avenue	1919	01/19/1999	A.L. Davenport House
56	104805204	1055 North Euclid Avenue	1923	01/19/1999	Richard J. George House
57	104806101	1056 North Euclid Avenue & 116 & 118 East Fourth Street	1940 1960 1960	01/19/1999	Atchley Apartments
58	104755101, 104755102, 104757149, 104757150, 104757151,	1245 North Euclid Avenue	1930	01/19/1999	Chaffey High School

Table 3.5-1 Designated Historic Landmarks in the City of Ontario

No.	Assessor's Parcel Number	Street Address	Year Built	Designation Date	Historic Name
	104758101, 104758112				
59	104736116	1310 North Euclid Avenue	1901	01/19/1999	Clarence Peabody House
60	104736117	1316 North Euclid Avenue	1912	01/19/1999	Thomas M. Henry House
61	104736118	1322 North Euclid Avenue	1913	01/19/1999	Clara Peabody House
62	104733216	1327 North Euclid Avenue	1960	01/19/1999	A.J. Dinkey House
63	104733103	1341 North Euclid Avenue	1923	01/19/1999	John D. Paschke House
64	104823302	616 East H Street	1925	10/05/1999	Raymond A. Gillette House
65	-	North Euclid Avenue	-	12/21/1999	Euclid Avenue Nativity Display
66	104834103	403 West G Street	1990	0 7/18/2000	John Stewart House
67	-	Euclid Avenue between Philadelphia Street & I-10	-	01/16/2001	Euclid Avenue
68	104734102	421 West Sixth Street	1935	02/19/2002	Alan A. Clements House
69	104807137	307 East Plaza Serena Street	1914	02/19/2002	Mrs. Mary Grotholtman House
70	104833207	527 West Flora Street	1922	05/07/2002	Mrs. Mary N. Davis House
71	104808130	655 East Plaza Serena Street	1933	09/17/2002	Virgil M. Roose House
72	104837303	312 East "E" Street	1910	11/19/2002	Olin C. Stark House
73	104753107	1240 North Euclid Avenue	1926	09/16/2003	Peter H. Vanden Berg House
74	104814103	1322 East Fourth Street	1937	09/16/2003	Ontario Ballpark
75	21121112 and 21121113	11274 Turner Avenue	-	11/07/2003	Hofer Ranch
76	104825211	304 East Granada Court	1920	11/18/2003	Royal E. Bumstead House

Table 3.5-1 Designated Historic Landmarks in the City of Ontario

No.	Assessor's Parcel Number	Street Address	Year Built	Designation Date	Historic Name
77	104853203	510 East Lynn Haven Court	1910	05/04/2004	Mrs. Mary E. Todd House
78	104734306	213 West Sixth Street	-	05/04/2004	Thomas T. Parker House
79	100826118	830 West Sixth Street	1960	06/28/2005	W.B. Stewart House
80	104809122	1044 North Sultana Avenue	1939	09/20/2005	The Squires House
81	104809211	558 East Rosewood Court	1930	07/20/2006	W.H. Joss House
82	104724103	205 East Sixth Street	-	10/19/2006	Dr. Robert N. Williams House
83	104733206	201 West Bonnie Brae Court	-	05/15/2007	Virgil E. Wymore House
84	104837609	427 East "F" Street	-	09/18/2008	The Harry Walker House
85	104825127	419 East Granada Court	-	11/03/2009	Dr. T.C. Hardy House
86	104855219	200 North Euclid Avenue	-	02/02/2010	The Bank of Italy Building
87	104855219	109 East "B" Street	-	02/02/2010	Bumstead Bicycles Building
88	104734103	413 West Sixth Street	-	08/16/2011	The James Finley House
89	104753105	1232 North Euclid Avenue	-	08/23/2011	Clifford M Hurston House
90	104829116	537 West "I" Street	-	05/15/2012	Ross Anthony House
91	104857102	423 West "D" Street	-	05/15/2012	The VanPelt House
92	104839113	509 East E Street	-	05/07/2013	Rudi and Lena Pock House
93	104825115	324 East I Street	-	09/17/2013	Hansen House
94	104734304	227 West Sixth Street	-	04/15/2014	Charles B. Jones House
95	104834207	410 West E Street	-	08/19/2014	James R. MacGregor House
96	104807221	428 Plaza Serena	-	01/19/2016	John J. Voss House
97	104754333	318 East Princeton Street	-	10/17/2017	Fred and Verna Clapp House
98	104839318	535 East D Street	-	8/18/2020	Mr. and Mrs. Durfee House

Table 3.5-1 Designated Historic Landmarks in the City of Ontario

No.	Assessor's Parcel Number	Street Address	Year Built	Designation Date	Historic Name
99	104754301	301 East Fourth Street	-	10/20/2020	Clifford C. Graber House
100	104831411	409 North San Antonio Avenue		11/15/2022	Maurice Johnson House

Source: Ontario 2026.

Ontario Ranch Resources Survey

The *Ontario Ranch Historic Context Statement and Resource Survey* was prepared to aid the City in evaluating all remaining historic dairy properties in Ontario Ranch for eligibility under the criteria of the National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), and the Ontario Historic Resources Inventory (Local Register). The Regulatory Framework section of the report contains NRHP, CRHR, and Local Register criteria, as well as information on Historic Properties and Historical Resources pursuant to the National Historic Preservation Act (NHPA) and the California Environmental Quality Act (CEQA). This study entirely replaces the *New Model Colony (NMC) Historic Context (2004)*.

The New Colony Historic Context (2004) was developed in conjunction with a reconnaissance-level cultural resource survey of the NMC area to assist with understanding the built environment. The survey and historic context provided a framework for interpreting and preserving the area's history, and established a foundation for integrating historic preservation into future land use planning efforts, including specific plans, site plans, and development proposals.

Nearly half of the Ontario Ranch area have since been planned and developed through the adoption of specific plans. With each subsequent development, intensive-level historic resource surveys were prepared by project applicants, then reviewed, analyzed, and approved by the City. These surveys provided important opportunities for discovery and documentation, contributing to a more comprehensive understanding of the area's historic dairy farms, ranch-style residences, and the individuals and families who lived and worked there.

In 2014, the Historic Preservation Subcommittee (HPSC) reviewed 5 dairy properties and considered local designation and Tier Determination criterion. The HPSC determined that the properties met the local designation criteria under the Art Deco/ Streamline Moderne and the Ranch architectural styles and the 1930-160 Dairy Property themes. They further found that the properties were likely to meet the California Register of Historic Resources. They approved adding the properties on the local register and assigned a Tier II Determination. Those

properties are listed in Table 3.5-2, *Previously Surveyed Properties Determined Eligible by the City*. Building upon this accumulated knowledge, the updated *Ontario Ranch Historic Context Statement and Resource Survey* have been prepared in 2025 to address the remaining undeveloped former agricultural lands, ensuring that future planning decisions continue to reflect and preserve the area's history and significance.

Table 3.5-2 Previously Surveyed Properties Determined Eligible by the City

Address	Identifier	City of Ontario Eligibility Determination	Determination Applied To
8484 Schaefer Avenue	Basque American Dairy	Tier II property Eligible under CRHR 3 / Local Register 4	Art Deco Milk Parlor only
13948 S. Walker Avenue[1]	Gorzeman Dairy #2	Tier II property Eligible under CRHR 3 / Local Register 4	Art Deco Milk Parlor and 1931-1949 Dry Lot to Mechanized Dairy
14117 Grove Avenue[2]	14117 Grove Avenue[2]	Tier II property Eligible under CRHR 3 / Local Register 4	Milk Parlor and Ranch Style house
14251 Euclid Avenue	Basque American Dairy	Tier II property Eligible under CRHR 3 / Local Register 4	Milk Parlor only
8314 Edison Avenue[1]	8314 Edison Avenue	Tier II property Eligible under CRHR 3 / Local Register 4	Art deco Milk Parlor, and 1931-1949 Dry Lot to Mechanized Dairy property

Source: Appendix E2

Note: Date of determination for the properties was November 13, 2014.

1 Updated survey yields differing results.

2 2025 survey recorded as 8185 Edison Ave.

Approximately, 385 parcels within Ontario Ranch were still unevaluated. Review of parcel locations and ownership resulted in consolidating the documentation and evaluation effort to 150 properties, generally composed of multiple contiguous parcels under single ownership. Of these properties, 147 contain historic-era built environmental resources constructed within one or more periods of significance referenced in the updated historic context statement. Properties with historic-era resources were assessed for significance and eligibility under the new themes and associated significance considerations and integrity thresholds contained within the Ontario Ranch Historic Context Statement. Of the 147 evaluated properties, 25 were deemed significant

and eligible for designation and listing on the NRHP, CRHR, or City's Register Additionally, Ontario Ranch Survey No. 78 was found to be ineligible for listing, but remains on Table 3.5-3, Properties with Potentially Historic Resources and Tier II Historic Resources in Ontario Ranch due to City action which added the property to the local inventory and assigned a Tier Determination. In addition to the Ontario Ranch Historic Context and Resource Survey, the Thommen property, located at 7365 Schaefer Avenue, was evaluated for historic significance and eligibility listing on the NRHP, CRHR, or City's Register through an induvial effort. The survey resulted in a finding that the property was significant and met local designation criteria and is also included in Table 3.5-3.

Table 3.5-3 Properties with Potentially Historic Resources and Tier II Historic Resources in Ontario Ranch

OR Survey No.	Resource Name/Address	Historic Name	CRHR Status Code
1	13142-13144 Campus Avenue	Bidart Dairy	3S/3CS/5S3
2	8321-8455 Schaefer Avenue	Not Identified	3S/3CS/5S3
5	8919-8929 Chino Avenue	Vander Dussen Dairy	3S/3CS/5S3
24	8314 Edison Avenue	De Groot Dairy	3S/3CS/5S2/E-T2
41	7587-7697 Edison Avenue	Paul Brockmeier Property/De Groot Dairy	3S/3CS/5S3
45	7993 Schaefer Avenue	Frederick A. Wyman Property/Dick De Groot Dairy	3S/3CS/5S3
63	8484 Schaefer Avenue	Basque American Dairy	3S/3CS/5S2/E-T2
64	13510 Walker Avenue	Not Identified	3S/3CS/5S3
66	7325 Edison Avenue	S.N.S. Dairy	3S/3CS/5S3
68	7659 Riverside Drive	Hohberg Farm	3S/3CS/5S3
69	13715-13751 Grove Avenue, 13817-13819 Grove Avenue, 8270-8292 Edison Avenue	Hofstra Dairy	3S/3CS/5S3
71	13566 S. Bon View Avenue	Henry Koetsier Dairy/Veenendaal Dairy	3S/3CS/5S3
78	13948 S. Walker Avenue	Gorzeman Dairy #2	6Z/E-T2
79	7941 Chino Avenue	Not Identified	3S/3CS/5S3
80	8074 Chino Avenue- 13107 Cucamonga Avenue	Mathieu Etchart Farm	3S/3CS/5S3

Table 3.5-3 Properties with Potentially Historic Resources and Tier II Historic Resources in Ontario Ranch

OR Survey No.	Resource Name/Address	Historic Name	CRHR Status Code
85	8146 Chino Avenue	Reuben Holland Dairy/DeWitte Dairy	3S/3CS/5S3
86	14437 Euclid Avenue	Not Identified	3S/3CS/5S3
95	7325, 7387, and 7407- 7439 E. Riverside Drive	Not Identified	3S/3CS/5S3
112	8185 Edison Avenue	Not Identified	3S/3CS/5S2/E-T2
114	8335-8381 Edison Avenue	John T. Veenstra Dairy/De Hoog Dairy/Three D Dairy	3S/3CS/5S3
119	13456 Walker Avenue	Alta-Dena Dairy No. 4, Joe Heim & Sons Dairy	3S/3CS/5S3
121	13567 Whispering Lakes Lane	Desperado Dairy	3S/3CS/5S3
125	13511-13611 Walker Avenue	Vanderham Brothers Dairy	3S/3CS/5S3
135	8625-8657 E. Riverside Drive and 13100 Baker Avenue	Enjar Knudsen Dairy	3S/3CS/5S3
139	14251 Euclid Avenue	Peter De Witt Dairy, Basque American Dairy	3S/3CS/5S2/E-T2
141	13403-13429 Grove Avenue	John Koopman Dairy/Pedro Dairy/ Van Der Laan Dairy	3S/3CS/5S3
NA	7365 Schaefer Avenue	Thommen Property	5B

Source: Appendix E2

Notes: California Register of Historic Resources (CRHR) and Local Status Code Descriptions

2S2: Individually determined eligible for National Register of Historic Places (NRHP) by the Keeper. Listed in the CRHR.

3S: Appears eligible for NRHP individually through survey evaluation.

3CS: Appears eligible for CRHR individually through survey evaluation.

5B: Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.

5S2: Individually eligible for local listing or designation.

5S3: Appears to be individually eligible for local listing or designation through survey evaluation.

E-T2: Determined Eligible for local listing and assigned a Tier II by the local government

Archaeological Resources

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 South Central Coastal Information Center (SCCIC) at California State University, Fullerton, identified 20 archeological resources in the City; however, due to the sensitive nature of cultural resources, archaeological site locations were not released. Based on the results of the research, there is potential archaeological sensitivity throughout the City (see Appendix E1).

SPECIFIC PLAN

Environmental Setting

The Specific Plan area is mapped as being underlain by late Quaternary (middle Holocene) young sandy alluvial fan deposits, which in turn overlie, at shallow depths, middle to late Quaternary (middle to late Pleistocene) very old sandy alluvial fan deposits. Additionally, late Pleistocene to early Holocene young sandy axial channel deposits occur in steam channels near the southernmost areas of the Specific Plan and late Pleistocene to early Holocene young alluvial fan deposits occur east of the northern off-site alignments.

During the prehistoric period, vegetation near the site provided sufficient food resources to support prehistoric human occupants. Animals that inhabited the area during prehistoric times included mammals such as rabbits, squirrels, gophers, mice, rats, deer, and coyotes, in addition to a variety of reptiles and amphibians. The natural setting of the site during the prehistoric occupation offered a rich nutritional resource base. Fresh water was likely obtainable from the Chino and Cucamonga creeks, and the Santa Ana River.

Cultural Resources Records Search

A total of 11 resources (10 historic and 1 prehistoric) have been recorded within one mile of the Specific Plan area. No previously recorded cultural resources have been mapped as overlapping

the Specific Plan area or the proposed off-site improvements. The prehistoric resource consists of mano isolate, which would be considered an archeological resource.

Six historic addresses (14306, 14316, and 14366 Bon View Avenue, 14361 South Grove Avenue, 7634 Eucalyptus Avenue, and 14350 Walker Avenue) have been documented within the Specific Plan area's limits of disturbance by the City of Ontario California Historical Resource Inventory Database (CHRID). No formal site records have been filed for the 6 addresses; however, the historic sources list them as historic structures built from 1925 to 1973.

Consistent with the Ontario Ranch Historic Context and Resource Survey (Appendix E2), 3 additional historic properties that overlap the Specific Plan area but do not have historic-age structures within the limits of disturbance have been documented by CHRID (7587-7697 Edison Avenue, 8061 Edison Avenue, and 8335-8381 Edison Avenue). Additionally, although outside the limits of disturbance, one historic property (7721-7891 Edison Avenue and 14203 Bon View Avenue) recorded by CHRID is adjacent to the off-site road improvements and the Specific Plan area.

The records search results indicate that 34 studies have been conducted within one mile of the Specific Plan area. Three of the previous studies overlap the Specific Plan area boundaries: one to the south along Eucalyptus Avenue and two to the east along Walker Avenue. In addition to these studies, the entire Specific Plan area was surveyed for historic resources for the Ontario Ranch Historic Context Statement and Resource Survey *(2025, Appendix E2)* and are listed in Table 3.5-3, *Properties with Potentially Historic Resources and Tier II Historic Resources in Ontario Ranch*. As a result of the survey, three properties with buildings eligible for the NRHP and CRHR were identified within the Specific Plan area (7587-7697 Edison Avenue, 8185 Edison Avenue, and 8335-8381 Edison Avenue). A complete list of resources located within one mile of the Specific Plan area is provided as Table 1.3-1 of Appendix E3.

Field Survey

Field surveys of the Specific Plan area were conducted on April 29 and 30, and May 2, 2025. Ground visibility was limited due to active dairy operations, dense vegetation, development, pavement, and gravel. The entire Specific Plan area appears to have been previously rough graded, including the off-site improvement areas. Multiple structures currently exist within the Specific Plan area, including residences, garages, pole barns, dairy facilities, and other ancillary structures, some of which are at least 50 years old. These structures, identified as Sites Temp-1 through Temp-15, are shown on Figure 3.5-2, *EBPSP Historic-Age Resource Location Map*, and summarized in Table 3.5-4, *EBPSP Historic-Age Sites*.

Table 3.5-4 EBPSP Historic-Age Sites

Site	Description
1	7634, 7556 Eucalyptus Avenue. Two single-family residences, one detached garage, one ancillary structure, and foundation remnants. (Appendix E2 Survey No. 124)
2	14330 Bon View Avenue. Single-family residence and barn. (Appendix E2 Survey No. 124)
3	14366, 14316, 14306 Bon View Avenue. Two single-family residences, barn/outbuilding, shed, pole barn, and three ancillary structures. (Appendix E2 Survey No. 4 and 8)
4	14451, 14457, 14343, 14353 Bon View Avenue. Three single-family residences, two detached garages, a dairy farm (one milking parlor, one carport, one hay storage structure, and several pole barns), and two standpipes. (Appendix E2 Survey No. 48)
5	14213, 14239, 14297, 14283 Bon View Avenue. Three single-family residences, two detached garages, and a dairy farm (milking parlor, ancillary structure, hay storage structure, and several pole barns). [1] (Appendix E2 Survey No. 48)
6	14400 South Grove Avenue. Single-family residence, detached garage, and a dairy farm (milking parlor, ancillary structure, and several pole barns). (Appendix E2 Survey No. 148)
7	14441, 14474 South Grove Avenue. Two single-family residences, one detached garage, and a dairy farm (milking parlor, several pole barns, and one ancillary structure). (Appendix E2 Survey No. 110)
8	14361 South Grove Avenue. Single-family residence, detached garage, and a dairy farm (milking parlor, two ancillary structures, several pole barns). (Appendix E2 Survey No. 111)
9	14350 Walker Avenue, 8485 Edison Avenue. Two single-family residences, two detached garages, and a dairy farm (milking parlor, one ancillary structure, and several pole barns). (Appendix E2 Survey No. 115)
10	7587-7697 Edison Avenue. Two single-family residences, two detached garages, and a dairy farm (milking parlor, farm equipment storage building, ancillary structures, and several pole barns). (Appendix E2 Survey No. 41)
11	7721-7891 Edison Avenue, 14203 Bon View Avenue. Two single-family residences, a detached garage and storage building, dairy farm (a milking parlor, ancillary building, several ancillary structures, and a pole barn).[1] (Appendix E2 Survey No. 109)

Table 3.5-4 EBPSP Historic-Age Sites

Site	Description
12	8061 Edison Avenue. Single-family residence, and dairy farm (milking parlor and pole barns). [1] (Appendix E2 Survey No. 108)
13	8185 Edison Avenue, 14117 South Grove Avenue. Two single-family residences, two detached garages, and a dairy farm (milking parlor, ancillary structures, and several pole barns). [1] (Appendix E2 Survey No. 112)
14	8245-8295 Edison Avenue. One single-family residence and a dairy farm (milking parlor, ancillary structures, and several pole barns). [1]
15	8335-8381 Edison Avenue. One single-family residence, a detached garage, and a dairy farm (milking parlor, ancillary structures, and several pole barns).[1] (Appendix E2 Survey No. 114)

Source: See Appendix E3.

Note:

1. It is noted that although only the southern half of the Grand Park is included in the Eucalyptus Business Park Specific Plan, development of the entire park area has been assumed and analyzed within the EBPSP's technical studies, in the event that the northerly development does not occur. As such, although these properties have been included within the study area, no historical structures on these properties would be impacted by the EBPSP as proposed.

3.5.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the CEQA Guidelines states that the proposed project would result in a significant impact on cultural resources if it would:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.

c) Disturb any human remains, including those interred outside of dedicated cemeteries.

Threshold Guidance

CEQA Guidelines Section 15064.5 provides direction on determining significance of impacts to archaeological and historical resources. Generally, a resource shall be considered "historically

significant" if the resource meets the criteria for listing on the California Register of Historical Resources:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated the with lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history. (PRC Section 5024.1; 14 CCR Section 4852)

The fact that a resource is not listed in the California Register of Historical Resources, not determined to be eligible for listing, or not included in a local register of historical resources does not preclude a lead agency from determining that it may be a historical resource.

METHODOLOGY

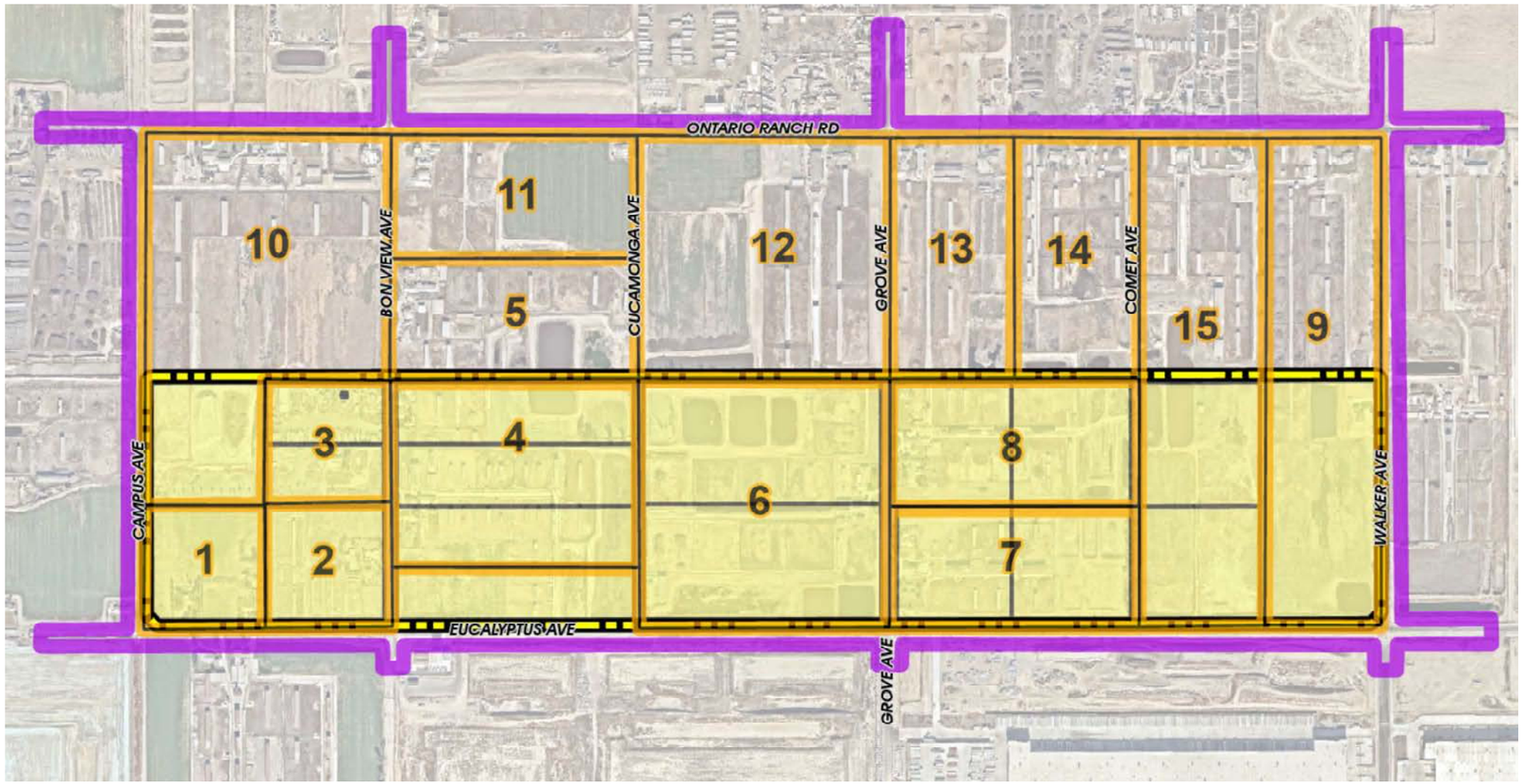
Specific Plan

Archival Research

Records relating to the ownership and developmental history of the Specific Plan properties were sought to identify any associated historic persons, historic events, or architectural significance. Records research was conducted at the SCCIC, the City of Ontario, and the offices of the San Bernardino Assessor/County Recorder/County Clerk. The San Bernardino County Property Information System (PIMS) and the California Historic Resource Inventory Database CHRID Ontario helped to determine the date of construction for many of the resources identified within the property. Sanborn Fire Insurance maps were searched for at the Library of Congress. Ownership information and Lot Book pages were also obtained. No Sanborn Fire Insurance maps are available as the Specific Plan area is outside the Ontario coverage areas.

Figure 3.5-2

EBPSP Historic-Age Resource Location Map



EBPSP Boundary
Project Parcels
Offsite Improvements
Cultural Resource

	Property Address(es)	APN(s)
1	7634, 7556 Eucalyptus Avenue	1053-581-03
2	14330 Bon View Avenue	1053-581-04
3	14366, 14316, 14306 Bon View Avenue	1053-531-02, -03, -04
4	14451, 14457, 14343, 14353 Bon View Avenue	1053-541-01, -02, 1053-571-01
5	14213, 14239, 14297, 14283 Bon View Avenue	1053-351-01, -02
6	14400 South Grove Avenue	1053-551-01
7	14441, 14474 South Grove Avenue	0216-321-01, -07
8	14361 South Grove Avenue	0216-321-02, -06
9	14350 Walker Avenue, 8485 Edison Avenue	0216-322-10
10*	7587-7697 Edison Avenue	1053-531-01, 1053-371-01, -02
11*	7721-7891 Edison Avenue, 14203 Bon View Avenue	1053-361-01, -02, -03
12*	8061 Edison Avenue	1053-331-01, -02, -03, -04, 1053-341-01, -02
13*	8185 Edison Avenue, 14117 South Grove Avenue	0216-321-03
14*	8245-8295 Edison Avenue	0216-321-08
15*	8335-8381 Edison Avenue	0216-322-01, -02, -03, -04

* It is noted that although only the southern half of the Grand Park is included in the Eucalyptus Business Park Specific Plan, development of the entire park area has been assumed and analyzed within the EBPSP's technical studies, in the event that the northerly development does not occur. As such, although these properties have been included within the study area, no historical structures located on these properties would be impacted by the EBPSP as proposed.

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 300 750 FT

Source: T&B 2026

Date: 02/19/2026

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Survey Methods

The survey methodology followed standard archaeological field procedures and was sufficient to accomplish a thorough assessment of the Specific Plan area. The field methodology included walking evenly spaced survey transects set approximately 10 to 15 meters apart, when not obstructed by current development or active agricultural activity, while visually inspecting the ground surface. All potentially sensitive areas where cultural resources might be located were thoroughly investigated. Photographs documented survey discoveries and overall survey conditions. All cultural resources were recorded as necessary according to the OHP's manual, Instructions for Recording Historical Resources, using Department of Parks and Recreation (DPR) forms.

Historic Structure Assessment

Methods for evaluating the integrity and significance of the historic buildings within the Specific Plan area included photographic documentation and review of available archival documents. During the survey, photographs were taken of all building elevations. The photographs were used to complete architectural descriptions of the buildings. The original core structures and all modifications made to the buildings since their initial construction were also recorded. The current setting of the buildings was compared to the historical setting of the property. This information was combined with archival research in order to evaluate the buildings' seven aspects of integrity, as well as their potential significance under CEQA Guidelines (refer to Appendix E3).

3.5.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.5.5 Environmental Impacts

2022 Certified EIR

The 2022 Certified EIR concluded that the approved project would result in a less-than-significant impact to archeological resources and the potential to disturb human remains with mitigation incorporated; however, impacts to historic resources were identified as a significant and unavoidable impact of the approved project.

Proposed Project

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?

The 2022 Certified EIR found that policies of the approved project, state and federal regulations, and the City's historic preservation program would ensure that historical resources classified as Tier I or Tier II would not be impacted on a programmatic level and, as such, did not find that mitigation measures were required with regard to Tier I and Tier II resources. Implementation of the approved project's land use plan could threaten historic resources classified as Tier III, especially within growth focus areas, and impacts would remain significant and unavoidable after Mitigation Measure CUL-1-PPA [Former MM 5-1].

Policy Plan Amendment

Historic resources in the City include historic districts (designated, proposed, and potential); historic landmarks or points of historical interest; and other buildings, structures, objects, and sites that appear eligible for listing on the National, California, or local historic registers. Ontario has 8 historic districts, and 4 proposed and 5 potential historic districts are deemed eligible for listing (see Figure 3.5-1). The City's Register of Historic Resources shows 1,957 historic resources, 100 of which are designated Historic Landmark properties and approximately another 500 are designated as a Contributor to local Historic Districts (Ontario 2025a). The majority of the historic structures are in residential areas of the City's historic districts. Specially in the Ontario Ranch, there are 27 properties that are significant and eligible for designation and listing on the NRHP, CRHR, or City's Register in Ontario Ranch, 5 of which have been added to the City's List of Historic Resources and Received Tier II Determinations (Appendix E2).

The proposed project primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP Policy Plan. TOP is a regulatory document that sets the framework for future growth and development of the City and does not directly result in development. All development or redevelopment projects must be analyzed for conformance with TOP, zoning requirements, and other applicable local and state requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits. Thus, adoption of the proposed project in itself would not lead to demolition or material alteration of any of these historic resources. Identified historic structures and sites that are potentially eligible for future historic resources listing may be vulnerable to development accommodating the proposed project. In addition, other buildings or structures that could meet the National Register criteria upon reaching 50 years of age might be impacted by development or redevelopment activity under the proposed project.

Known or future historic sites or resources listed in the national, California, or local registers would be protected through local ordinances, TOP policies, and state and federal regulations

restricting alteration, relocation, and demolition of historical resources. Sensitive historical resources of local interest are protected under Chapter 4 and Chapter 7 of the Ontario Development Code. Policy CD4-1, Cultural Resource Management, and Policy CD4-2, Collaboration with Property Owners and Developers, of TOP's Community Design Element requires the City to update and maintain an inventory of historic sites, buildings, and other resources and work with property owners and developers to implement strategies and best practices that preserve the character of the City's historic buildings, streetscape, and neighborhoods. Policy H1-4, Historic Preservation, of TOP's Housing Element supports the preservation of enhancement of residential structures, properties, street designs, lot configurations, and other reminders of Ontario's past that are considered local historical or cultural resources. Compliance with TOP policies and state and federal regulations would ensure that development would not result in adverse impacts to identified historic and cultural resources, except in the Ontario Ranch and for Tier III historic resources.

At the time a development project is proposed adjacent to or near a known or potential historic structure or resource, project-level CEQA review would need to identify any impacts, direct or indirect, that the project could have on the identified historic structure or resource. The CEQA Guidelines require a project that will have potentially adverse impacts on historical resources to conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Chapter 4 of the City's Development Code contains significance criteria and procedures for the designation of historic resources such as Historic Landmarks, Historic Districts, Architectural Conservation Areas, and Automatic Designations; however, not all properties on the City's list of historic resources have been evaluated for significance. To provide a greater level of certainty regarding the City's preservation goals, the City's Development Code includes a tier system with standard criteria and procedures for evaluating the significance of historic or potentially historic resources threatened by major modifications or demolition.

For properties that have been surveyed for historic resources, the Development Code establishes criteria for Tier I, Tier II, or Tier III properties, with Tiers I and II having the highest value. The tier system identifies resources that have the highest preservation value in terms of their architectural and/or historical contribution to the City and method to evaluate the significance of their loss in the case of major modification or demolition. The tier system also includes minimum mitigation measures and a mitigation fee structure for Tier III properties. Tier I and Tier II properties outside of the Ontario Ranch area would require separate environmental analysis if demolition or inappropriate alterations are proposed in accordance with the requirements of the City's Development Code.

- Tier I consists of properties that should not be demolished or significantly altered under any circumstances, regardless of their designation status.

- Tier II consists of properties where demolition of these properties should be avoided. However, there is a possibility that Tier II resources in Ontario Ranch could be impacted over the course of the proposed project.

- Tier III consists of all properties that are Designated Historic Landmarks, are contributing structures in Designated Historic Districts, or are Eligible Historical Resources, as defined by the Development Code. Demolition of these properties should be avoided where possible, but may be appropriate under certain circumstances. If demolition occurs, the City requires historic resources to be documented and historic features to be salvaged, and requires a demolition mitigation fee.

The City's Development Code requires that any historic resource determined to be within Tier I or Tier II that is proposed for demolition prepare and certify an EIR pursuant to the requirements of CEQA and the implementing guidelines, and City's Local Guidelines For Implementing CEQA, in conjunction with the approval of Certificate of Appropriateness and Demolition applications. Therefore, while the Development Code requires an EIR for impacts to Tier I and Tier II historic resources, the Development Code does not provide a high level of protection for Tier III historic resources. Additionally, the Ontario Ranch Historic Context Statement and Resource Survey identified the presence of Tier II historic resources in Ontario Ranch but did not identify the presence of Tier I historic resources in Ontario Ranch. Therefore, the Policy Plan Amendment could also impact Tier II historic resources in Ontario Ranch. Additionally, there are properties that have yet to be formally designated within Ontario Ranch under the City's tier system; and as a result, the Policy Plan Amendment could impact potentially historic (i.e., properties that have not been surveyed that may have potential historic resources). As identified in Table 5.3-2, the following Tier II historic resources in Ontario Ranch are vulnerable to development associated with buildout of the Policy Plan Amendment:

- 8314 Edison Avenue (De Groot Dairy)
- 8484 Schaefer Avenue (Basque American Dairy)
- 8185 Edison Avenue (Not Identified)
- 14251 Euclid Avenue (Peter De Witt Dairy, Basque American Dairy)
- 13948 S. Walker Avenue (Gorzeman Dairy #2)

Tier II historic resources and potentially historic resources in Ontario Ranch (i.e., properties that have been surveyed, but no formal City action has been taken to include on the Ontario Register), in addition to Tier III resources citywide could potentially be impacted with implementation of the Policy Plan Amendment.

Compared to the approved project, the proposed project would have similar impacts associated with historic resources. While the proposed project would result in an increase in land use intensity compared to the approved project, it would not result in development of new,

previously undeveloped areas in the City that were not planned for under the approved project. Like the approved project, historical resources could potentially be impacted with implementation of the Policy Plan Amendment. Therefore, this impact is **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

The 15 historic-age sites listed in Table 3.5-4 and illustrated in Figure 3.5-2 were evaluated under the seven aspects of integrity, as well as NRHP and CRHR eligibility criteria. Resources were also evaluated under the City of Ontario Historic Landmark Designation criteria. These sites collectively contain 25 historic single-family residences, 15 historic detached garages, 12 historic dairy farms, one historic farm, and several ancillary structures.

Twelve of the sites were determined not eligible for the NRHP, CRHR or local listing under the City of Ontario's Historic Landmark Designation. Therefore, removal of any structures within these sites would not cause a substantial adverse change in the significance of a historical resource. These sites include 7634, 7556 Eucalyptus Avenue; 14330 Bon View Avenue; 14366, 14316, 14306 Bon View Avenue; 14451, 14457, 14343, 14353 Bon View Avenue; 14213, 14239, 14297, 14283 Bon View Avenue; 14400 South Grove Avenue; 14441, 14474 South Grove Avenue; 14361 South Grove Avenue; 14350 Walker Avenue, 8485 Edison Avenue; 7721-7891 Edison Avenue, 14203 Bon View Avenue; 8061 Edison Avenue; and 8245-8295 Edison Avenue.[1]

Several buildings associated with 7587-7697 Edison Avenue; 8185 Edison Avenue, 14117 South Grove Avenue; and 8335-8381 Edison Avenue are eligible under NRHP, CRHR, and City of Ontario criteria. These findings are consistent with the Ontario Ranch Historic Resources Survey (Appendix E2). However, as previously noted, no historic-age buildings or structures within these sites would be directly impacted by development of the Specific Plan. The portions of these parcels that may be affected by development of the EBPSP would not adversely impact the resources' integrity or NRHP and CRHR eligibility since the buildings being removed are modern and non-contributing elements.

Accordingly, development of the EBPSP would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the approved project. This impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

[1] Note that some sites include more than one street address. Refer to Table 3.5-3 and Figure 3.5-2.

Impact CUL-1: Implementation of the Policy Plan Amendment could impact historical resources.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken from the 2022 Certified EIR. Any modifications to the mitigation measures from the Certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the Certified EIR identified in parenthesis [Former MM].

Mitigation Measure CUL-1-PPA [Former MM 5-1]: Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approvals. Pursuant to the City's Development Code (Chapter 4, Permits, Actions, and Decisions, and Chapter 7, Historic Preservation), mitigation measures for ~~all~~ Tier III Historic Resources citywide, Tier II historic resources in Ontario Ranch, or potentially significant historic resources in Ontario Ranch shall include the following:

a) Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including, but not limited to: [i] the preparation of site plans, floor plans, exterior and interior elevations, and detail drawings of character defining features (such as moldings, stairs, etc.); and [ii] photographs of the resource, including the exterior, interior, and interior and exterior character defining features (such as moldings, light fixtures, trim patterns, etc.).

b) A mitigation fee ~~established pursuant to Section 7.01.030 (Historic Preservation Mitigation Fee)~~ shall be paid to the City and deposited into the Historic Preservation Trust Fund prior to the issuance of a demolition permit for Tier III historic resources, Tier II Historic Resources located in Ontario Ranch, or a potentially significant historic resource in Ontario Ranch. Fees for Tier III Historic Resources citywide shall be 10 percent and fees for Tier II historic resources in Ontario Ranch and potentially significant historic properties in Ontario Ranch shall be 30 percent of the price per square foot construction cost, as established in the most current ICC Building Valuation Data. Fees for Tier I citywide and II historic resources outside of Ontario Ranch shall be determined during the Environmental Impact Report process. ~~The~~

~~fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources.~~

c) Issuance of a ~~A~~ Certificate of Appropriateness shall be required ~~not be issued~~ for the demolition of a~~n~~ Tier III historic resource citywide or a Tier II historic resource in Ontario Ranch, either in whole or in part~~,~~ However, it shall not be issued until such time that a demolition permit application and a replacement structure has been approved by the City, and appropriate permits have been issued for its construction, unless: [i] a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050; [ii] a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050; or [iii] demolition is required pursuant to Section 7.01.050 (Unsafe or Dangerous Conditions)~~ of this Development Code~~.

d) In an effort to preserve features and artifacts from historic resources, a determination whether items within or on the resource should be salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, and dimension (as necessary), and the location of each item on a floor plan.

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure CUL-1-PPA includes edits to reflect additional requirements for Tier II historic properties and potentially significant historic properties in Ontario Ranch. In addition, the following mitigation measure has been identified for potentially significant historic properties in Ontario Ranch and Tier II historic resources in the Ontario Ranch.

> **Mitigation Measure CUL-2-PPA:** Project applicants for development projects that contain Tier II Historic Resources in Ontario Ranch pursuant to the City's historic resource evaluation system (i.e., 8314 Edison Avenue, 8484 Schaefer Avenue, 8185 Edison Avenue, 14251 Euclid Avenue, and 13948 S. Walker Avenue) and all other potentially historic properties in Ontario Ranch shall be subject to the following additional mitigation requirements prior to the issuance of any grading, demolition, or development approvals:

a) **Documentation.** A complete chain of title with copies of recorded deeds / documents for each parcel within the eligible property boundaries shall be provided to the Planning Department by the project applicant to ensure that all ethnic groups associated with each significant parcel / property are identified. The information shall be integrated into the HABS-Like Local Documentation Package prepared for each property. For properties with Basque or Portugues Associations, the following additional measures are required:

- **Basque Associations**. For properties with Basque associations, the project applicant shall contact the Chino Basque Club to inquire if the organization possesses any historic materials relating to the property or the owners identified in the complete chain of title. New materials resulting in this effort shall be integrated with HABS-like documentation; and
- **Portuguese Associations**. For properties with Portuguese associations, the project applicant shall contact the Chino Valley Divino Espirito Santo (DEA) Club to inquire if the organization possesses any historic materials relating to the property or the owners identified in the complete chain of title. New materials resulting in this effort shall be integrated with HABS-like documentation.

b) **Avoidance.** All efforts to avoid demolition of historic resources shall be made by the project applicant. Alternatives to demolition that shall include:

- **Adaptive Reuse Study.** Prior to approval of demolition, an adaptive reuse study shall be prepared by a qualified professional meeting the minimum qualifications standards of the Secretary of the interior Professional Qualifications (Code of Federal Regulations, 36 CFR Part 61). The adaptive reuse study shall make recommendations on the possible reuse of the historic resource into the proposed project. If feasible and determined appropriate, the historic resource shall be integrated into the project, thereby avoiding demolition.
- **Structural Analysis for Relocation and/or Reconstruction**. Prior to approval of demolition, a structural analysis shall be prepared by a California licensed engineer meeting the minimum qualifications standards of the Secretary of the interior Professional Qualifications (Code of Federal Regulations, 36 CFR Part 61). The analysis shall identify the building components and materials and determine the feasibility of relocation and reconstruction.

- If determined that relocation is feasible and a receiver site is available, the project applicant shall facilitate the relocation, affixing the building or structure to a permanent foundation, with approved relocation plans and required permit issuance.
- If a receiver site is not available, the historic resource shall be advertised and shall be offered at no cost for those who can relocate the structures off-site. Advertisements notifying the public of the opportunity to relocate the structures shall be placed for a minimum of 30 days: on-site with temporary signage, in at least 3 local publications (newspapers, magazines, local organization newsletters), and on local bulletin boards (realtor's offices, local business). A social media campaign, posted on the applicant's website or on a local non-profit heritage site, including a dedicated web page with the structure's information (description, square footage, photographs) and contact information should be incorporated into the relocation advertisement.

c) **Interpretive Plan**. An interpretative plan highlighting the history, architectural styles, businesses, or individuals that have historic significance and have contributed to the development of the dairy industry shall be prepared by a qualified historian to further educate and increase community awareness of the local dairy history. The interpretive plan may be developed and constructed at a site-specific location, as determined by the City, or development in an on-line format.

Specific Plan

No additional mitigation measures are warranted.

Significance After Mitigation

Policy Plan Amendment

Mitigation Measure CUL-1-PPA would require historic or potentially historic resources to be evaluated for historic significance through the City's Development Code tier system, except those located in Ontario Ranch. Mitigation Measures CUL-1-PPA and CUL-2-PPA establishes requirements for historic resources classified as Tier III and II (in Ontario Ranch), and potentially historic resources (identified through survey evaluation) in Ontario Ranch to minimize significant impacts. Major modification or demolition of historic resources may be appropriate under certain circumstances. If demolition occurs, the City requires historic resources to be documented and historic features to be salvaged and requires a demolition mitigation fee. Therefore, the Development Code does not provide a high level of protection for Tier III historic

resources or Tier II historic resources in Ontario Ranch and potentially significant historic resources identified through a survey in Ontario Ranch. Impact CUL-1 would remain **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

The 2022 Certified SEIR found that buildout of the approved project could impact archeological resources; however, the 2022 Certified EIR identified that existing federal, state, and local regulations and Mitigation Measure CUL-3-PPA [Former MM 5-2] would reduce impacts to archeological resources to less than significant.

Policy Plan Amendment

A records review at the SCCIC conducted for the approved project identified 20 archeological resources in the City. Based on the results of the research, there is potential archaeological sensitivity throughout the City (see Appendix E1).

The proposed project primarily involves modifying the TOP land use pattern and making associated updates to the various elements of the TOP Policy Plan. Adoption of the proposed project would not directly affect archaeological resources. TOP is a regulatory document that sets the framework for future growth and development but does not result in development in and of itself. However, long-term implementation of TOP land use plan under the proposed project could allow development (e.g., new development, infill development, redevelopment, and revitalization/restoration), including grading, of known and unknown sensitive areas. Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of archeological resources. Therefore, future development that would be accommodated by the proposed project could potentially unearth previously unrecorded resources.

Existing federal, state, and local regulations address the provisions of studies to identify archaeological resources, review applications for projects that would potentially involve land disturbance, provide a project-level standard condition of approval that addresses unanticipated archeological discoveries and enforces requirements to develop specific mitigation measures if resources are encountered during any development activity. The Historic Preservation section of TOP's Community Design Element addresses the management of artifacts through Policy CD-4.1, Cultural Resources Management, and the collaboration and promotion of public involvement in preservation through Policies CD-4.2, Collaboration with Property Owners and Developers; CD-4.6, Promotion of Public Involvement in Preservation; and CD-4.7, Public Outreach.

Archaeological sites are also protected by a wide variety of state policies and regulations under the PRC. Cultural resources are recognized as nonrenewable and therefore receive protection under the PRC and CEQA. Review and protection of archaeological resources are afforded by CEQA for individual development projects accommodating the Policy Plan Amendment, subject to discretionary actions that are implemented in accordance with the land use plan of TOP under the Policy Plan Amendment. According to CEQA, the lead agency is required to determine whether a development project may have a significant effect on archaeological resources (PRC Section 21083.2). If the lead agency determines that the project may have a significant effect on unique archaeological resources, the project-level CEQA document being prepared for the development project is required to address and mitigate the impacts of those resources.

The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to archeological resources compared to the approved project; however, like the approved project, impacts to archeological resources are **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

No previously recorded archeological resources have been mapped as overlapping the Specific Plan area or the proposed off-site improvements. Regardless, there is potential for buried deposits that may be related to the occupation of the Specific Plan area since the early twentieth century. Therefore, if previously undiscovered cultural materials were encountered during ground-disturbing activities, impacts would be **potentially significant**.

Specific Plan Significance without Mitigation: Potentially significant.

Impact CUL-2: Implementation of the proposed project could impact archeological resources in the City.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the Certified EIR identified in parenthesis [Former MM].

> **Mitigation Measure CUL-3-PPA [Former MM 5-2]:** In areas of documented or inferred ~~from evident~~ 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:

- Archaeologists ~~and/or paleontologist~~ shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.
- Should any archaeological ~~cultural resources~~ be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources.
- 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 a catalog with museum numbers.

New Mitigation Measures

Policy Plan Amendment

No additional mitigation measures are warranted.

Specific Plan

Mitigation Measure CUL-1-SP: An archaeological monitor shall be present full-time during all soil-disturbing and grading/excavation/trenching activities. In the event that cultural resources are discovered by the archaeological (or Native American monitor), all work shall be suspended 50 feet around the resource(s) and a qualified archaeologist meeting the Secretary of the Interior's Standards (principal investigator (PI)) shall assess the discovery. Work on the overall project may continue during this period if the following activities are initiated:

- If the discovery is a prehistoric resource, initiate consultation between the qualified archaeologist, the appropriate Native American tribal entity, and the City/Applicant;

- Include the appropriate Native American entity (as determined by a qualified archaeologist meeting the Secretary of the Interior's Standards) in the cultural resources investigations as soon as possible; and
- If the qualified archaeologist determines the resource(s) to be a "unique archaeological resource" consistent with PRC Section 21083.2 or a "tribal cultural resource" consistent with PRC Section 21074, a Cultural Resources Management Plan shall be prepared by the project archaeologist and submitted to the City Planning Division for approval and subsequent implementation.

During Construction

A. Monitor(s) Shall be Present During Grading/Excavation/Trenching

- The archaeological monitor shall be present full-time during all soil-disturbing and grading/excavation/trenching activities of native soil that could result in impacts to archaeological resources.
- The PI may submit a detailed letter to the lead agency during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.

B. Discovery Notification Process

- In the event of an archaeological discovery, either historic or prehistoric, the archaeological monitor shall direct the contractor to temporarily divert all soil-disturbing activities, including but not limited to, digging, trenching, excavating, or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the Native American monitor and client, as appropriate.
- The monitor shall immediately notify the PI (unless the monitor is the PI) of the discovery.

C. Determination of Significance

- The PI shall evaluate the significance of the resource. If human remains are involved, the protocol provided in Section D, below, shall be followed.

- The PI shall immediately notify the City of Ontario to discuss the significance determination and shall also submit a letter indicating whether additional mitigation is required.
- If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval from the City of Ontario to implement that program. In the event that prehistoric deposits are discovered, the ADRP should also be reviewed by the Native American consultant/monitor. Impacts to significant resources must be mitigated before ground-disturbing activities in the area of discovery will be allowed to resume.
- If the resource is not significant, the PI shall submit a letter to the City of Ontario indicating that artifacts will be collected, curated, and documented in the final monitoring report. The letter shall also indicate that that no further work is required.

D. Discovery of Human Remains

- If human remains are discovered, work shall halt in that area until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California PRC (Section 5097.98), and the State Health and Safety Code (Section 7050.5) shall be undertaken:
- Notification
  - The archaeological monitor shall notify the PI if the monitor is not qualified as a PI.
  - The PI shall notify the Coroner's Division of the San Bernardino County Sheriff's Department after consultation with the City of Ontario, either in person or via telephone.
- Isolate discovery site
  - Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the sheriff-coroner in consultation with the PI concerning the provenance of the remains.
  - The sheriff-coroner, in consultation with the PI, will determine the need for a field examination to determine the provenance.

- If a field examination is not warranted, the sheriff-coroner will determine, with input from the PI, if the remains are or are most likely to be of Native American origin.

- If Human Remains are determined to be Native American
  - The medical examiner will notify the NAHC within 24 hours. By law, only the medical examiner can make this call.
  - The NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.
  - The MLD will contact the PI within 24 hours or sooner after the sheriff/coroner has completed coordination to begin the consultation process in accordance with CEQA Section 15064.5(e), the California PRC, and the State Health and Safety Code.
  - The MLD will have 48 hours to make recommendations to the property owner or representative for the treatment or disposition with proper dignity of the human remains and associated grave goods.
  - Disposition of Native American human remains will be determined between the MLD and the PI, and, if:
    - The NAHC is unable to identify the MLD; or
    - The MLD failed to make a recommendation within 48 hours after being notified by the NAHC; or
    - The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94(k) by the NAHC fails to provide measures acceptable to the landowner; then
    - Upon the discovery of multiple Native American human remains during a ground-disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree upon the appropriate treatment

measures, the human remains and grave goods buried with the Native American human remains shall be reinterred with appropriate dignity.

- If Human Remains are not Native American
  - The PI shall contact the sheriff-coroner and notify them of the historic era context of the burial.
  - The sheriff-coroner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).
  - If the remains are of historic origin, they shall be appropriately removed and conveyed to the City of Ontario. The decision for internment of the human remains shall be made in consultation with City, the applicant/landowner, and any known descendant group.

Post-Construction

A. Preparation and Submittal of Draft Monitoring Report

- The PI shall submit to the City of Ontario a draft monitoring report (even if negative) prepared in accordance with the agency guidelines, which describes the results, analysis, and conclusions of all phases of the archaeological monitoring program (with appropriate graphics).
  - For significant archaeological resources encountered during monitoring, the ADRP shall be included in the draft monitoring report.
  - Recording sites with the State of California DPR shall be the responsibility of the PI, including the recording (on the appropriate forms-DPR 523 A/B) any significant or potentially significant resources encountered during the archaeological monitoring program.
- The PI shall submit a revised draft monitoring report to the City of Ontario for approval, including any changes or clarifications requested by the City.

B. Handling of Artifacts

- The PI shall be responsible for ensuring that all cultural remains collected are cleaned and cataloged.
- The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that

faunal material is identified as to species; and that specialty studies are completed, as appropriate.

- The cost for curation is the responsibility of the property owner.

C. Curation of Artifacts

- Cultural materials shall be offered to a local museum for permanent curation. If the local museum chooses not to curate the item, it shall be offered to another curation facility that meets the California State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources, as chosen by the City. The PI shall provide a comprehensive final report including a catalog with museum numbers.

D. Final Monitoring Report(s)

- The PI shall submit the approved final monitoring report to the City of Ontario and any interested parties.

Significance After Mitigation

Policy Plan Amendment

Mitigation Measure CUL-3-PPA would require preservation and curation of archeological resources if uncovered during development. Mitigation Measure CUL-3-PPA would reduce potential impacts to archeological resources to a level that is **less than significant**.

Policy Plan Amendment Significance with Mitigation: Less than significant.

Specific Plan

With the implementation of Mitigation Measure CUL-1-SP, impacts to archeological resources would be **less than significant**. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance with Mitigation: Less than significant.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

The 2022 Certified EIR found that grading activities in Ontario would comply with PRC Section 5079.98 so as not to disturb human remains.

Policy Plan Amendment

There are known Native American gravesites and cemeteries in the City, including Bellevue Memorial Park on the north side of G Street, between Benson Avenue and Mountain Avenue. The proposed project in itself does not involve grading activities and would not directly disturb any human remains. Long-term implementation of the proposed project would allow development and redevelopment, including grading, of sensitive areas, possibly disturbing human remains, including those outside of formal cemeteries.

California Health and Safety Code Section 7050.5; CEQA Section 15064.5; and PRC Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, the California Health and Safety Code requires that if human remains are discovered on a project site, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in PRC Section 5097.98. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Although soil-disturbing activities associated with development in accordance with the proposed project could result in the discovery of human remains, compliance with existing law would ensure that significant impacts to human remains would not occur. Therefore, impacts are **less than significant**.

The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to human remains compared to the approved project.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan area does not contain a cemetery, and no known cemeteries are within the immediate site vicinity. Field surveys did not identify the presence of any human remains and no human remains are known to exist beneath the surface of the Specific Plan area. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with construction.

If human remains are unearthed during construction, the construction contractor would be required by law to comply with California Health and Safety Code Section 7050.5 “Disturbance of Human Remains.” According to Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American,

the Coroner is required to contact the NAHC by telephone within 24 hours. Pursuant to California Public Resources Code Section 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or their authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.94(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

With mandatory compliance to California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, any potential impacts to human remains, including human remains of Native American ancestry, that may result from development of the Specific Plan would be **less than significant**. These actions are also required by Mitigation Measure CUL-2-SP, presented previously. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact CUL-3: The proposed project could result in the discovery of human remains; however, compliance with existing law would ensure that significant impacts to human remains would not occur.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant impacts associated with discovery of human remains, and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No additional mitigation measures are warranted.

3.5.6 Cumulative Impact Analysis

The area considered for cumulative impacts is the City of Ontario.

HISTORICAL RESOURCES

Projects in the City could destroy or otherwise diminish the historical significance of historical resources. As described above, historical resources could potentially be impacted with implementation of the Policy Plan Amendment and would be potentially **significant**, and therefore, cumulatively considerable.

ARCHAEOLOGICAL RESOURCES AND HUMAN REMAINS

Projects in the City would disturb soil and thus could damage archaeological resources and/or uncover human remains. Projects in the City of Ontario would comply with federal and state regulations governing the treatment of archeological resources and discovery of human remains. Additionally, Mitigation Measure CUL-3-PPA for the Policy Plan Amendment and Mitigation Measure CUL-2-SP for the Specific Plan would ensure that impacts to archeological resources are **less than significant** and would be less than cumulatively considerable.

Cumulative Impacts: The proposed project could result in potential impacts to historic resources within the City; and therefore, impacts to historic resources are considered cumulatively considerable.

3.5.7 References

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3.6 ENERGY

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the energy implications of the TOP 2050 Policy Plan Amendment and EBPSP (proposed project) in comparison to the current TOP (approved project) and impacts identified in the 2022 Certified EIR. This analysis focuses on energy impacts in a local and regional context. The potential energy impacts of the EBPSP are evaluated at project level, and those of the Policy Plan Amendment are evaluated at a program level. The energy calculation sheets for the Policy Plan Amendment are included in Appendix C1. The analysis for the EBPSP is based on the EBPSP Energy Analysis in Appendix C5.

TERMINOLOGY

The following are definitions for terms used throughout this section.

- **BTU:** British thermal unit; a standard unit of measurement that is used to represent the energy content of heating fuels (e.g., natural gas, propane) and is equal to the amount of heat needed to raise the temperature of one pound of water by one degree Fahrenheit.
- **CALGreen:** California Green Building Code (California Code of Regulations [CCR], Title 24, Part 11); encompasses Part 11 of the California Building Standards Code and stipulates water, waste, and design efficiencies as well as electric vehicle charging standards.
- **CEC:** California Energy Commission; a State agency within the California Natural Resources Agency that sets energy policy and building energy efficiency standards, develops the State's energy growth demand projections, engages in long-term power generation resource planning, and approves power plant siting.
- **CPUC:** California Public Utilities Commission; an independent State regulatory commission that oversees investor-owned utilities (e.g., electric, gas, water, telecommunications) by setting rates and procurement requirements in alignment with CEC energy policy and California Independent System Operator grid operations.
- **CBSC:** California Building Standards Code; includes all individual parts of CCR Title 24.
- **Energy Code:** California Building Energy Efficiency Standards (24 CCR Part 6); encompasses Part 6 of the CBSC, which stipulates energy-efficiency standards for new projects.
- **kWh:** Kilowatt-hour, a standard unit of measurement that is used to represent the amount of electricity consumed or supplied and is equivalent to approximately 3,412 British thermal units (BTU).
- **MWh:** Megawatt-hour; one MWh is equal to 1,000 kWh.
- **GWh:** Gigawatt-hour; one GWh is equal to 1,000 MWh or 1,000,000 kWh.
- **VMT:** Vehicle miles traveled.

3.6.1 Regulatory Framework

FEDERAL

Federal, state, and local laws, regulations, plans, or guidelines related to energy that are potentially applicable to the proposed project are summarized herein.

Federal Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 was established in response to the 1973 oil crisis. The act created the Strategic Petroleum Reserve, established vehicle fuel economy standards, and prohibited the export of U.S. crude oil (with a few limited exceptions). It also created Corporate Average Fuel Economy (CAFE) standards for passenger cars starting in model year 1978. The CAFE Standards are updated periodically to account for changes in vehicle technologies, driver behavior, and/or driving conditions.

The federal government issued new CAFE standards in 2012 for model years 2017 to 2025, which required a fleet average of 54.5 miles per gallon (mpg) in 2025. On March 30, 2020, the US Environmental Impact Agency (EPA) finalized updated CAFE and greenhouse gas (GHG) emissions standards for passenger cars and light trucks and established new standards covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021 to 2026.

On June 7, 2024, National Highway Traffic Safety Administration (NHTSA) announced final CAFE standards for passenger cars and light trucks built in model years 2027 to 2031 and final fuel efficiency standards for heavy-duty pickup trucks and vans built in model years 2030 to 2035. The final rules establish standards that would require an industry fleetwide average of approximately 50.4 mpg for passenger cars and light trucks in model year 2031, by increasing fuel economy by 2 percent year over year for passenger cars (model years 2027–2031) and for light trucks (model years 2029–2031). For heavy-duty pickup trucks and vans, the final rule would increase fuel efficiency at a rate of 10 percent per year (model years 2030–2032) and 8 percent per year (model years 2033–2035) (NHTSA 2024).

Multi-pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles

In 2024, the EPA issued a final rule, “Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles,” that sets new, more protective standards to reduce harmful air pollutant emissions from light-duty and medium-duty vehicles starting with model year (MY) 2027 (USEPA 2025a).

2025 Rollback of CAFE and Federal Fuel Standards

While both the new CAFE standards and fuel standard are currently in effect, the Trump Administration directed the Department of Transportation to rescind and replace all existing CAFE standards and emissions standards on January 29, 2025. This action targeted regulations covering MY 2024 through 2035 for both light-duty and heavy-duty vehicles.

On June 6, 2025, the NHTSA published an interpretive rule that establishes the NHTSA's authority to revise the CAFE standards without consideration of electric vehicles (EV). California currently has no authority to implement these standards.

On June 11, 2025, the NHTSA published the final rule, "Resetting the Corporate Average Fuel Economy Program." This rule does not immediately change current fuel economy standards; however, the rule clarifies the NHTSA's interpretation of its obligations for CAFE standards stemming from the Energy Policy and Conservation Act of 1975 and the Energy Independence and Security Act of 2007. The rule asserts that some regulations, such as those established under previous presidential administrations, improperly considered EVs when identifying the "maximum feasibility" average fuel economy level upon which CAFE standards are developed, thereby establishing a legal foundation for future rollbacks of CAFE standards (NHTSA 2025).

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (Public Law 110-140) seeks to provide the nation with greater energy independence and security by increasing the production of clean renewable fuels; improving vehicle fuel economy; and increasing the efficiency of products, buildings, and vehicles. It also seeks to improve the energy performance of the federal government. The act sets increased corporate average fuel economy standards; the renewable fuel standard; appliance energy-efficiency standards; building energy-efficiency standards; and accelerated research and development tasks on renewable energy sources (e.g., solar energy, geothermal energy, and marine and hydrokinetic renewable energy technologies), carbon capture, and sequestration (USEPA 2025b).

Energy Policy Act of 2005

Passed by Congress in July 2005, the Energy Policy Act includes a comprehensive set of provisions to address energy issues. This Act includes tax incentives for energy conservation improvements in commercial and residential buildings, fossil fuel production and clean coal facilities, and construction and operation of nuclear power plants, among other things. Subsidies are also included for geothermal, wind energy, and other alternative energy producers.

National Energy Policy

Established in 2001 by the National Energy Policy Development Group, the National Energy Policy is designed to help the private sector and state and local governments promote dependable, affordable, and environmentally sound production and distribution of energy for the future. Key issues addressed by the energy policy are energy conservation, repair and expansion of energy infrastructure, and ways of increasing energy supplies while protecting the environment.

Natural Gas Pipeline Safety Act of 1968

The Natural Gas Pipeline Safety Act of 1968 authorizes the United States Department of Transportation to regulate pipeline transportation of flammable, toxic, or corrosive natural gas and other gases as well as the transportation and storage of liquefied natural gas. The Pipeline and Hazardous Materials Safety Administration within the Department of Transportation develops and enforces regulations for the safe, reliable, and environmentally sound operation of the nation's 2.6-million-mile pipeline transportation system.

STATE

Warren-Alquist Act

Established in 1974, the Warren-Alquist Act created the California Energy Commission (CEC) in response to the energy crisis of the early 1970s and the state's unsustainable growing demand for energy resources. The CEC's core responsibilities include advancing State energy policy, encouraging energy efficiency, certifying thermal power plants, investing in energy innovation, developing renewable energy, transforming transportation, and preparing for energy emergencies. The Warren-Alquist Act is updated periodically through legislative bills to address current energy needs and issues. The Warren-Alquist Act is updated annually to address current energy needs and issues, and its latest edition was in January 2023.

California Long-Term Energy Efficiency Strategic Plan

In September 2008, the California Public Utilities Commission (CPUC) adopted the Long-Term Energy Efficiency Strategic Plan, which provides a framework for energy efficiency in California through the year 2020 and beyond. It articulates a long-term vision and goals for each economic sector, identifying specific near-term, midterm, and long-term strategies to assist in achieving these goals. This plan sets the following 4 goals, known as Big Bold Energy Efficiency Strategies, to achieve significant reductions in energy demand:

- All new residential construction in California will be zero net energy by 2020.[1]
- All new commercial construction in California will be zero net energy by 2030.
- Heating, ventilation and air conditioning, commonly referred to as "HVAC," will be transformed to ensure that its energy performance is optimal for California's climate.
- All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

With respect to the commercial sector, the Long-Term Energy Efficiency Strategic Plan notes that commercial buildings, which include schools, hospitals, and public buildings, consume more electricity than any other end-use sector in California. The commercial sector's 5-billion-plus square feet of space accounts for 38 percent of the state's power use and over 25 percent of natural gas consumption. Lighting, cooling, refrigeration, and ventilation account for 75 percent of all commercial electric use, and space heating, water heating, and cooking account for over 90 percent of gas use. In 2006, schools and colleges were in the top 5 facility types for electricity and gas consumption, accounting for approximately 10 percent of State's electricity and gas use (CPUC 2011).

The CPUC and CEC have adopted the following goals to achieve zero net energy levels by 2030 in the commercial sector:

Goal 1: New construction will increasingly embrace zero net energy performance (including clean, distributed generation), reaching 100 percent penetration of new starts in 2030.

Goal 2: 50 percent of existing buildings will be retrofit to zero net energy by 2030 through achievement of deep levels of energy efficiency and with the addition of clean distributed generation.

Goal 3: Transform the commercial lighting market through technological advancement and innovative utility initiatives.

California Energy Action Plan

The 2008 Energy Action Plan Update provides a status update to the 2005 Energy Action Plan II, which is the state of California's principal energy planning and policy document. The 2008 Update is the latest update and continues the original Energy Action Plan (adopted in 2003), describes a coordinated implementation plan for state energy policies, and identifies specific action areas to ensure that California's energy is adequate, affordable, technologically advanced, and environmentally sound. First-priority actions to address California's increasing energy demands are energy efficiency, demand response (i.e., reduction of customer energy

[1] Zero net energy buildings are buildings where the total amount of energy used by the building on an annual basis is equal to or less than the amount of renewable energy created on the site.

usage during peak periods in order to address system reliability and support the best use of energy infrastructure), and the use of renewable sources of power. If these actions are unable to satisfy the increasing energy and capacity needs, the plan supports clean and efficient fossil-fuel generation.

Renewable Portfolio: Carbon Neutrality Regulations

Senate Bills 1078, 107, X1-2, and Executive Order S-14-08

The California Renewables Portfolio Standard (RPS) was established in 2002 under Senate Bill (SB) 1078 and was amended in 2006, 2011, and 2018. The RPS program requires investor-owned utilities, electric service providers, and community choice aggregators to increase the use of eligible renewable energy resources to 33 percent of total procurement by 2020. Initially under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent and to reach at least 20 percent by December 30, 2010. Executive Order (EO) S 14 08 was signed in November 2008, which expanded the state's Renewable Energy Standard to 33 percent renewable power by 2020. This standard was adopted by the California legislature in 2011 (SB X1-2). The CPUC is required to provide quarterly progress reports on progress toward RPS goals. This has accelerated the development of renewable energy projects throughout the state.

Clean Energy and Pollution Reduction Act

The Clean Energy and Pollution Reduction Act, commonly known by its legislative bill number SB 350, was enacted on October 7, 2015, and expands the RPS by establishing a goal of 50 percent of the total electricity sold to retail customers in California per year by December 31, 2030. In addition, this Act includes the goal to double the energy efficiency savings in electricity and natural gas final end uses (such as heating, cooling, lighting, or class of energy uses upon which an energy efficiency program is focused) of retail customers through energy conservation and efficiency. This Act also requires the CPUC, in consultation with the CEC, to establish efficiency targets for electrical and gas corporations consistent with this goal. This Act also provides for the transformation of the California Independent System Operator (CAISO) into a regional organization to promote the development of regional electricity transmission markets in the western states and to improve the access of consumers served by CAISO to those markets, pursuant to a specified process.

Senate Bill 100

On September 10, 2018, SB 100 was signed into law to replace the Clean Energy and Pollution Reduction Act (SB 350) requirements. Under SB 100, the RPS for public owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Additionally, SB 100 also established a new RPS requirement of 50 percent by

2026. Furthermore, the bill also establishes an overall State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under SB 100, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

The Clean Energy, Jobs, and Affordability Act of 2022

The Clean Energy, Jobs, and Affordability Act of 2022, commonly known as its legislative bill number SB 1020, was signed into law on September 16, 2022. This Act requires renewable energy and zero-carbon resources to supply 90 percent of all retail electricity sales by 2035 and 95 percent by 2040. Additionally, this Act requires all state agencies to procure 100 percent of electricity from renewable energy and zero-carbon resources by 2035.

Energy Storage

California has set ambitious long-term goals for energy storage beyond 2026 to support its clean energy and climate goals. The state aims to reach 100 percent carbon-free electricity by 2045, which will require significant investment in renewable energy sources like wind and solar, as well as energy storage technologies to balance the variability of these sources.

The California Independent System Operator has a total energy storage capacity of more than 3,160 megawatts (MW) as of June 2022 (CAISO 2022). This includes both large-scale and distributed energy storage systems, such as batteries, pumped hydroelectric storage, and thermal storage. CAISO is responsible for managing the electricity grid for much of California, and it has set a target of adding 3,300 MW of additional energy storage capacity by 2024 to support the integration of more renewable energy sources like wind and solar. As part of SB 100, load serving entities (LSE) were required to procure no less than 1.3 gigawatts (GW) of energy storage capacity by 2020, and 3 GW by 2030. Additionally, the CPUC has established a target of 15 GW of energy storage capacity by 2030 (CPUC 2022).

The Integrated Resource Plan

CAISO develops a coordinated grid management plan to integrate the generation and storage capacities of LSEs, called the Integrated Resource Plan (IRP). The IRP is a comprehensive planning document that outlines CAISO's forecasts for electricity demand, supply, and transmission needs over a 20-year planning horizon, as well as its strategies for integrating renewable energy resources and other grid services to meet those needs. The plan is developed in collaboration with LSEs, regulators, and other stakeholders, and is updated periodically to reflect changes in the energy landscape and evolving policy goals. Overall, the IRP plays a critical role in ensuring the reliability and resilience of California's electricity grid as the state continues to transition to a cleaner and more sustainable energy system.

When an individual battery energy storage (BES) facility or generation infrastructure (i.e., solar panels) comes online in California, it is typically included in the IRP through a process known as the Interconnection Queue. The Interconnection Queue is managed by the CAISO, which oversees the operation of the State's electricity grid.

The Interconnection Queue

The Interconnection Queue is an application process that functions as a waiting list of proposed electricity generation and storage projects that are seeking to connect to the grid. When a new BES facility or generation infrastructure is proposed, the developer submits an application to CAISO to request an interconnection to the grid. CAISO evaluates the application to ensure that the facility meets technical and operational requirements, such as voltage regulation and frequency response, and that it can be integrated effectively into the grid.

Once the BES facility or generation infrastructure is approved by CAISO, it is assigned a point of interconnection on the grid, and its output is added to the IRP as a resource that can provide electricity and other grid services, such as frequency regulation or ramping support. The facility is then dispatched by CAISO based on its bids into the day-ahead and real-time electricity markets, and its output is used to help balance supply and demand on the grid in real-time.

Overall, the interconnection queue is an important mechanism for integrating new BES facilities and other electricity resources into the California grid, and for ensuring that the grid remains reliable and resilient as the state continues to transition to a cleaner and more sustainable energy system.

Energy-Related Regulations

Table 3.6-1, *State Energy Efficiency Regulations*, provides a summary list of energy-efficiency regulations in California that apply to individual development projects.

Table 3.6-1 State Energy Efficiency Regulations

Regulation	Summary
Title 20 Appliance Energy Efficiency	California's Appliance Efficiency Regulations contain energy performance, energy design, water performance, and water design standards for appliances (including refrigerators, ice makers, vending machines, freezers, water heaters, fans, boilers, washing machines, dryers, air conditioners, pool equipment, and plumbing fittings) that are sold or offered for sale in California (California Code of Regulations [CCR] Title 20, Parts 1600–1608). These standards are updated regularly to allow consideration of new energy efficiency technologies and methods (CEC 2017).

Table 3.6-1 State Energy Efficiency Regulations

Regulation	Summary
24 CCR Part 6, Building Energy Efficiency Standards	The California Energy Code establishes statewide energy efficiency requirements for new and renovated buildings, and is codified in Title 24, Part 6 of the CCR. Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 and most recently updated in 2024 (24 CCR Part 6). Title 24, Part 6 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The CEC adopted the 2025 Building Energy Efficiency Standards on September 11, 2024, which were approved by the California Building Standards Commission and became effective January 1, 2026. These standards build on the 2022 Code by expanding requirements for energy-efficient electric heat pumps, electric-ready buildings, updated photovoltaic (PV) and battery storage provisions, and stronger ventilation standards to further improve energy efficiency and indoor air quality (CEC 2024).
24 CCR Part 11, Green Building Standards	On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. It includes mandatory requirements for new residential and nonresidential buildings throughout California. CALGreen is intended to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. The mandatory provisions of CALGreen became effective January 1, 2011. Overall, the code is established to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impact during and after construction. CALGreen contains requirements for construction site selection, stormwater control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation, and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for verifying that all building systems (e.g., heating and

Table 3.6-1 State Energy Efficiency Regulations

Regulation	Summary
	cooling equipment and lighting systems) are functioning at their maximum efficiency (24 CCR Part 11). The CEC adopted the final code language for the 2025 CALGreen standards on September 11, 2024. The 2025 CALGreen standards replaced the 2022 CALGreen and became effective on January 1, 2026.
Assembly Bill 1493 (Pavley Law)	California vehicle GHG emission standards were enacted under Assembly Bill (AB) 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model year 2017 through 2025 light-duty vehicles (see also the discussion on the update to the CAFE standards under *Federal*, above). In January 2012, the California Air Resources Board (CARB) approved the Pavley Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will have emitted 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions (CARB 2017).
13 CCR Chapter 9, Article 4.8, Section 2449	Section 2449 of the CCR, Title 13, Chapter 9, Article 4.8 was adopted on May 2, 2008, and limits non-essential idling of fleets to no more than five consecutive minutes at any location. This idling restriction applies to all vehicles in California with a diesel-fueled or alternative diesel-fueled off-road engine, unless a waiver provides sufficient justification that such idling is necessary.
Advanced Clean Cars II	On September 23, 2020, EO N-79-20 was issued, which sets a time frame for the transition to zero-emission (ZE) passenger vehicles and trucks in addition to off-road equipment. It directs CARB to develop and propose the following: ▪ Passenger vehicle and truck regulations requiring increasing volumes of new zero-emission vehicles (ZEV) sold in California toward the target of 100 percent of in-state sales by 2035. ▪ Medium- and heavy-duty vehicle regulations requiring increasing volumes of new ZE trucks and buses sold and operated in California toward the target of 100 percent of the fleet transitioning to ZEVs by 2045 everywhere feasible, and for all drayage trucks to be ZE by 2035.

Table 3.6-1 State Energy Efficiency Regulations

Regulation	Summary
	▪ Strategies to achieve 100 percent zero emissions from all off-road vehicles and equipment operations in California by 2035, in cooperation with other State agencies, the EPA, and local air districts. On August 25, 2022, CARB adopted the Advanced Clean Cars II regulations that codify the EO goal of 100 percent of in-state sales of new passenger vehicles and trucks be ZE by 2035. Starting in year 2026, Advanced Clean Cars II requires that 35 percent of new vehicles sold be ZE or plug-in hybrids, which is still in effect at the time of this writing.
Advanced Clean Trucks	In March 2021, CARB approved the Advanced Clean Trucks (ACT) regulation to accelerate the transition to zero-emission Class 2b and Class 8 medium- and heavy-duty trucks through manufacturer sales requirements. The regulation has two components including a manufacturer sales requirement, and a reporting requirement: ▪ ZE Truck Sales: Manufacturers who certify Class 2b through 8 chassis or complete vehicles with combustion engines are required to sell ZE trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, ZE truck/chassis sales need to be 55 percent of Classes 2b to 3 truck sales, 75 percent of Classes 4 to 8 straight truck sales, and 40 percent of truck tractor sales. ▪ Company and Fleet Reporting: Large employers including retailers, manufacturers, brokers and others would be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available ZE trucks and place them in service where suitable to meet their needs. The ACT regulation was granted a separate waiver in 2023 by the Biden administration. On May 22, 2025, the U.S. Senate voted to revoke the waiver granted by the Biden administration for California's ACT rule through House Joint (H.J.) Resolution 87. On June 12, 2025, President Trump formally nullified California's ACT rule. California currently has no authority to implement ACT.
Advanced Clean Fleets	In April 2023, CARB released the Advanced Clean Fleets (ACF) regulation to accelerate the transition to zero-emission medium- and heavy-duty vehicles (CARB 2025). In conjunction with the Advanced Clean Trucks regulation, the ACF regulations helps to ensure that medium- and heavy-duty ZEVs are brought to the market, by requiring certain fleets to purchase ZEVs. The ACF ZEV phase-in approach which provides initial focus where the best fleet electrification opportunities exist, sets clear targets for regulated fleets to make a full conversion to ZEVs, and creates a

Table 3.6-1 State Energy Efficiency Regulations

Regulation	Summary
	catalyst to accelerate development of a heavy-duty public infrastructure network. The ACF regulations cover four main elements: ▪ **Manufacturer sales mandate.** Manufacturers may sell only zero-emission medium- and heavy-duty vehicles starting in 2036. ▪ **Drayage fleets.**[2] Beginning January 1, 2024, trucks must be registered in the CARB Online System to conduct drayage activities in California. Non-zero-emission "legacy" drayage trucks may register in the CARB Online System through December 31, 2023. Legacy drayage trucks can continue to operate through their minimum useful life. Beginning January 1, 2024, only zero-emission drayage trucks may register in the CARB Online System. All drayage trucks entering seaports and intermodal railyards would be required to be zero-emission by 2035. ▪ **High priority and federal fleets.** High priority and federal fleets must comply with the Model Year Schedule or may elect to use the optional ZEV Milestones Option to phase in ZEVs into their fleets: o Model Year Schedule: Fleets must purchase only ZEVs beginning 2024 and, starting January 1, 2025, must remove internal combustion engine vehicles at the end of their useful life as specified in the regulation. o ZEV Milestones Option (Optional): Instead of the Model Year Schedule, fleets may elect to meet ZEV targets as a percentage of the total fleet starting with vehicle types that are most suitable for electrification. ▪ **State and local agencies.** State and local government fleets, including city, county, special district, and State agency fleets, would be required to ensure 50 percent of vehicle purchases are ZE beginning in 2024 and 100 percent of vehicle purchases are ZE by 2027. Small government fleets (10 or fewer vehicles) and those in designated counties would start their ZEV purchases beginning in 2027. Alternately, State and local government fleet owners may elect to meet ZEV targets using the ZEV Milestones Option. State and local government fleets may purchase either ZEVs or near-ZEVs, or a combination of ZEVs and near-ZEVs, until 2035. Starting in 2035, only ZEVs will meet the requirements.

[2] Drayage trucks are in-use class 7 and 8 on-road vehicles that transport containers and bulk goods to and from seaports and intermodal railyards. Land ports of entry, which provide controlled entry to or departure from the United States, are not considered seaports or intermodal railyards.

Table 3.6-1 State Energy Efficiency Regulations

Regulation	Summary
	The ACF regulations would also establish requirements that transform the medium- and heavy-duty vehicle sector and demonstrate independent utility through achievement of the following objectives: ▪ Achieve criteria and GHG emissions reductions consistent with the goals identified in the State Implementation Plan Strategy and Scoping Plan. ▪ Provide emissions reductions in disadvantaged communities, thereby supporting the implementation of AB 617 (Garcia, C., Chapter 136, Statutes of 2017). ▪ Support the goals of EO N-79-20 which calls for accelerated ZEV deployment with these targets: o 100 percent ZE drayage by 2035 o 100 percent ZE trucks and buses where feasible by 2045 ▪ Ensure requirements, such as ZEV deployment schedules and related infrastructure build-out, are technologically feasible, cost-effective, and support market conditions. ▪ Lead the transition away from petroleum fuels and towards electric drivetrains. ▪ Contribute to achieving carbon neutrality in California pursuant to SB 100 and in accordance with EO B-55-18. ▪ Mindfully set requirements to allow time for public ZE infrastructure buildout for smaller fleets or for regional haul applications who would be reliant on a regional network of public chargers. ▪ Ensure manufacturers and fleets work together to place ZEVs in service suitably and successfully as market expands. ▪ Establish a fair and level playing field among fleet owners. ▪ Craft projects in a way that ensures institutional capacity for CARB to manage, implement, and enforce requirements. As of this writing, the ACF remains in effect; however, the Drayage Fleet and High-Priority Private Fleet rules may not be enforceable unless the State's Clean Air Act Waiver is resubmitted to and approved by the EPA.
Small Off-Road Engine Regulations	Small Off-Road Engines (SORE) Regulation applies to spark-ignition engines rated at or below 19 kilowatts (25 horsepower), including lawn and garden, industrial, logging, airport ground support, and commercial utility equipment, golf carts, and specialty vehicles. CARB's SORE Regulation, last amended in December 2021, establishes new emission standards starting with the 2024 model year of zero grams of exhaust and

Table 3.6-1 State Energy Efficiency Regulations

Regulation	Summary
	evaporative emissions per kilowatt-hour, effectively requiring zero-emission or electric engines for those subject to the SORE Regulation.

LOCAL

City of Ontario 2022 Community Climate Action Plan

The City of Ontario adopted a Community Climate Action Plan (CCAP) in August 2022. The purpose of the CCAP is to implement a plan to reduce GHG emissions to achieve SB 32 emission reduction targets by year 2030 and additional reductions beyond year 2030. The CCAP is an update to the 2014 Community Climate Action Plan and provides an updated emissions inventory, emissions forecast, and reduction strategy analysis. The CCAP is consistent with Section 15183.5 of the CEQA Guidelines through 2030 because the emissions reductions demonstrated therein are consistent with statewide 2030 reduction targets; however, the CCAP's post-2030 reduction targets predate and are not aligned with the State's current 2045 emission reduction targets and carbon neutrality goal (Ontario 2022). The CCAP provides a strategic roadmap for reducing GHG emissions generated in Ontario through measures that include improving energy efficiency, reducing nonrenewable energy consumption, and promoting the consumption of renewable energy.

City of Ontario Municipal Code

The City's municipal code is organized by volume, title, chapter, and article. The following regulations relate to energy impacts.

- **Volume II, Title 8, Building Regulations,** adopts the 2022 California Building Code.
- **Volume II, Title 8, Chapter 9, Electric Vehicle Charging Stations,** provides requirements for electric vehicle charging stations as well as expedited permit review and inspection requirements by the Building Department.
- **Volume II, Title 8, Chapter 10, Energy Code,** adopts the 2022 California Energy Code.

3.6.2 Existing Conditions

POLICY PLAN AMENDMENT

Electricity

The plan area is in Southern California Edison's (SCE) service area, which spans much of southern California from Orange and Riverside counties on the south to Santa Barbara County on the west to Mono County on the north (SCE 2025). Total electricity demand in the SCE service area for the county was 16.206 billion kWh for 2024 (CEC 2025a).

Sources of electricity sold by SCE in 2023 were (CEC 2025b):

- 37.6 percent eligible renewable resources:
  - 0.1 percent biomass and biowaste
  - 5.2 percent geothermal
  - 0.7 percent small hydroelectric
  - 19.8 percent solar
  - 11.7 percent wind
- 13.5 percent eligible carbon-free resources:
  - 4.5 percent large hydroelectric
  - 9.1 percent nuclear
- 48.8 percent non-RPS eligible resources:
  - 0 percent coal
  - 20 percent natural gas
  - 0.1 percent other
  - 28.8 percent unspecified power (i.e., not traceable to specific sources)

Natural Gas

The Southern California Gas Company (SoCalGas) provides natural gas to the City of Ontario. SoCalGas' service area spans much of the southern half of California, from Imperial County on the southeast to San Luis Obispo County on the northwest, to part of Fresno County on the north, to Riverside County and most of San Bernardino County on the east (CEC 2022). Total natural gas consumption in SoCalGas's service area for the county was approximately 547.2 million therms in 2024 (CEC 2025c).

Transportation Fuels

California is one of the top consumers of fuel for transportation. The CEC produces a California Annual Retail Fuel Outlet Report every year, which is a compilation of gasoline and diesel fuel sales across the state, available at the county level. According to the CEC, San Bernardino County fuel sales totaled an estimated 920 million gallons of gasoline and 390 million gallons of diesel fuel in 2024 (CEC 2025d).

SPECIFIC PLAN

Electricity

Electrical service to the Specific Plan area is provided by SCE. Existing power poles are located adjacent to the Specific Plan area along Eucalyptus Avenue and on the east side of Walker Avenue, and within the Specific Plan boundary along Grove Avenue, and Bon View Avenue.

Natural Gas

SoCalGas provides gas service to the Specific Plan area. Gas lines currently exist in Eucalyptus Avenue (3 inch and 12 inch), Bon View Avenue (2 inch and 12 inch), Grove Avenue (4 inch), and Walker Avenue (2 inch).

Transportation Fuels

Diesel fuel is supplied by a number of existing industrial fuel providers serving the region.

3.6.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to energy if it would:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

To determine whether the proposed project would result in wasteful, inefficient, or unnecessary consumption of energy resources, this analysis utilizes the guidance provided in Appendix F,

Energy Conservation, of the CEQA Guidelines as well as the analytical precedent set by *League to Save Lake Tahoe Mountain etc. v. County of Placer* (2022) (75 Cal.App.5th 63, 164–168).

Based on CEQA Guidelines Appendix F, Energy Conservation, to ensure energy implications are considered in project decisions, CEQA identifies that EIRs include a discussion of the potential impacts of proposed projects, with particular emphasis on avoiding or reducing wasteful, unnecessary, or inefficient use of energy resources as applicable. Environmental effects may include the proposed project's energy requirements and its energy use efficiencies by amount and fuel type during demolition, construction, and operation; the effects of the proposed project on local and regional energy supplies; the effects of the proposed project on peak and base period demands for electricity and other forms of energy; the degree to which the proposed project complies with existing energy standards; the effects of the proposed project on energy resources; and the proposed project's projected transportation energy use requirements and its overall use of efficient transportation alternatives, if applicable.

To assist in analyzing whether the proposed project's energy consumption is considered wasteful, inefficient, or unnecessary, the following energy conservation goals from Appendix F of the CEQA Guidelines are used:

- Decrease overall per capita energy consumption.
- Decrease reliance on fossil fuels such as coal, natural gas, and oil.
- Increase reliance on renewable energy sources.

It is important to note that these energy conservation goals are not used herein as bright-line significance thresholds but as an informative guide in assessing whether the proposed project could result in a potentially significant energy impact. In other words, even though a project may result in an increase in per capita energy consumption, that does not necessarily mean that the project would result in wasteful, inefficient, or unnecessary energy consumption because the consumption of energy alone does not constitute the wasteful, inefficient, or unnecessary use of energy resources. Therefore, this analysis focuses on whether the use of that energy resource is carried out in a wasteful, inefficient, or unnecessary manner in the context of the Appendix F energy conservation goals and explores whether mitigation may be warranted to ensure that the use of energy resources is not considered wasteful, inefficient, or unnecessary.

METHODOLOGY

Policy Plan Amendment

Community Emissions

The provided energy and fuel usage information for the proposed project is based on the following.

- **Energy (Natural Gas and Electricity)**: Energy use for residential and nonresidential land uses in the plan area were estimated based on the energy forecast without state actions conducted for the emissions inventory for the Community Climate Action Plan (2022). Forecasts for the proposed project were adjusted for increases in dwelling units for residential energy usage and non-residential square footage for non-residential energy usage in the city.
- **On-Road Fuel Use:** Fuel use was based on origin-destination method VMT provided by Fehr & Peers and modeled using CARB's EMFAC2021 V.1.0.2 web database for calendar year 2050 emission rates.

Specific Plan

CalEEMod

Information from the CalEEMod Version 2022.1 outputs from the EBPSP Air Quality Technical Study was utilized in this analysis, detailing project-related construction equipment, transportation energy demands, and facility energy demands (Appendix C5).

Emission Factors Model

On May 2, 2022, the EPA approved the 2021 version of the EMissions FACtor model (EMFAC2021) web database for use in State Implementation Plan and transportation conformity analyses. EMFAC2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by CARB to project changes in future emissions from on-road mobile sources. On November 21, 2025, the EPA approved the use of EMFAC 2021 off-model adjustment factors. These adjustment factors remove the estimated emission benefits that were attributed to California's Advanced Clean Trucks, Zero-Emission Airport Shuttle, Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions, and Heavy Duty Omnibus regulations from EMFAC 2021. Because the preemption waivers for these regulations no longer have effect, these regulations are no longer enforceable. Any effects on fuel efficiency are unknown and unquantifiable at this time.

The EBPSP Energy Study utilizes the different fuel types for each vehicle class from the annual EMFAC2021 emission inventory in order to derive the average vehicle fuel economy which is then used to determine the estimated annual fuel consumption associated with vehicle usage during construction and operational activities. For purposes of analysis, the 2027 through 2029 analysis years were utilized to determine the average vehicle fuel economy (Appendix C5).

3.6.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.6.5 Environmental Impacts

2022 Certified EIR

The 2022 Certified EIR identified that the approved project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. The approved project includes policies related to land use and transportation planning and design, energy efficiency, public and active transit, and renewable energy generation that minimize building and transportation-related energy demands overall and demands on nonrenewable sources of energy.

The 2022 Certified EIR identified that implementation of the approved project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The approved project includes an Environmental Resources Element and Safety Element that supports the statewide goal of transitioning the electricity grid to renewable sources and employ best practices regarding energy-saving standards.

Proposed Project

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

The 2022 Certified EIR identified that the approved project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

CONSTRUCTION ENERGY USE

Policy Plan Amendment

Development projects constructed under the proposed project would create temporary demand for electricity. Natural gas is not generally required to power construction equipment, and its use is not anticipated during construction phases. Electricity use would fluctuate according to the phase of construction. Additionally, it is anticipated that most electric-powered

construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would use minimal electricity during construction activities.

Construction of development projects facilitated by the proposed project would also temporarily increase demands for energy associated with transportation fuels. Transportation energy use depends on the type and number of trips, VMT, fuel efficiency of vehicles, and travel mode. Energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel or gasoline fuel. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. It is anticipated that most off-road construction equipment, such as those used during demolition and grading, would be gasoline or diesel powered. In addition, operation of construction equipment would cease upon completion of construction for individual development projects. Moreover, the construction contractors would be required to minimize nonessential idling of construction equipment during construction in accordance with the CCR Title 13, Chapter 9, Article 4.8, Section 2449. Such required practices would limit wasteful and unnecessary energy consumption.

Overall, the proposed project does not envision any unusual development or project characteristics that require less energy-efficient construction equipment. Construction processes would be comparable to those used at similar sites citywide and projects accommodated under the approved project. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to that of the approved project and impacts identified in the 2022 Certified EIR. Accordingly, the proposed project would not result in wasteful, inefficient, or unnecessary consumption of fuel use during construction. Impacts would be **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Electricity Usage

The total construction electricity usage is the summation of the products of the power cost by the utility provider cost per kWh of electricity. Total electricity usage from on-site EBPSP construction-related activities is estimated to be approximately 886,886 kWh.

Equipment Fuel Consumption

Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction associated with EBPSP. Construction activities would consume an estimated total of 311,914 gallons of diesel fuel.

Worker Fuel Estimates

It is assumed that 50 percent of all worker trips are from light-duty-auto vehicles (LDA), 25 percent are from light-duty-trucks (LDT1[3]), and 25 percent are from light-duty-trucks (LDT2[4]). Approximately 269,810 gallons of fuel would be consumed related to construction worker trips during full construction.

Vendor and Hauling Fuel Estimates

It is assumed that 50 percent of all vendor trips are from medium-heavy-duty trucks (MHDT) and 50 percent of vendor trips are from heavy-heavy-duty trucks (HHDT). All hauling trips were assumed to be performed by HHDT vehicles. Approximately 214,130 gallons of fuel would be consumed related to construction vendor and hauling trips during full construction.

Construction Energy Efficiency/Conservation Measures

Starting in 2014, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders, and backhoes. These requirements ensure fleets gradually turn over the oldest and dirtiest equipment to newer, cleaner models and prevent fleets from adding older, dirtier equipment. Therefore, the equipment used for EBPSP construction would conform to CARB regulations and California emissions standards. It should also be noted that there are no unusual characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in the construction of the EBPSP would therefore not result in wasteful, inefficient, or unnecessary consumption of fuel.

Construction contractors would be required to comply with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants. Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additional construction-source energy efficiencies would occur due to required California regulations and best available control measures (BACM). For example, 13 CCR

[3] Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

[4] Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

Section 2449(d)(3), Idling, limits idling times of construction vehicles to no more than 5 minutes, precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Section 2449(d)(3) requires that grading plans reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before 5 minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials and/or in response to citizen complaints.

In general, commercial construction processes promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing, and refinement. Use of materials in bulk for large-scale projects reduces energy demands associated with preparation and transport of construction materials as well as the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

Summary

EBPSP land uses would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the CCR Title 24 energy efficiency standards (Part 6 and Part 11 of the California Building Standards Code). Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building.

Due to the temporary nature of construction and the financial incentives for developers and contractors to use energy-consuming resources in an efficient manner, the construction phase would not result in wasteful, inefficient, or unnecessary consumption of energy. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, impacts would be **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact ENE-1: The proposed project would not result in significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant energy impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

OPERATION ENERGY USE

Policy Plan Amendment

Operation of potential future development accommodated under the proposed project would create additional demands for energy resources compared to existing conditions. Operational use of electricity and heating fuels (e.g., natural gas) would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; use of on-site equipment and appliances; lighting; and charging electric vehicles. Land uses accommodated under the proposed project would also result in additional demands for transportation fuels (e.g., gasoline, diesel, compressed natural gas, and electricity) associated with on-road vehicles.

Nontransportation Energy

Electrical service to future individual development projects in the City would be provided by SCE through connections to existing off-site electrical lines and new on-site infrastructure. As shown in Table 3.6-2, *Year 2050 Policy Plan Amendment Forecast Electricity Consumption*, by horizon year 2050, electricity use in the Ontario under the proposed project is estimated to increase by 92,312,370 kWh/year, or approximately 3 percent, compared to the approved project.

Table 3.6-2 Year 2050 Policy Plan Amendment Forecast Electricity Consumption

Area	Electricity Usage (kWh per Year)		
	Current TOP[1]	Policy Plan Amendment[2]	Net Change
Residential	815,532,580	860,880,738	45,348,158
Nonresidential	2,858,631,210	2,905,595,423	46,964,213
Total	**3,674,163,790**	**3,766,476,160**	**92,312,370**

Source: Appendix C1.

1. Electricity usage based on emissions inventory from Community Climate Action Plan (2022), excludes State actions.

2. Residential and nonresidential energy forecasts are adjusted for increases in dwelling units and increases in nonresidential square footage in the plan area. Forecasts do not account for reductions due to increase in energy efficiency from compliance with future Building Energy Efficiency Standards and updates to CALGreen.

As shown in Table 3.6-3, *Year 2050 Policy Plan Amendment Forecast Natural Gas Consumption*, natural gas use under the proposed project would increase by 3,416,970 therms annually, or approximately 3 percent, compared to the approved project. While the electricity and natural gas demand would both slightly increase for the City compared to the estimates for the

approved project, developments accommodated under the proposed project would continue to be required to comply with the current and future updates to the Building Energy Efficiency Standards and CALGreen, which would contribute to reducing the energy demands shown in the table. New and replacement buildings in compliance with these standards would generally have greater energy efficiency than existing buildings. It is anticipated that each update to the Building Energy Efficiency Standards and CALGreen would result in greater building energy efficiency and move closer to buildings achieving zero net energy.

Table 3.6-3 Year 2050 Policy Plan Amendment Forecast Natural Gas Consumption

Area	Natural Gas Usage (Therms per Year)		
	Current TOP[1]	Policy Plan Amendment[2]	Net Change
Residential	43,659,430	46,087,138	2,427,708
Nonresidential	60,214,690	61,203,952	989,262
Total	**103,874,120**	**107,291,090**	**3,416,970**

Source: Appendix C1.

1. Natural gas usage based on emissions inventory from Community Climate Action Plan (2022).

2. Residential and nonresidential energy forecasts are adjusted for increases in dwelling units and increases in nonresidential square footage in the plan area. Forecasts do not account for reductions due to increase in energy efficiency from compliance with future Building Energy Efficiency Standards and updates to CALGreen.

In addition to the Building Energy Efficiency Standards and CALGreen, the Policy Plan Amendment includes various goals and policies to increase energy efficiency and reduce wasteful, inefficient, and unnecessary use of energy resources. The Environmental Resources (ER) Element policies ER-3.1 and ER-3.6 would promote applicable energy-saving standards and the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development. Policies ER-3.2 and ER-3.4 would encourage implementation of the LEED Neighborhood Development rating system in new communities and LEED Silver Certification for certain new and substantially renovated City buildings. Policy ER-3.3 would require energy-efficient building and site design strategies for future development projects. Encouraging sustainable and energy-efficient building practices and using more renewable energy strategies will further reduce energy consumption in the city and move closer to achieving zero net energy.

Transportation Energy

The growth accommodated under the proposed project would consume transportation energy from the use of motor vehicles (e.g., gasoline, diesel, compressed natural gas, and electricity). Table 3.6-4, *Policy Plan Amendment Operation-Related Annual Fuel Usage,* shows the net

change in VMT, fuel usage, and fuel efficiency under forecast year 2050 of the proposed project compared to the conditions under the approved project.

Table 3.6-4 Policy Plan Amendment Operation-Related Annual Fuel Usage

Fuel Type	Current TOP	Policy Plan Amendment	Net Change from Current TOP
Gasoline			
VMT[1]	3,849,391,590	3,948,781,246	99,389,657
Gallons	118,829,803	121,916,809	3,087,007
Miles per Gallon	32.39	32.39	-0.01
Diesel			
VMT[1]	355,432,627	369,475,972	14,043,345
Gallons	42,804,468	44,511,155	1,706,686
Miles per Gallon	8.30	8.30	0.00
Compressed Natural Gas			
VMT[1]	16,988,288	17,667,531	679,243
Gallons	2,276,309	2,367,323	91,014
Miles Per Gallon	7.46	7.46	0.00
Electricity			
VMT[1]	554,000,244	570,519,511	16,519,267
kWh	346,693,954	358,483,671	11,789,716
Miles per kWh	1.60	1.59	-0.01
Total VMT	4,775,812,748	4,906,444,260	130,631,512

Source: EMFAC 2021 (v.1.0.2); see Appendix C1.

1. Based on daily VMT provided by Fehr & Peers. VMT per year based on a conversion of VMT x 347 days per year to account for less travel on weekends, consistent with CARB statewide GHG emissions inventory methodology (CARB 2008).

As shown in Table 3.6-4, when compared to the approved project, the proposed project would result in an overall increase in VMT for gasoline-, diesel-, compressed natural gas-, and electricity-powered vehicles. Therefore, the proposed project would result in an increase in annual VMT and fuel usage for all vehicles, primarily due to the increase in projected population growth. Fuel efficiency will be the same as the approved project, and implementation of the proposed project would not result in less efficiency in transportation fuel usage.

The overall VMT shown in the Table 3.6-4 would be primarily attributable to the increase in population compared to the approved project. Although fuel efficiency between the proposed project and the approved project would be the same, the VMT per service person (VMT/SP) would slightly increase under the proposed project (see Section 3.17, T*ransportation*, Table

3.17-4, *VMT Comparison of Policy Plan Amendment to TOP 2050*). An increase in VMT/SP suggests more vehicle trips and longer trip distances as the number of residents in employees living and/or working in Ontario increases.

While VMT related to electric vehicles and electricity use are expected to increase under the proposed project compared to the approved project, improvements in electric vehicle energy efficiency are anticipated. Consistent with broader market trends and advancements in energy generation, a greater share of electricity used to power electric vehicles is anticipated to be derived from renewable sources in future years, such as onsite photovoltaic systems, community choice aggregation programs, and utility-supplied renewable electricity.

The Policy Plan Amendment also includes various policies that contribute to minimizing overall VMT, and thus fuel usage. These proposed policies focus on minimizing VMT through land use and transportation planning efforts that work in combination. The Mobility (M) Element policy M-3.3 and Land Use (LU) Element policies LU-1.4, LU-1.5, and LU-1.6, focus on situating residential development near commercial land uses to promote public transit use. Policies M-2.1, M-2.2, M-2.3, and M-2.4, and Community Design (CD) Element policy CD-3.2 would promote improvements for public transportation and active transit (e.g., biking and walking) infrastructure in the City. Locating residential and nonresidential uses near one another through mixed-use development can shorten distances between homes, jobs, and amenities, reducing average vehicle trip lengths and overall VMT. These shorter distances can also encourage walking, biking, and public transit use, further minimizing VMT.

Summary

Overall, implementation of TOP 2050 policies, together with applicable federal, State, and local regulations, would ensure that energy demand from future growth is not inefficient, wasteful, or unnecessary. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and that identified in the 2022 Certified EIR. Therefore, energy impacts associated with implementation and operation of land uses accommodated under the proposed project would be **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Transportation Energy Demands

Annual vehicular trips and related VMT generated by the operation of the EBPSP would result in a fuel demand of 4,213,944 gallons.

Fuel would be provided by current and future industrial vendors. Trip generation and VMT generated by the EBPSP are consistent with other industrial uses of similar scale and

configuration, as reflected, respectively, in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th ed.) and CalEEMod. Therefore, operations would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other industrial uses.

It should be noted that the State strategy for the transportation sector for medium- and heavy-duty trucks is focused on making trucks more efficient and expediting truck turnover rather than reducing VMT from trucks. This is in contrast to the passenger vehicle component of the transportation sector, where both per-capita VMT reductions and an increase in vehicle efficiency would be needed to achieve the overall state emissions reductions goals.

Heavy-duty trucks involved in goods movements are generally controlled on the technology side and through fleet turnover of older trucks and engines to newer and cleaner trucks and engines. The first battery-electric heavy-heavy duty trucks are being tested this year, and South Coast Air Quality Management District (AQMD) is looking to integrate this new technology into large-scale truck operations. The following state strategies reduce GHG emissions from the medium- and heavy-duty trucks and would also contribute to reductions in transportation-related energy consumption:

- **CARB's Mobile Source Strategy** focuses on reducing GHGs through the transition to zero and low emission vehicles and from medium-duty and heavy-duty trucks.
- **CARB's Sustainable Freight Action Plan** establishes a goal to improve freight efficiency by 25 percent by 2030, deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
- **CARB's Emissions Reduction Plan** for Ports and Goods Movement (Goods Movement Plan) in California focuses on reducing heavy-duty truck-related emissions, fleet turnover, truck retrofits, and restriction on truck idling (CARB 2006). While the focus of Goods Movement Plan is to reduce criteria air pollutant and air toxic emissions, the strategies to reduce these pollutants would also generally have a beneficial effect in reducing GHG emissions.
- **CARB's On-Road Truck and Bus Regulation (2010)** requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. As of January 1, 2023, nearly all trucks and buses have 2010 model year engines or equivalent.
- **CARB's Heavy-Duty (Tractor-Trailer) GHG Regulation** requires SmartWay tractor trailers that include idle-reduction technologies, aerodynamic technologies, and low-rolling resistant tires that would reduce fuel consumption and associated GHG emissions.

Enhanced fuel economies realized pursuant to federal and state regulatory actions and the transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels,

hydrogen cells) would likely decrease future gasoline fuel demands per VMT. The EBPSP's location near regional and local road networks helps decrease VMT in the area, which in turn reduces the overall energy demand for vehicles in the region. Specifically, the EBPSP would implement sidewalks to encourage pedestrian and bicycle access, which would help reduce VMT and associated energy consumption.

Emergency Engine Fuel Demands

The EBPSP was conservatively assumed to include a total of 2 emergency fire pumps in Phase 1, 4 emergency fire pumps in Phase 2, and 5 emergency fire pumps in Phase 3. Emergency engine operation for maintenance and testing purposes would consume an estimated 2,070 gallons of diesel fuel per year at buildout.

On-Site Cargo Handling Equipment Fuel Demands

Assuming the operation of 5 pieces of equipment in Phase 1, 9 pieces of equipment in Phase 2, and 11 pieces of equipment in Phase 3, on-site operational cargo handling equipment is estimated to consume approximately 51,071 gallons of fuel per year at buildout.

Facility Energy Demands

EBPSP facility operational energy demands are estimated to result in 15,807,558 kWh per year of electricity demand, which would be supplied through rooftop solar as well as SCE. The EBPSP would not use natural gas for the building envelope. The Specific Plan proposes conventional business park uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The Specific Plan does not propose uses that are inherently energy intensive, and the energy demands in total would be comparable to other industrial uses of similar scale and configuration.

The EBPSP would comply with the applicable CCR Title 24 standards. Compliance with applicable Title 24 standards ensures that the energy demands would not be wasteful, inefficient, or unnecessary.

Operational Energy Efficiency/Conservation Measures

Energy efficiency/energy conservation attributes of the EBPSP would be complemented by increasingly stringent State and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards and by enhanced building/utilities energy efficiencies mandated under California building codes (i.e., CCR Title 24).

The Specific Plan incorporates a series of measures that generally serve to reduce energy demands. As previously stated, the EBPSP would comply with CCR Title 24 Standards, which include incorporating contemporary design features such as photovoltaic systems or renewable

energy. Specifically, the EBPSP would install rooftop solar systems to offset 45 percent of electrical demands.

The EBPSP would also not result in a substantial increase in demand for transmission service, resulting in the need for new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure (other than site-adjacent and on-site connections to local utilities).

Annual fuel consumption estimates likely represent potential maximums. Under future conditions, average fuel economies of vehicles accessing the site can be expected to improve as older, less fuel-efficient vehicles are removed from circulation. Enhanced fuel economies and transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT.

Summary

It is also noted that the measures to be implemented by the EBPSP pursuant to the City CCAP (see Table 3.8-12, in Section 3.8, *Greenhouse Gas Emissions*) would also reduce energy consumption through energy efficiency and the generation of renewable energy. Additionally, although Mitigation Measures AIR-5-SP through AIR-13-SP (see Section 3.3, *Air Quality*) are designed to reduce EBPSP air emissions, they would also reduce energy consumption.

The Specific Plan area is surrounded by existing transportation facilities and infrastructure that would give future visitors and employees access to a mix of land uses in the area, thus further reducing fuel consumption demand.

Based on the preceding discussions, impacts would be **less than significant**. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact ENE-2: The proposed project would not result in significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during operation.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant energy impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

CONSISTENCY WITH RENEWABLE OR ENERGY EFFICIENCY PLANS

The approved project includes an Environmental Resources Element and Safety Element that support the statewide goal of transitioning the electricity grid to renewable sources and employ best practices regarding energy-saving standards. Therefore, the 2022 Certified EIR identified that implementation of the approved project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The Policy Plan Amendment's and Specific Plan's consistency with the California Energy Action Plan, Long-Term Energy Efficiency Strategic Plan, and the City's CCAP are discussed separately below.

Policy Plan Amendment

Energy Action Plan

As discussed in Section 3.6.1, *Regulatory Framework*, the Energy Action Plan was last updated in 2008 and was developed by the CPUC, CEC, and California Power Authority to create a unified State energy policy framework. It serves as one of the State's strategies for planning for reliable, affordable, and environmentally responsible energy procurement and supply. The Energy Action Plan further establishes a "loading order" for statewide energy planning efforts, which translates into first prioritizing meeting existing demand with cost-effective energy efficiency and demand response efforts, then using renewable energy resources and distributed generation, and finally meeting the remaining energy demand with renewable or otherwise "clean" fossil-fuel power generation resources (e.g., renewable natural gas). Other priorities identified in the Energy Action Plan but not directly related to local agencies include modernizing transmission and distribution infrastructure, enhancing reliability in electricity and natural gas markets, and ensuring affordable access to all Californians. Therefore, the proposed project can be assessed for consistency with the Energy Action Plan by examining how its policies generally support or conflict with the strategies of the plan, such as promoting energy resource deployment consistent with the plan's loading order.

TOP 2050 includes several goals and policies that would support the continued implementation of the Energy Action Plan. For instance, Policy M-1.6, Goal M-2, and Policies M-2.1 and M-2.3 support reduced VMT and active transportation by integrating housing, jobs, and services

closely together. Policy M-2.4 further promotes mixed use development and walkable design, reducing reliance on fossil fuels for vehicular transportation. Goal ER-3 and Policy ER-3.6 promote the use of renewable energy sources (e.g., solar, wind, biomass) in public- and private-sector development, further supporting the Energy Action Plans' loading order prioritization. Lastly, Policy ER-3.5 requires the purchase of vehicles and equipment that are fuel efficient, aligning with the Energy Action Plan's energy efficiency and clean energy supply objectives. Therefore, the proposed project would be considered consistent with the Energy Action Plan strategies.

Long-Term Energy Efficiency Strategic Plan

As discussed in Section 3.6.1, *Regulatory Framework*, the Long-Term Energy Efficiency Strategic Plan was last updated in 2011 and serves as the State's long-term roadmap to make energy efficiency a top priority in supporting California's grid harmonization and renewable energy integration efforts. As discussed, its key policies include achieving a zero net energy performance for all new residential construction by 2020 and all new commercial construction by 2030. While the 2020 benchmark goal for new residential construction has passed, the goal continues to underpin the triennial updates to the California Building Standards Code. The Long-Term Energy Efficiency Strategic Plan is a living strategic document for State and local agencies and emphasizes the integration of energy-efficiency policies and measures into planning efforts as a critical component to advancing the objectives of the plan. Therefore, the proposed project can be assessed for consistency with the Long-Term Energy Efficiency Strategic Plan by examining how its policies generally support or conflict with the strategies of the plan, such as promoting compact in-fill development, green building standards, and zero net energy readiness.

TOP 2050 includes several goals and policies that would support the continued implementation of the Long-Term Energy Efficiency Strategic Plan. Goal ER-3 and Policy ER-3.1 directly advance the energy-efficiency objectives of the Long-Term Energy Efficiency Strategic Plan by highlighting the importance of conservation strategies as the preferred mechanism to meet energy needs. Policy ER-3.3 requires new construction to incorporate energy efficient building and site design strategies, supporting the plan's objectives for achieving zero net energy design for new residential and commercial development. Policy ER-3.6 supports the use of renewable energy sources in public and private sector development, directly advancing the plan's objectives for integrating demand-side efficiency, distributed energy resources, and energy resiliency. Finally, Policy ER-1.3 promotes energy-efficient water use by working with regional water providers to conserve water and ensure sustainable local water supplies. Therefore, the proposed project would be considered consistent with the Long-Term Energy Efficiency Strategic Plan strategies.

Ontario CCAP

The CCAP provides a strategic roadmap for reducing GHG emissions and energy consumption generated in Ontario through measures that include improving energy efficiency, reducing nonrenewable energy consumption, and promoting the consumption of renewable energy. As identified in Table 3.6-5, *Policy Plan Amendment CCAP Consistency Analysis*, the proposed project would be consistent with the applicable CCAP strategies.

Table 3.6-5 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
ENERGY	
Strategy 1: Building electrification. Promote and incentivize the phase-out of gas appliances in new and existing homes and businesses throughout the community to advance GHG reductions, increase energy efficiency, and protect public safety and environmental health.	**Consistent.** TOP 2050 contains various policies related to the promotion of building electrification. Policies ER-3.2, ER-3.6, and S-9.2 support building electrification and encourage sustainable development by promoting the use of LEED Neighborhood Development rating systems and renewable energy sources (e.g., solar, wind, biomass) in public and private sector development. Moreover, future development under the proposed project would be required to be constructed in accordance with State and City building codes current at the time, which include provisions that support building electrification through electric readiness design requirements.
Strategy 2: Onsite solar energy for existing residential development. Continue to support and facilitate installation of rooftop solar photovoltaic and onsite solar energy systems in existing residential development.	**Consistent.** TOP 2050 contains a policy related to the promotion of on-site solar installations for existing homes, particularly for resilience during power outages. Policy S-9.1 would encourage and incentivize the installation of residential solar panels and battery storage systems that can provide electricity during power outages. Additionally, per the City's Municipal Code, Chapter 8, "Small Residential Rooftop Solar Energy Systems," the City provides an expedited permit review and streamlined inspection requirements for residential rooftop solar installations.
Strategy 3: Onsite Solar Energy Systems for Nonresidential Development. Ensure new large non-residential development, including City facilities, includes onsite renewable energy to	**Consistent.** TOP 2050 contains policies related to the promotion of on-site solar installations for nonresidential development.

Table 3.6-5 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
support the site's energy needs by requiring solar photovoltaic panels or other appropriate onsite renewable energy generation systems for the following types of projects: ▪ New commercial and office buildings, or existing commercial and office building expansions greater or equal to 45,000 square feet in size. ▪ New industrial or existing industrial buildings expansions greater or equal to 100,000 square feet in size.	Policies ER-3.3 and ER-3.6 aim to incorporate technologies and best practices in building design that reduce the burning of fossil fuels by providing alternative energy sources, including passive and active solar. Policy S-9.1 would encourage and incentivize the installation of commercial solar panels and battery storage systems that can provide electricity during power outages. Moreover, future development under the proposed project would be required to be constructed in accordance with State and City building codes current at the time. Compliance with the California Energy Code (24 CCR Part 6) would ensure solar photovoltaic systems are installed for most new nonresidential development or require improved energy efficiency and design performance to offset its omission.
Strategy 4: Green Roofs. Promote and incentivize residents and business owners to install green roofs to conserve energy and reduce surface water runoff.	**Consistent.** TOP 2050 contains policies ER-1.6, ER-3.2, and ER-3.4, which promote sustainable building design and low impact development strategies through compliance with the LEED Neighborhood Development rating system and the LEED Silver Certification standard for new development, which provide scoring options for including green roofs.
Strategy 5: Urban Cooling. Maintain and expand the City's existing tree canopy, with a goal of planting 500 trees annually through 2050 and promote the use of pervious concrete and cool pavement for pavement projects.	**Consistent.** TOP 2050 contains policies related to planting trees and the implementation of pervious surfaces. Policies ER-4.8, CD-1.5, and CD-2.5 aim to protect healthy trees and expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect. Policy CD-2.10 would require all development to minimize the visual impact of parking areas in a safe and environmentally sensitive manner, which could include shade trees and pervious surfaces. Additionally, the City's Municipal Code, Chapter 2, "Parkway Trees," provides provisions related to preservation, maintenance, and removal of parkway trees.

Table 3.6-5 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
Strategy 6: Energy efficiency retrofits for low-income households. Promote and incentivize voluntary energy efficiency retrofits of homes to reduce natural gas and electricity usage, with the goal of retrofitting 9,000 low-income homes by 2050. Partner with community services agencies to fund energy efficiency projects, including heating, ventilation, air conditioning, indoor lighting, water heating equipment, insulation, and weatherization for low-income residents.	**Consistent.** TOP 2050 contains policies that would support energy efficient practices and renewable energy systems. Policy S-9.1 would encourage and incentivize the installation of residential solar panels and battery storage systems that can provide electricity during power outages. Policy S-9.3 would support and provide incentives for energy-efficient retrofits in residential buildings, prioritizing low-income applicants.
Strategy 7: Energy efficiency retrofits. Promote and incentivize voluntary energy efficiency retrofits to reduce natural gas and electricity usage. Partner with regional agencies to expand access to existing energy efficiency and conservation opportunities, incentives, and technical assistance for residents and businesses.	**Consistent.** TOP 2050 contains Policy S-9.3, which would support and provide incentives for energy-efficient retrofits in residential buildings, prioritizing low-income applicants.
Strategy 8: Smart Growth and Infill. Encourage revitalization of neighborhoods through higher-density, mixed-use, infill development and creative reuse of underutilized sites within the urban core.	**Consistent.** TOP 2050 contains various policies to support higher density and mixed-use development in underutilized public and private spaces. Policies LU-1.6, LU-4.4, M-1.4, and M-2.4 promote mixed use and transit-oriented development, along with enhancements to pedestrian and bicycle connectivity in underutilized spaces.
TRANSPORTATION	
Strategy 9: Transit-Oriented Development. Encourage development of compact, mixed-use, and transit-oriented development to improve the regional jobs-housing balance, especially on corridors served by high-ridership transit and bus rapid transit, such as Holt Avenue.	**Consistent.** TOP 2050 contains various policies to support compact and mixed-use development to improve regional jobs-housing balance. Policies CD-3.3, ER-4.1, ER-4.5, LU-1.6, LU-4.4, M-1.4, M-2.4, and M-3.1 through M-3.11 promote mixed-use and transit-oriented development while encouraging proactive partnerships with transit providers to ensure adequate public transit service for residents in environmental justice areas.
Strategy 10: Increase Transportation Ridership. Ensure a reliable and responsive transit system with dedicated and secure funding and resources to support increased ridership.	**Consistent.** TOP 2050 contains various policies to support reliable and safe transit system. Policies M-3.1 through M-3.11 aim to support a viable alternative to automobile travel and meet the

Table 3.6-5 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	basic transportation needs of the transit-dependent.
Strategy 11: Traffic signal synchronization and roadway management. Implement traffic and roadway management strategies to improve mobility and efficiency and reduce associated emissions.	**Consistent.** TOP 2050 contains policies promoting the efficient flow of all modes of traffic. Policies CD-2.2, CD-2.6, M-1.1, and M-1.5 would require roadways to be designed to reduce traffic congestion through intelligent transportation system and travel demand management strategies. While the policies of the Policy Plan Amendment would not require traffic signal synchronization, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement such a measure when determined feasible.
Strategy 12: Community vehicle electrification. Promote and incentivize the adoption of electric vehicles (EV) citywide, including light-duty and heavy-duty vehicles, for municipal, commercial, and residential uses.	**Consistent.** Advanced Clean Cars II would require new cars sold in 2035 and beyond to be zero-emission vehicles, which includes battery electric vehicles, plug-in hybrid electric vehicles, and fuel cell electric vehicles; however, due to federal legal constraints, Advanced Clean Cars II cannot be enforced by the State. Nonetheless, future development under the Policy Plan Amendment would not obstruct implementation of Advanced Clean Cars II program since this applies to automobile manufacturers in California. In addition, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement transportation electrification measures when determined feasible.
Strategy 13: Active Transportation Networks. Work with transit agencies, school districts, and employers to facilitate an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling, and walking.	**Consistent.** TOP 2050 contains various policies to support an interconnected transportation system. Policies CD-3.3, ER-4.1, ER-4.5, LU-1.1, LU-1.4, LU-1.6, LU-4.4, M-1.4, M-2.1 through M-2.4, and M-3.1 through M-3.11 promote mixed-use and transit-oriented development while encouraging proactive partnerships with transit providers to ensure adequate public transit service for residents in environmental justice areas.
Strategy 14: Vehicle Idling. Limit idling of heavy-duty trucks. Support the South Coast AQMD and CARB anti-idling requirements and provide	**Consistent.** Diesel-fueled commercial vehicles under the proposed project would be required to comply with 13 CCR Section 2485, limiting truck

Table 3.6-5 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
signage in key areas where idling that is not consistent with South Coast AQMD or CARB requirements might occur.	idling to 5 minutes or less when the vehicles are not in use. Construction contractors would minimize nonessential idling of construction equipment during construction in accordance with 13 CCR Article 4.8, Chapter 9, Section 2449.
OFF-ROAD EQUIPMENT	
Strategy 16: Electrification of construction and landscaping equipment. Promote and incentivize the transition to electric construction and landscaping equipment.	**Consistent.** This measure is specific to the City to adopt an ordinance that promotes the transition to electric construction and landscaping equipment. While the policies of the Policy Plan Amendment would not require electrification of construction and landscaping equipment, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement such a measure when determined feasible.
Strategy 17: Idling Ordinance for Construction Equipment. Limit idling of heavy-duty off-road construction equipment to reduce air pollution and GHG emissions from construction activity.	**Consistent.** Vehicle activity associated with the development allowed under the proposed project would be required to comply with 13 CCR Sections 2485 and 2499 to limit truck idling to 5 minutes or less when the vehicles are not in use.
WASTE	
Strategy 19: Waste Diversion. Exceed waste diversion goals recommended by AB 939 and CALGreen by adopting a citywide diversion target of at least 75 percent of waste.	**Consistent.** Future development under the proposed project would be required to comply with all applicable federal, State, and local nonhazardous waste diversion requirements, including those in the applicable mandatory measures of CALGreen. Additionally, Policy ER-2.1 supports meeting or exceeding the waste diversion targets established by AB 939. Moreover, while the Policy Plan Amendment would not require waste diversion in new development that exceeds goals established by AB 939 and CALGreen, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement such a measure when determined feasible.

Table 3.6-5 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
Strategy 20: Construction and Demolition Waste Recovery Ordinance. Increase the amount of waste recycled during construction and demolition of buildings.	**Consistent.** Future development under the proposed project would be required to comply with the City's Municipal Code Section 6-3.602, "Construction and demolition recycling plan," which ensures diversion of construction and demolition waste from landfills to the greatest extent possible by recycling, deconstruction for reuse, or by use of "green building" practices.
WATER	
Strategy 21: Indoor water efficiency. Encourage water-efficient retrofits of new and existing buildings by working with water providers and regional agencies.	**Consistent.** Future development under the proposed project would be required to be constructed in accordance with State and City building codes current at the time. Compliance with the latest California Building Standards Code and CALGreen mandatory measures would require installation of water-efficient appliances and fixtures. The Policy Plan Amendment also contains various policies supporting water-efficient retrofits of new and existing development. Additionally, Policies ER-1.3 and ER-3.1 encourage the conservation of water supply and the implementation of energy-saving standards in buildings.
Strategy 22: Water Efficient Landscapes and Water Recycling. Promote drought-tolerant and fire-wise landscaping. Encourage increased use of reclaimed water for landscape irrigation, agricultural, and industrial use.	**Consistent.** Future development under the proposed project would be required to be constructed in accordance with current State and City development standards in existence at the time. The City has Landscape Development Guidelines that require landscapes to be designed for efficient water use, minimizing waste, and in compliance with the State's Model Water Efficient Landscape Ordinance (MWELO). These guidelines also promote recycled water irrigation where available and feasible.
Strategy 23: Water system and wastewater operations efficiency. Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off-peak demand schedules for heavy commercial and industrial users.	**Consistent.** Future development under the proposed project would be required to be constructed in accordance with current State and City development standards in existence at the time. Future compliance with the most recent California Building Standards Code and CALGreen

Table 3.6-5 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	mandatory measures will require the installation of water-efficient appliances and fixtures, such as low-flow toilets, faucets, showerheads, and other plumbing fittings. Additionally, Chapter 8A, Water Conservation Plan, of the City's Municipal Code contains a Water Conservation Plan designed to minimize potential water shortages through the practice of water conservation and reducing inefficient water use.

Source: Ontario 2022.

Summary

As discussed previously, the proposed project would include policies which directly support the strategies outlined in the Energy Action Plan, Long-Term Energy Efficiency Strategic Plan, and the City's CCAP. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and that identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As described in Chapter 2, *Project Description*, the EBPSP establishes development standards and design guidelines to guide development of the Specific Plan that would support the continued implementation of the Energy Action Plan and the Long-Term Energy Efficiency Strategic Plan. Additionally, the EBPSP would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the energy efficiency standards in CCR Title 24, Part 6. These standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. Standards throughout CCR Title 24 Part 6 are widely regarded as the most advanced energy efficiency standards and would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation.

Specifically, key objectives of the EBPSP include promoting mixed-use development; reducing automobile dependency; and encouraging green building design, including sustainable technologies such as rooftop photovoltaic energy systems to offset warehouse electrical demands. Furthermore, as described above, TOP 2050 includes various policies that would continue to support a community-wide shift to renewable energy and promotion of energy-efficient and green construction. These policies would directly help the growth under the EBPSP

to be aligned with the Energy Action Plan, Long-Term Energy Efficiency Strategic Plan, and the City's CCAP strategies. Therefore, the EBPSP would be consistent with the Energy Action Plan, Long-Term Energy Efficiency Strategic Plan, and the City's CCAP strategies, and impacts would be **less than significant**. The EBPSP would not result in new or a substantial increase in magnitude of impacts compared to that identified in the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact ENE-3: The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant energy impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

3.6.6 Cumulative Impact Analysis

As this analysis assesses whether energy consumption from the proposed project would result in wasteful, inefficient, or unnecessary consumption of resources, the geographic area relevant to cumulative energy impacts is the plan area. The area considered for cumulative impacts to electricity and natural gas supplies and facilities is SCE and SoCalGas service areas. Analysis of whether the proposed project's energy demand would be within SCE's and SoCalGas's service capacity and require new or expanded facilities is in Section 3.19, *Utilities and Service Systems*, of this SEIR.

Other future development in the SCE and SoCalGas service areas would be subject to existing state regulations, such as the California Energy Code and CALGreen Code. New buildings would use new energy-efficient appliances and equipment, pursuant to the Appliance Efficiency Regulations. These measures would reduce the overall consumption of electricity and natural gas. Moreover, the proposed project includes various goals, policies, and standards to reduce energy consumption and promote renewable energy sources consistent with applicable local plans for renewable energy or energy efficiency. Consequently, the proposed project's potential contribution to cumulative impacts on energy would be **less than significant**.

Cumulative Impacts: The proposed project, together with cumulative projects, would not substantially impact energy resources.

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3.7 GEOLOGY AND SOILS

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential for implementation of the Ontario Policy Plan Amendment and the EBPSP to impact geological and soil resources, paleontological resources, or unique geologic features in the City of Ontario compared to the current TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR. See Section 5.5, *Cultural Resources*, of this SEIR for a discussion regarding archeological resources. The following studies were referenced in preparation of this section.

- *Geotechnical Feasibility Study Proposed Commercial/Industrial and Residential Development, NWC Eucalyptus Avenue and Grove Avenue, Ontario, California, for Sares Regis Group*, Southern California Geotechnical (SocalGeo), March 15, 2022. (Appendix F1)
- *Geotechnical Feasibility Study Proposed Warehouse Development, NEC Eucalyptus Avenue and Grove Avenue, Ontario, California, for Sares Regis Group*, Southern California Geotechnical (SocalGeo), January 7, 2022. (Appendix F2)
- *Paleontological Assessment for the Eucalyptus Business Park Specific Plan Project*, BFSA Environmental Services, July 20, 2025. (Appendix F3)

3.7.1 Regulatory Framework

FEDERAL

Paleontological Resources

Paleontological Resources Preservation, Omnibus Public Lands Act, Public Law 111-011, Title VI, Subtitle D, 2009

The Paleontological Resources Preservation, Omnibus Public Lands Act (PRPA) directs the secretaries of the Interior and of Agriculture to manage and protect paleontological resources on federal land using "scientific principles and expertise." To formulate a consistent paleontological resources management framework, the PRPA incorporates most of the recommendations from the report of the Secretary of the Interior, "Assessment of Fossil Management on Federal and Indian Lands" (USDI 2000). In passing the PRPA, Congress officially recognized the scientific importance of paleontological resources on some federal lands by declaring that fossils from these lands are federal property that must be preserved and protected. The PRPA codifies existing policies of the Bureau of Land Management, National Park Service, US Forest Service, Bureau of Reclamation, and US Fish and Wildlife Service, and provides the following:

- Uniform criminal and civil penalties for illegal sale and transport, and theft and vandalism of fossils from federal lands.
- Uniform minimum requirements for paleontological resource-use permit issuance (terms, conditions, and qualifications of applicants).
- Uniform definitions for “paleontological resources” and “casual collecting.”
- Uniform requirements for curation of federal fossils in approved repositories.

National Environmental Policy Act of 1969

The National Environmental Policy Act of 1969, as amended, recognizes the continuing responsibility of the federal government to "preserve important historic, cultural, and natural aspects of our national heritage…” (Sec. 101 [42 US Code sec. 4321] #382). With the passage of the PRPA, paleontological resources are considered a significant resource, and it is now standard practice to include paleontological resources in National Environmental Policy Act studies in all instances where there is a possible impact.

Antiquities Act of 1906

The Antiquities Act of 1906 states, in part:

> That any person who shall appropriate, excavate, injure or destroy 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, without the permission of the Secretary of the Department of the Government having jurisdiction over the lands on which said antiquities are situated, shall upon conviction, be fined in a sum of not more than five hundred dollars or be imprisoned for a period of not more than ninety days, or shall suffer both fine and imprisonment, in the discretion of the court. (16 US Code secs. 431–433)

Although there is no specific mention of natural or paleontological resources in the act itself, or in the act's uniform rules and regulations (Title 43 Part 3, Code of Federal Regulations [43 CFR 3]), the term “objects of antiquity” has been interpreted to include fossils by the National Park Service, Bureau of Land Management, the US Forest Service, and other federal agencies. Permits to collect fossils on lands administered by federal agencies are authorized under this act; however, due to the large gray areas left open to interpretation due to the imprecision of the wording, agencies are hesitant to interpret this act as governing paleontological resources.

STATE

Soil Hazards

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 delineates "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 to protect the public from the effects of earthquake hazards other than surface fault rupture, 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. The act requires responsible agencies to only approve projects within seismic hazard zones following a site-specific investigation to determine if the hazard is present, and if so, the inclusion of appropriate mitigation. In addition, the act requires real estate sellers and agents at the time of sale to disclose whether a property is within one of the designated seismic hazard zones.

California 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 Title 24, Part 2 of the California Code of Regulations. The 2022 CBC is based on the 2021 International Building Code, modified for California 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 shaking with specified probability of occurring at a site. It is generally adopted on a jurisdiction-by-

jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by city and county building officials for compliance with the CBC. The 2025 CBC, which includes updated seismic and structural provisions, became effective statewide on January 1, 2026.

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.

Soils Investigation Requirements

Requirements for soils investigations for subdivisions requiring tentative and final maps, and for other specified types of structures, are in California Health and Safety Code Sections 17953 to 17955, and in Section 1802 of the CBC. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness.

Paleontological Resources

California Public Resources Code

Paleontological sites are protected under a wide variety of state policies and regulations in the California Public Resources Code (PRC). In addition, paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA. PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244, state:

> 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, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

This statute prohibits the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with PRC 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public lands (state, county, city, and district).

LOCAL

Soil Hazards

City of Ontario Municipal Code

Site development in the City is required to comply with the CBC and all state requirements pertaining to geotechnical hazards and constraints, including soil conditions. The CBC has been incorporated and adopted in its entirety into the City's Building Code as Title 8, Chapter 1, Section 8-1.01 of the Ontario Municipal Code.

Erosion Control and Sediment Control Plan Requirements

Prior to issuance of a building permits, the City Engineering Department requires the inclusion of "Erosion and Sediment Control and Contractor Activity Notes" on the grading plan cover sheet prior to submittal. Applicants must also demonstrate conformance with applicable best management practices (BMP), including those recommended by the California Stormwater Quality Association's Construction BMP Online Handbook (December 2019) and prepare a Storm Water Pollution Prevention Plan (SWPPP) with a site map that shows the construction site perimeter; existing and proposed buildings, lots, roadways, and stormwater collection and discharge points; general topography both before and after construction; and drainage patterns. The SWPPP must list BMPs that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. Additionally, the SWPPP must contain a visual monitoring program, a chemical monitoring program for nonvisible pollutants if there is a failure of the BMPs, and a sediment-monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

3.7.2 Existing Conditions

POLICY PLAN AMENDMENT

Geology and Soils

Geologic Setting

The City of Ontario is in the Upper Santa Ana River Valley, which consists of a series of coalescing alluvial fans formed by streams flowing out of the San Gabriel Mountains to the north. The Upper Santa Ana River Valley has a gentle southerly slope of approximately 1 percent, and elevations in Ontario range from approximately 1,150 feet in the north to 640 feet in the south. The junction of the Upper Santa Ana River Valley and the San Gabriel Mountains marks the boundary between 2 geomorphic provinces. The valley, including 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 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

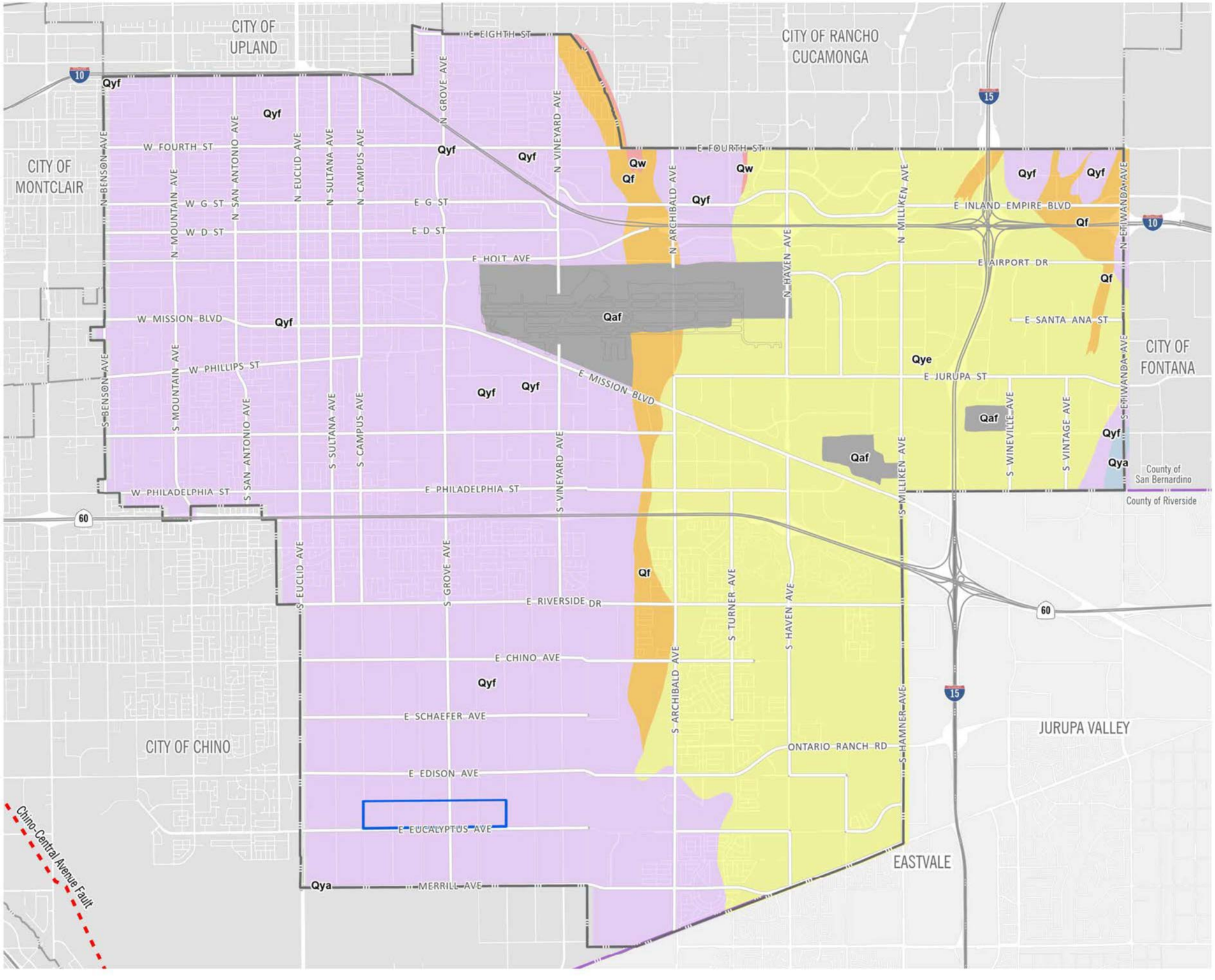
The geologic units exposed at the surface in Ontario consist of sediments less than 11,000 years old (Holocene) and deposited either by water or wind; these units are shown in Figure 3.7-1, *Geologic Map*. In general, the alluvial fan sediments are coarse grained in the northern part of the City and consist of various mixtures of sand, gravel, and cobbles. Moving south 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.

Artificial Fill (Qaf): The Ontario International 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.

GEOLOGY & SOILS

Figure 3.7-1

Geologic Map



- EBPSP Boundary
- Ontario City Boundary
- County Boundary
- Artificial Fill
- Very Young Alluvial Fan Deposits
- Very Young Wash Deposits
- Young Alluvial Fan Deposits
- Young Alluvial Valley Deposits
- Young Eolian Deposits
- Fault, concealed

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: Morton and Miller 2006

Date: 12/15/2025

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Very Young Wash Deposits (Qw): 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 in only 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[1] 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 City of Ontario is in one of the more seismically active parts of southern California. Several faults have been identified in and adjacent to the Upper Santa Ana River Valley; these faults are

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

shown on Figure 3.7-2, *Regional Faults and Fault Zones*, and are described below. An active fault is one that has had surface displacement within the Holocene epoch, that is, within the last 11,700 years. Figure 3.7-2 includes the regional faults.

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.

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.

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.

San Andreas Fault: The San Andreas Fault is the main boundary between the Pacific and North American tectonic plates and 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 is the San Bernardino Segment, approximately 14 miles northeast of the City.

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.

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.

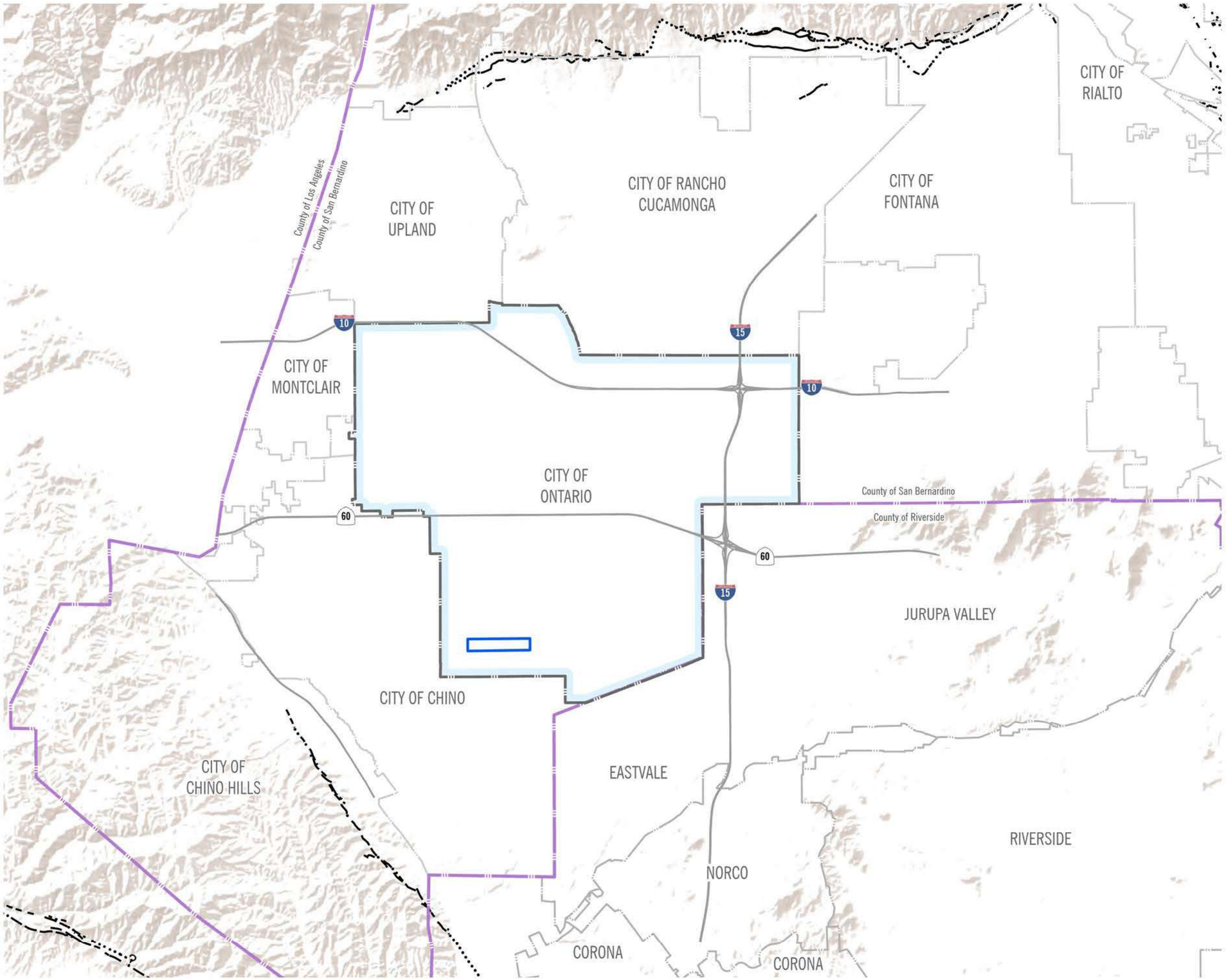
Puente Hills Blind Thrust Fault: The Puente Hills Blind Thrust Fault, which does not reach the surface, ranges from northern Orange County to the central Los Angeles area.

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.

GEOLOGY & SOILS

Figure 3.7-2

Regional Faults & Fault Zones



EBPSP Boundary

Ontario City Boundary

County Boundary

Alquist Priolo Fault Traces

Inferred

Concealed

2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 2,5005,000 10,000 FT

Source: CGS (California Geological Survey) 2022 Date: 3/2/2026

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Surface Rupture of a Fault

Primary ground rupture due to fault movement typically results in a 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. 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 are along the Chino Fault, approximately 3 miles southwest of the City, and along the Cucamonga Fault, approximately 4.5 miles north (CGS 2025).

Strong Earthquakes

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.

Historical Earthquakes in the Region

Selected historical earthquakes in and near the Upper Santa Ana River Valley are listed in Table 3.7-1*, Selected Historical Earthquakes in and near the Upper Santa Ana River Valley*.

Table 3.7-1 Selected Historical Earthquakes in and near the Upper Santa Ana River Valley

Earthquake	Date	Location	Fault	Magnitude	Notable Effects
Wrightwood	1812, December 8	Near Wrightwood, approximately 43 miles northeast of Ontario	Unknown; possibly San Andreas	Approximately 7.5	40 deaths in collapse of chapel at Mission San Juan Capistrano
Cajon Pass	1899, July 22	Near Cajon Pass, approximately 26 miles northeast of Ontario	Unknown; San Andreas or San Jacinto	Approximately 5.7	Extensive structural damage in San Bernardino and Highland
San Bernardino	1907; September 20	Near San Bernardino, approximately 27 miles northeast of Ontario	Unknown	Approximately 5.4	–
North San Jacinto	1923, July 22	South of San Bernardino, approximately 15 miles east of Ontario	San Jacinto	6.3	–
Ontario	1953, May 12	Ontario, near northern City boundary	Unknown	4.6	–
Lytle Creek	1970, September 22	Lytle Creek, approximately 14 miles northeast of Ontario	San Andreas	5.2	–
Whittier Narrows	1987, October 1	South El Monte, approximately 26 miles west of Ontario	Thrust fault	5.9	8 fatalities; extensive damage to unreinforced masonry buildings in Whittier,

Table 3.7-1 Selected Historical Earthquakes in and near the Upper Santa Ana River Valley

Earthquake	Date	Location	Fault	Magnitude	Notable Effects
					Alhambra, and Pasadena
Big Bear	1992, June 28	Southeast of Big Bear Lake, approximately 55 miles east of Ontario	Unknown	6.3	Substantial damage in Big Bear Lake area
Chino Hills	2008, July 29	Chino Hills, 6 miles southwest of Ontario	Unknown	5.4	–

Sources: SCEDC 2025; USGS 2025.

Liquefaction and Related Ground Failure

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, as shown on Figure 3.7-2. 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 Ontario Ranch, 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 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 depths in Ontario wells from 2000 to 2024 were reported as greater than 50 feet; groundwater at such depths does not contribute to a high susceptibility to liquefaction (Chino Basin Watermaster 2025).

Seismically Induced Settlement

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, either wet or dry. 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.

Hazardous Buildings

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 multistory 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 of, floor, and foundation elements of the building and for

stronger roof diaphragms.[2] 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 4 to 8 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 in the City and reported to the State Seismic Safety Commission in 2005 that there were 58 such buildings in the City; 42 of these are considered historically significant (SSC 2005).

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. The City is above the Chino Subbasin of the Upper Santa Ana Valley Groundwater Basin, from which groundwater has been extracted for decades. The thick alluvial deposits composing the subbasin may be susceptible to compaction, with resulting subsidence at the surface, in the event of rapid

[2] A structural roof deck capable of resisting the stress produced by lateral forces, such as wind or seismic loads.

groundwater withdrawal. Surface subsidence of up to 2.5 feet and ground fissuring from groundwater production have been reported in Chino to the southwest of Ontario. Groundwater elevation trends observed in Ontario groundwater wells from 2000 to 2024 ranged between rising 40 feet to lowering of 50 feet (Chino Basin Watermaster 2025). Pursuant to the Sustainable Groundwater Management Act of 2014, the Chino Basin Watermaster is responsible for monitoring subsidence and making adjustments to groundwater storage and pumping within the adjudicated Chino Basin as needed to prevent future subsidence and fissuring.

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 Ontario Ranch, 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 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.

Paleontological Resources

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, it is the geologic formations that are the most important, since they may contain important fossils. Potential sensitivity for the presence of paleontological resources is based on the underlying geologic formation. Fossil remains may occur throughout 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 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. These recent sediments overlie 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.

SPECIFIC PLAN

The geotechnical analysis prepared for the Specific Plan area was conducted in 2 parts, splitting the site between properties located east and west of Grove Avenue. The following discussions make this distinction where necessary.

Soils

West

Artificial fill soils were encountered at the ground surface and beneath the open-graded gravel extending to depths of 1.5 to 6.5 feet below ground surface. The fill soils generally consist of loose to medium dense silty fine sands. Occasional layers of loose to medium dense silty fine to coarse sands and fine to coarse sands were encountered. The fill soils possess a disturbed and mottled appearance, with some samples possessing asphaltic concrete fragments and twine rope pieces, resulting in their classification as artificial fill.

Native alluvium was encountered beneath the fill at all of the boring locations during the geotechnical investigation. The native alluvium extends to at least 50 feet below ground surface, the maximum depth explored. The alluvial soils generally consist of loose to very dense fine sands, silty fine sands, fine sandy silts, and stiff to very stiff silty clays and fine sandy clays. Occasional layers of medium dense to very dense silts, fine to coarse sands, clayey silts and clayey fine sands were encountered. In general, the alluvial soils possess trace to extensive amounts of iron oxide staining and calcareous nodules and veining. Occasional samples possess slight cementation and porosity, within the upper approximate 10 feet below ground surface (Appendix F1).

East

Artificial fill soils were encountered at the ground surface and below the pavements extending to depths of approximately 2.5 to 5.5 feet below ground surface. The fill soils generally consist of loose to medium dense fine sands, silty fine to coarse sands, loose/medium stiff clayey fine sands to fine sandy clays. The fill soils possess a disturbed and mottled appearance, resulting in their classification as artificial fill.

Native alluvium was encountered at the ground surface and beneath the fill or topsoil at the remaining borings. The native alluvium extends to at least the maximum depth explored of approximately 50 feet below ground surface. The alluvial soils generally consist of loose to dense fine sands, silty fine sands, fine sandy silts, fine to medium sands and stiff to very stiff silty clays. Occasional layers of medium dense/hard clayey fine sands, fine sandy clay and interbedded fine sand and silty fine sand, were encountered. The alluvium generally possesses trace to little iron oxide staining and calcareous nodules/veining (Appendix F2).

Groundwater

West

Free water was not encountered during the drilling of the borings conducted as part of the geotechnical investigation. Based on the lack of water within the borings and the moisture contents of the recovered soil samples, the static groundwater table was in excess of 50 feet deep at the time of the subsurface exploration.

A monitoring well on record is located approximately 4,300 feet northwest of the site. Water level readings within this well indicate a high groundwater level of approximately 135 feet below the ground surface in April 2020 (Appendix F1).

East

Free water was not encountered during the drilling of any of the on-site borings. Based on the lack of any water within the borings and the moisture contents of the recovered soil samples, the static groundwater table was more than 50 feet deep at the time of the subsurface exploration.

A monitoring well on record is located approximately 3,800 feet southwest of the site. Water level readings within this well indicate a high groundwater level of approximately 83 feet below the ground surface in June 2021. It should be noted that the ground surface elevation of the well is approximately 20 feet lower in elevation than the Specific Plan area (Appendix F2).

Seismic Hazards

The Specific Plan area is in an area that is subject to strong ground motions due to earthquakes. Numerous faults capable of producing significant ground motions are located near the Specific Plan area. An active fault is defined by the California Geotechnical Survey (CGS) as a fault that has experienced surface displacement within the Holocene Epoch (roughly the last 11,000 years). The nearest active fault to the Specific Plan area is the Chino Fault, located approximately 3.6 miles south (CGS 2025).

Secondary hazards associated with earthquakes include surface rupture, ground failure, unstable soils and slopes. Each of these hazards is briefly described below.

Fault Rupture

The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. Review of available maps indicates that the Specific Plan area is not located within an Alquist-Priolo Earthquake

Fault Zone. Furthermore, no evidence of faulting was identified during the geotechnical investigations (Appendix F1; Appendix F2).

Liquefaction

Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface. Liquefaction potential is greater in saturated, loose, poorly graded fine sands with a mean (d50) grain size in the range of 0.075 to 0.2 mm. Non-sensitive clayey (cohesive) soils which possess a plasticity index of at least 18 are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table.

Research of the San Bernardino County Land Use Services website indicates that the Specific Plan area is not located within a zone of liquefaction susceptibility. In addition, based on the lack of groundwater in the upper approximate 50 feet below ground surface, the subsurface conditions at the boring locations are not considered to be conducive to liquefaction (Appendix F1; Appendix F2).

Unstable Soils and Slopes

The overall site slopes downward to the south at a gradient of approximately one percent with localized variations, including berms and detention basins. Several berms were observed throughout the Specific Plan area with heights ranging from approximately 2 to 6 feet. Some of the dirt access roads are approximately 3 to 4 feet higher than adjacent site grades. Additionally, the bottoms of the detention basins appear to be approximately one to 10 feet lower than the adjacent site grades. The maximum site elevation differential is approximately 23 feet (Appendix F1; Appendix F2).

Slope and Instability Hazards

Soil 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 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 near-surface soils within the Specific Plan area contain appreciable amounts of silt and occasional clay and may become unstable if exposed to significant moisture infiltration or disturbance by construction traffic. Based on their granular content, some of the on-site soils would also be susceptible to erosion (Appendix F1; Appendix F2).

Settlement Potential

Settlement refers to unequal compression of a soil foundation, shrinkage, or undue loads being applied to a building after its initial construction that affects the soil foundation. The potential for seismically induced settlement within the Specific Plan area is considered low (Appendix F1; Appendix F2).

Shrinkage/Subsidence Potential

Subsidence is a gradual settling or sudden sinking of the ground surface (i.e., loss of elevation). The principal causes of subsidence are aquifer-system compaction, drainage of organic soils, underground mining, and natural compaction. Shrinkage is the reduction in volume in soil as the water content of the soil drops (i.e., loss of volume). The potential for subsidence to affect the Specific Plan area is considered low (Appendix F1; Appendix F2).

Soil Expansion Potential

Expansive soils are soils that exhibit cyclic shrink and swell patterns in response to variations in moisture. Sites with expansive soils (expansion index>20) require special attention during design and maintenance.

The near surface soils for the western portion of the Specific Plan area generally consist of silty fine sands and sandy silts. These soils are expected to have a very low expansion potential (Appendix F2). The near surface soils for the eastern portion of the Specific Plan area generally consist of silty sands, sandy silts and fine sands with occasional thin layers of clayey sands and sandy clays. Laboratory testing indicates that these materials have a very low expansion potential (Appendix F2).

Paleontological Setting

The Specific Plan area is located on the distal margins of the broad alluvial floodplain of the ancestral Santa Ana River. The Specific Plan area is mapped as middle Holocene-aged young sandy alluvial fan deposits. These young deposits overlie middle to late Pleistocene-aged very old sandy alluvial fan deposits, which are mapped at the surface south of the Specific Plan area. The occurrence of terrestrial vertebrate fossils at shallow depths from Pleistocene alluvial fan sediments in Ontario is well documented as these soils may contain high paleontological sensitivity.

A field survey of the Specific Plan area and the entire limits of disturbance was conducted to determine if any paleontological resources were visible. Ground visibility of the Specific Plan area was limited due to active dairy operations, dense vegetation, development, pavement, and gravel. The entire Specific Plan area has been previously rough-graded, including the off-site improvement areas. No bedrock outcrops were exposed that might indicate the presence of fossils. No paleontological resources, or evidence of paleontological resources, were observed during the survey (Appendix F3).

3.7.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to geology if it would:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

    i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 42.)

    ii) Strong seismic ground shaking.

    iii) Seismic-related ground failure, including liquefaction.

    iv) Landslides.

b) Result in substantial soil erosion or the loss of topsoil.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

d) Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

METHODOLOGY

Specific Plan

The geotechnical analyses prepared for the Specific Plan area included a visual site reconnaissance, subsurface exploration, field and laboratory testing, and geotechnical engineering analysis to evaluate the geotechnical feasibility of the proposed uses. The subsurface exploration consisted of nine hollow-stem auger borings advanced to depths of 25 to 50± feet below the existing site grades. Additionally, 2 hand augers were advanced to depths of 2± feet within the existing grasslands. The soil samples recovered from the subsurface exploration were then sent to a laboratory for further testing to evaluate selected physical and engineering properties of the soils.

A paleontological literature review and collections and locality records search was conducted for the Specific Plan area using records from the Division of Geological Sciences at the San Bernardino County Museum (SBCM) and the Western Science Center (WSC) in Hemet, and data from existing paleontological literature. The field methodology included walking evenly spaced survey transects set approximately 10 to 15 meters apart while visually inspecting the ground surface, when possible. All potentially sensitive areas where paleontological resources might be located were closely inspected.

3.7.4 Relevant New and Modified General Plan Policies

There are no new and modified general plan policies applicable to geology and soils.

3.7.5 Environmental Impacts

2022 CERTIFIED EIR

The Certified EIR identified that development of the approved project would adhere to the California Building Code to ensure residents, employees, or visitors in Ontario would not be adversely affected by potential seismic-related hazards. Additionally, the Certified EIR identified that the approved project would not result in substantial soil erosion or the loss of topsoil. The approved project would also not exacerbate geologic hazards in the City, such as on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Development associated with the approved project would not be located on expansive soil, as defined in Table 18-1B of the Uniform building Code (1994), creating substantial direct or indirect risks to life or property. Development pursuant to the approved project would not involve the use of septic tanks or alternative waste water disposal systems that would not be supported by soils in the City.

The Certified EIR concluded that implementation of the approved project could directly or indirectly destroy a unique paleontological resource; however, paleontological resources impacts would be less than significant with mitigation incorporated.

PROPOSED PROJECT

a) Would the project subject residents [or occupants, visitors, etc.] to potential seismic-related hazards, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 42.)

ii) Strong seismic ground shaking.

iii) Seismic-related ground failure, including liquefaction.

iv) Landslides.

The 2022 Certified EIR found that policies of the Approved Project, and state regulations would ensure that the potential impacts from seismic-related hazards would be less than significant.

Policy Plan Amendment

Earthquakes

The Upper Santa Ana River Valley and vicinity contain a number of known earthquake faults, which are described above and shown on Figure 5.7-2. The City of Ontario is not within any Alquist-Priolo Earthquake Fault Zone (CGS 2025). Of the faults listed, the southern section of the San Andreas Fault is estimated to be capable of generating the greatest magnitude earthquake, 8.0. The most intense peak horizontal ground acceleration that any of these faults is estimated to be capable of generating in Ontario is approximately 0.54 g by the Chino Fault, which passes approximately 4 miles from the southwestern City boundary.

Although there are a number of know earthquake faults in the vicinity, any future projects considered for approval would be required to comply with seismic safety provisions of the CBC (Title 24, Part 2 of the California Code of Regulations). Such compliance would reduce hazards arising from ground shaking to less than significant.

Liquefaction

Based on the groundwater levels throughout the City being greater than 50 feet below ground surface, there is currently no potential for liquefaction (Chino Basin Watermaster 2025). Therefore, this impact is less than significant.

Seismically Induced Settlement

The Ontario area is underlain by young, unconsolidated alluvial deposits and artificial fill that may be susceptible to seismically induced settlement (see Figure 5.7-1). Implementation of the proposed project could indirectly increase the number of people and structures exposed to earthquake-related hazards. Projects developed under the proposed project would be required to comply with the most current seismic safety standards in the CBC. Chapter 16 of the CBC establishes design and construction requirements to address structural loads, including earthquake forces, and Chapter 18 includes standards for excavation, grading, fill, and foundation design. Therefore, this impact is less than significant.

Based on the preceding, the proposed project would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Ground Rupture

There are no known active or potentially active faults on or trending toward the Specific Plan area. Research of available maps indicates that the site is not located within an Alquist-Priolo Earthquake Fault Zone. No evidence of faulting was identified during the geotechnical investigations (Appendix F1: Appendix F2). As with the findings of the 2022 Certified EIR, the potential for the Specific Plan to expose people or structures to substantial adverse effects related to rupture of a known earthquake fault is considered less than significant.

Seismic Ground Shaking

The Specific Plan area is located in a seismically active area of southern California and is expected to experience moderate to severe ground shaking during the lifetime of the on-site uses. The risk is not substantially different than the risk to other properties throughout the southern California area. As a mandatory condition of approval, future development within the Specific Plan area would be required to construct buildings and associated structures in accordance with the California Building Standards Code (CBSC) and the Ontario Development Code. The CBSC and Ontario Development Code, which have been specifically tailored for

California earthquake conditions, provide building standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures. In addition, the CBSC (Chapter 18) requires development sites to be evaluated in preliminary soil reports to identify site-specific geologic and seismic conditions and provide site-specific recommendations to preclude adverse effects involving unstable soils and strong seismic ground-shaking, including, but not limited to, recommendations related to ground stabilization, selection of appropriate foundation type and depths, and selection of appropriate structural systems. The geotechnical investigations prepared for the Specific Plan area include recommendations for design, construction, and grading considerations based on the Specific Plan area's geological conditions. These geotechnical investigations comply with the requirements of Chapter 18 of the CBSC. Mandatory compliance with these standards and site-specific design and construction measures would ensure future development associated with the Specific Plan would not expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking. As with the findings of the 2022 Certified EIR, impacts would be less than significant.

Seismic-Related Ground Failure

Subsurface conditions within the Specific Plan area are not considered susceptible to liquefaction. Future development implemented pursuant to the Specific Plan would be required to be designed and constructed in accordance with applicable seismic safety guidelines, including the standard requirements of the CBSC, as noted above. Furthermore, the Specific Plan would be required (via conditions of approval, as required by the Ontario Municipal Code) to comply with the grading and construction recommendations contained within the geotechnical investigations for the Specific Plan area to further reduce the risk of seismic-related ground failure. As with the findings of the 2022 Certified EIR, the potential for the Specific Plan to expose people or structures to substantial hazards associated with seismic-related ground failure is considered less than significant.

Landslides

The Specific Plan area is essentially flat, as is the immediately surrounding area. The Specific Plan area slopes downward to the south at a gradient of about one percent with localized variations, including berms and detention basins. The geotechnical investigations prepared for the Specific Plan area include retaining wall design recommendations for future development, which would ensure their structural soundness. These recommendations would be incorporated into the design and verified by the City during the plan check and permit issuance process. Mandatory compliance with the recommendations in the geotechnical investigations would ensure that the EBPSP area is engineered and constructed to maximize stability and preclude safety hazards to on-site and abutting off-site areas. Accordingly, the Specific Plan area would not be exposed to substantial landslide risks, and implementation of Specific Plan land uses

would not pose a substantial direct or indirect landslide risk to surrounding properties. Impacts would be less than significant.

Based on the preceding, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant

Impact GEO-1: Development of proposed project would adhere to the California Building Code to ensure residents, employees, or visitors in Ontario would not be adversely affected by potential seismic-related hazards.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant geology and soils impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

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

The 2022 Certified EIR found that policies of the approved project and state regulations would ensure that the potential impacts from erosion or the loss of topsoil would be less than significant.

Policy Plan Amendment

The young alluvial sediment and windblown 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. Any future project developed consistent with the proposed project would be required to comply with the CBC and undergo review of grading plans for individual projects by the City Engineer which would ensure no significant impacts would occur. In addition, construction activities on project sites larger than one acre are required to prepare a SWPPP that details BMPs to reduce the potential for erosion during construction activities. The proposed project would result in an increase in land use intensity, but would not result in the development of new or previously

undeveloped areas in the city. Therefore, with compliance of safety provision, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Construction

Development of the Specific Plan area would result in the demolition of all structures on-site. Additionally, grading and construction activities would occur that would expose and disturb soils that are currently covered by impervious surfaces. Disturbed soils would be subject to potential erosion during rainfall events or high winds due to the removal of stabilizing vegetation and building materials (e.g., existing concrete foundations) and exposure of these erodible materials to wind and water. Pursuant to the requirements of the State Water Resources Control Board (SWRCB), the applicant would be required to obtain coverage under the State's General Construction Storm Water Permit for construction activities (NPDES permit). The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation, that disturb at least one acre of total land area. In addition, the Specific Plan would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program. Compliance with the NPDES permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for construction-related activities. The SWPPP would specify the Best Management Practices (BMPs) that the applicant would be required to implement during construction activities to ensure that waterborne pollution—including erosion/sedimentation—is prevented, minimized, and/or otherwise appropriately treated prior to surface runoff being discharged from the site. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. Mandatory compliance with the SWPPP would ensure that the Specific Plan's implementation does not violate any water quality standards or waste discharge requirements during construction activities.

Operations

At buildout, the Specific Plan area would be covered by buildings, landscaping, and impervious surfaces. Land uses implemented pursuant to the EBPSP would be required to implement erosion control measures pursuant to Ontario Municipal Code Title 6, Chapter 12. Stormwater runoff from the Specific Plan area would be captured, treated to reduce waterborne pollutants (including sediment), and conveyed off-site via an on-site storm drain system. Design for the on-site storm drain system improvements in the Specific Plan area would utilize a variety of Low Impact Development (LID) design concepts to detain, filter, and treat surface runoff.

The applicant would be required to prepare and implement a Water Quality Management Plan (WQMP) to demonstrate compliance with the City's NPDES municipal stormwater permit, and to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters. The WQMP is a site-specific post-construction water quality management program designed to address the potential release of pollutants of concern for downstream receiving waters and other water pollutants through the use of BMPs. Implementation of the WQMP ensures on-going, long-term protection of the watershed basin. The Preliminary WQMP for the Specific Plan is included as Technical Appendix H2 to this SEIR.

Summary

Potential erosion impacts incurred during construction activities would be less than significant with mandated compliance with a City-approved SWPPP, as well as compliance with South Coast Air Quality Management District Rules that prohibit grading activities and site disturbance during high wind events. At Specific Plan buildout, potential soil erosion impacts would not occur, as pavement, roads, buildings, and landscaping would cover previously exposed soils. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact GEO-2: Implementation of the proposed project would not result in substantial soil erosion or the loss of topsoil.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant geology and soils impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

c) 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?

The 2022 Certified EIR found that policies of the approved project and state regulations would ensure that the potential impacts from geology and soils hazards would be less than significant.

Policy Plan Amendment

Ground Subsidence

The thick alluvial deposits comprising the Chino 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 extraction have been reported in Chino. Projects considered for approval under proposed project could expose structures or persons to potentially significant hazards from ground subsidence; however, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur.

Compressible Soils

The young sediments underlying the City are generally dry and loose in the upper few feet, and therefore are susceptible to compression. Much of the Ontario Ranch has been intensively farmed and is especially susceptible to compression. Developments approved pursuant to proposed project could expose persons or structures to potentially significant hazards from compressible 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.

Summary

The proposed project would have similar geological hazards as the current TOP 2050. This is because while the proposed project would result in an increase in land use intensity, it would not result in development of new, previously undeveloped areas of the City. After compliance with the safety provisions of the CBC implementation of proposed project would have less-than-significant impacts from geologic hazards. The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to geology and soils compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Landslide

The Specific Plan area is relatively flat, as is the immediately surrounding area. The site slopes downward to the south at a gradient of approximately one percent with localized variations, including berms and detention basins. As noted in the response to Threshold a, the geotechnical investigations include recommendations for retaining walls and manufactured slopes which would be incorporated into the design and verified by the City during the plan check and permit issuance process.

Subsidence

There is a low potential for subsidence to affect the Specific Plan area (Appendix F1; Appendix F2). Removal and recompaction of the near-surface existing soils is estimated to result in an average shrinkage of 5 to 15 percent for the western side and 6 to 14 percent for the eastern side of the Specific Plan area. Minor ground subsidence is expected to occur in the soils below the zone of removal, due to settlement and machinery working. The subsidence is estimated to be 0.10 feet (Appendix F1; Appendix F2).

Lateral Spreading and Liquefaction

Lateral spreading is primarily associated with liquefaction hazards. As noted above, the Specific Plan area is not susceptible to liquefaction. As such, there is a low potential for lateral spreading to affect the EBPSP.

Summary

The Specific Plan would be required to comply with the site-specific ground preparation and construction recommendations contained in the geotechnical investigations through the City's conditions of approval. As such, the potential for the EBPSP be located on a geologic unit or soil that is unstable, or that would become unstable and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse is considered less than significant. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact GEO-3 The City of Ontario would not exacerbate geologic hazards in the City, such as on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant geology and soils impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

d) Would the project be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

The 2022 Certified EIR found that policies of the approved project and state regulations would ensure that the potential impacts from geology and soils hazards would be less than significant.

Policy Plan Amendment

Expansive Soils

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. Future projects in the southern part of 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.

The Policy Plan Amendment would have similar impacts from expansive soils as the current TOP 2050. Therefore, after compliance with the safety provisions of the CBC, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The near surface soils for the western side of the Specific Plan area generally consist of silty fine sands and sandy silts. These soils are expected to have a very low expansion potential (Appendix F1). The near surface soils for the eastern side of the Specific Plan area generally consist of silty sands, sandy silts and fine sands with occasional thin layers of clayey sands and sandy clays. Laboratory testing indicates that these materials also have a very low expansion potential (Appendix F2). No design considerations related to expansive soils are warranted for the Specific Plan area.

Accordingly, the Specific Plan would not create substantial direct or indirect risks to life or property associated with the presence of expansive soils. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact GEO-4: Development associated with proposed project would not be located on expansive soil, as defined in Table 18-1B of the Uniform building Code (1994), creating substantial direct or indirect risks to life or property.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant geology and soils impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

e) 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 2022 Certified EIR found that policies of the approved project, and state regulations would ensure that the potential impacts from geology and soils hazards would be less than significant.

Policy Plan Amendment

As further discussed in section 3.19, *Utilities and Service Systems*, wastewater from Ontario is treated at wastewater treatment facilities owned and operated by the IEUA. Use of septic tanks

would be limited to existing septic tanks, and new septic tanks would be constricted to areas not in practical proximity to existing sewer mains, dependent on approval by the Santa Ana Regional Water Quality Control Board on a case-by-case basis. The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to geology and soils compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan would install new sewer lines in Walker Avenue, Grove Avenue, Bon View Avenue, and Campus Avenue, and if needed, in Public Street 'A'. All existing on-site septic systems would be removed. Land uses implemented pursuant to the Specific Plan would not utilize septic tanks or alternative wastewater systems. **No impact** related to the use of alternative wastewater systems would occur. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: No impact.

Impact GEO-5: Implementation of proposed project would not result in use of septic tanks or alternative waste water disposal systems that would not be supported by soils in the City.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant geology and soils impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

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

The 2022 Certified EIR found that buildout of the approved project would not result in impacts to paleontological resources with mitigation.

Policy Plan Amendment

Geologic Features

As identified in Section 3.7.2, the geologic units exposed at the surface in Ontario consist of sediments less than 11,000 years old (Holocene) deposited either by water or wind. Such geology is common throughout the City and region and is not considered unique.

Paleontological Resources

Ontario is underlain by deposits of Quaternary and upper-Pleistocene sediments deposited during Pliocene and early Pleistocene time. Quaternary Older Alluvial sediments may contain significant, nonrenewable, paleontological resources and are therefore considered to have high sensitivity. Older Pleistocene alluvial sediments can yield fossil remains, often found at depths of 10 feet or more below existing ground surface. As previously discussed, the San Bernardino County Museum, Division of Geological Sciences, conducted the paleontological records search 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. As a result, the possibility of finding additional paleontological resources within City boundaries is moderate to high at depths of 10 feet or more below ground surface.

Existing federal, state, and local regulations address the provisions of studies to identify paleontological resources, review applications for projects that would potentially involve land disturbance, provide a project-level standard condition of approval that addresses unanticipated paleontological discoveries, and enforces requirements to develop specific mitigation measures if resources are encountered during any development activity.

Paleontological resources are recognized as nonrenewable; and therefore receive protection under the California Public Resources Code (Section 21083.2) and CEQA. Long-term implementation of Policy Plan Amendment would allow development (e.g., new development, infill development, redevelopment, and revitalization/restoration), including grading, of known and unknown sensitive areas. Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of paleontological resources. Future development that would be accommodated by proposed project could potentially unearth previously unrecorded resources. Therefore, the potential to uncover undiscovered archeological and paleontological resources is high. Like the approved project, paleontological resources impacts of proposed project would be **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant

Specific Plan

The Specific Plan area is located on the distal margins of the broad alluvial floodplain of the ancestral Santa Ana River. The Specific Plan area is mapped as middle Holocene-aged young sandy alluvial fan deposits. These young deposits overlie middle to late Pleistocene-aged very old sandy alluvial fan deposits, which are mapped at the surface south of the Specific Plan area.

A field survey of the Specific Plan area and the entire limits of disturbance was conducted to determine if any paleontological resources were visible. No bedrock outcrops were exposed that might indicate the presence of fossils. No paleontological resources or evidence of paleontological resources were observed during the survey (Appendix F3).

Potentially fossiliferous late Pleistocene alluvial fan deposits likely occur at a shallow depth below the Specific Plan area. These deposits underlie the Holocene young alluvial fan deposits mapped at the surface. The occurrence of terrestrial vertebrate fossils at shallow depths from Pleistocene alluvial fan sediments in Ontario is well documented as these soils may contain high paleontological sensitivity.

In the event that the construction activities encroach into older alluvial fan deposits, construction could result in impacts to important paleontological resources if such resources are unearthed and not properly treated. Therefore, similar to the 2022 Certified EIR, the potential to directly or indirectly destroy a unique paleontological resource buried beneath the ground surface is potentially significant. Therefore, this impact is **potentially significant**.

Specific Plan Significance without Mitigation: Potentially significant.

Impact GEO-6: Implementation of TOP 2050 could directly or indirectly destroy a unique paleontological resource.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the Certified EIR identified in parenthesis [Former MM].

> **Mitigation Measure GEO-1-PPA [Former MM 5-2]:** In areas of documented or inferred from evident ~~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:

- ~~Archaeologists and/or p~~Paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.
- Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources.
- 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 a catalog with museum numbers.

New Mitigation Measures

Policy Plan Amendment

No new mitigation measures are proposed.

Specific Plan

Based on the findings of the Paleontological Assessment and in accordance with previous Mitigation Measure GEO-1-PPA, a Paleontological Resources Impact Mitigation Program (PRIMP) shall be prepared and implemented as required by Mitigation Measure GEO-1-SP.

Mitigation Measure GEO-1-SP: Prior to the issuance of a grading permit, a Paleontological Resources Impact Mitigation Program (PRIMP) shall be approved by the City of Ontario Planning department, as follows

1. All mitigation programs shall be performed by a qualified professional paleontologist, defined as an individual with an M.S. or Ph.D. in paleontology or geology who has

proven experience and who is knowledgeable in professional paleontological procedures and techniques. Fieldwork may be conducted by a qualified paleontological monitor, defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor shall always work under the direction of a qualified paleontologist.

2. Monitoring of mass grading and excavation activities shall be performed by a qualified paleontologist or paleontological monitor. Starting at a depth of four feet below existing grade, monitoring will be conducted full-time in areas of grading or excavation in undisturbed sediments. Monitoring of artificial fill is not required.

3. If a fossil(s) is found at a shallower depth, earth disturbance activities should be halted within a radius of 50 feet from the location of the fossil, and the paleontologist shall be consulted to determine the significance of the fossilized remains. If the fossil is deemed significant by the paleontologist, fulltime monitoring should be initiated at the site.

4. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment from the affected area to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface or, if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. The monitor shall notify the paleontologist, who will then notify the concerned parties of the discovery.

5. Paleontological salvage during trenching and boring activities is typically from the generated spoils and does not delay the trenching or drilling activities. Fossils will be collected and placed in cardboard flats or plastic buckets and identified by field number, collector, and date collected. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are removed to a safe place. On mass grading projects, discovered fossil sites will be protected by flagging to prevent them from being overrun by earthmovers (scrapers) before salvage begins. Fossils will be collected in a similar manner, with notes and photographs being taken before removing the fossils. The precise location of the site is determined with the use of electronic handheld devices. If the site involves remains from a large terrestrial vertebrate, such as large bone(s) or a mammoth tusk, that is/are too large to be easily removed by a single monitor, a

fossil recovery crew shall excavate around the find, encase the find within a plaster and burlap jacket, and remove it after the plaster is set. For large fossils, use of the contractor's construction equipment may be solicited to help move the jacket to a safe location.

6. Isolated fossils will be collected by hand, wrapped in protective materials, and placed in temporary collecting flats or five-gallon buckets. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are moved to a safe place.

7. Particularly small invertebrate fossils typically represent multiple specimens of a limited number of organisms, and a scientifically suitable sample can be obtained from one to several 5-gallon buckets of fossiliferous sediment. If it is possible to dry screen the sediment in the field, a concentrated sample may consist of one or two buckets of material.

8. In accordance with the "Microfossil Salvage" section of the SVP guidelines (2010:7), bulk sampling and screening of fine-grained sedimentary deposits (including carbonate-rich paleosols) must be performed if the deposits are identified to possess indications of producing fossil "microvertebrates" to test the feasibility of the deposit to yield fossil bones and teeth. If indicators of potential microvertebrate fossils are found, screening of a test sample (approximately 600 pounds) is recommended, according to the SVP guidelines. If feasible, wet screening shall be conducted on the site. If screening yields significant fossils, then removing and processing a "standard sample" of 6,000 pounds shall be performed. If the test sample screening does not yield significant fossils, the standard sample screening is not performed.

9. In the laboratory, individual fossils will be cleaned of extraneous matrix, any breaks will be repaired, and the specimen, if needed, will be stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72).

10. Recovered specimens will be prepared to a point of identification and permanent preservation (not display), including screen-washing sediments to recover small invertebrates and vertebrates. Preparation of individual vertebrate fossils is often more time-consuming than for accumulations of invertebrate fossils.

11. Recovered specimens will be identified and curated into a professional, accredited public museum repository with a commitment to archival conservation and

permanent retrievable storage (e.g., the San Bernardino County Museum). The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. Prior to curation, the lead agency (the City of Ontario) will be consulted on the repository/museum to receive the fossil material.

12. A final report of findings and significance will be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). The report, when submitted to and accepted by the City of Ontario, will signify satisfactory completion of the program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.

Significance After Mitigation

Policy Plan Amendment

Mitigation Measure GEO-1-PPA [Prior MM 5-2] requires that in the event of an unanticipated discovery of paleontological resources during grading and excavation of the site, a qualified paleontologist would assess the find and develop a course of action to preserve the find. Therefore, Mitigation Measure GEO-1-PPA would reduce potential impacts to paleontological resources to a level that is less than significant.

Policy Plan Amendment Significance with Mitigation: Less than significant.

Specific Plan

The paleontological monitoring plan required by Mitigation Measure GEO-1-SP would mitigate any adverse impacts (loss or destruction) to potential nonrenewable paleontological resources (fossils), if present.

Specific Plan Significance with Mitigation: Less than significant.

3.7.6 Cumulative Impact Analysis

Proposed Project

The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

Geological Hazards

Geology and soils impacts related to the proposed project would be specific to the sites of each development or redevelopment project under proposed project. Compliance with applicable state and local building regulations would be required of all development projects. Site-specific geologic hazards would be addressed by the geotechnical report required for each development project. The geologic investigation would identify the specific geologic and seismic characteristics on a site and provide guidelines for engineering design and construction to maintain the structural integrity of proposed structures and infrastructure. Therefore, compliance with applicable state and local building regulations and standard engineering practices related to seismic and geologic hazard reduction would prevent significant cumulative adverse impacts associated with geologic and seismic hazards. Impacts of the proposed project on geology and soils would not be cumulatively considerable. Therefore, this impact is **less than significant.**

Paleontological Resources

The area considered for cumulative impacts for paleontological resources is the City of Ontario. Projects in the City of Ontario and would comply with federal and state regulations governing the treatment of paleontological resources. Mitigation measures for the Policy Plan Amendment (MM GEO-1-PPA) and the Specific Plan (MM GEO-1-SP) would ensure that impacts to paleontological resources are less than significant and would be less than cumulatively considerable. Therefore, this impact is **less than significant.**

Cumulative Impacts: The proposed project's contribution to cumulative geology and soils impacts would not be cumulatively considerable.

3.7.7 References

BFSA. 2025. Paleontological Assessment for the Eucalyptus Business Park Specific Plan Project. (Appendix F3)

CGS (California Geological Survey). 2025. Fault Activity Map of California. https://maps.conservation.ca.gov/cgs/fam/.

Chino Basin Watermaster. 2025. 2024 State of the Basin: Chino Groundwater Basin. https://storymaps.arcgis.com/stories/7bdd20e4ec6b43aab2858bb1236c6079.

SCEDC (Southern California Earthquake Data Center) 2025. Earthquake Catalogs database. https://scedc.caltech.edu/earthquake/chronological.html.

SocalGeo. 2022a. Geotechnical Feasibility Study NWC Eucalyptus Avenue and Grove Avenue. (Appendix F1)

SocalGeo. 2022b. Geotechnically Feasibility Study NEC Eucalyptus Avenue and Grove Avenue. (Appendix F2)

SSC (Seismic Safety Commission). 2005. Status of the Unreinforced Masonry Building Law: 2004 Report to the Legislature. SSC 2005-02. https://ssc.ca.gov/wp-content/uploads/sites/9/2020/08/cssc_2005-02_Urm.pdf.

USGS (US Geological Survey). 2025. Interactive Quaternary Faults database. https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf.

3.8 GREENHOUSE GAS EMISSIONS

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential greenhouse gas (GHG) emissions impacts of the TOP 2050 Policy Plan Amendment and the EBPSP (proposed project) compared to the current TOP (approved project) and impacts identified in the 2022 Certified EIR. Because no single project is large enough to result in a measurable increase in global concentrations of GHG, climate change impacts of a project are considered on a cumulative basis. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (South Coast AQMD). Cumulative impacts related to GHG emissions are based on GHG emissions in California.

GHG emissions modeling for the TOP 2050 Policy Plan Amendment is included in Appendix C1 of this SEIR. Transportation-sector impacts are based on trip generation and vehicle miles traveled (VMT), as provided by Fehr & Peers (Appendix K1). The GHG analysis for the EBPSP is included in Appendix C6 of this SEIR.

Terminology

- **Greenhouse gases (GHG).** Gases in the atmosphere that absorb infrared light, thereby retaining heat in the atmosphere and contributing to a greenhouse effect.
- **Global warming potential (GWP).** Metric used to describe how much heat a molecule of a greenhouse gas absorbs relative to a molecule of carbon dioxide (CO_2) over a given period of time (20, 100, and 500 years). CO_2 has a GWP of 1.
- **Carbon dioxide-equivalent (CO_2e).** The standard unit to measure the amount of greenhouse gases in terms of the amount of CO_2 that would cause the same amount of warming. CO_2e is based on the GWP ratios between the various GHGs relative to CO_2.
- **$MTCO_2e$.** Metric ton of CO_2e.
- **$MMTCO_2e$.** Million metric tons of CO_2e.

Greenhouse Gases and Climate Change

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHGs, to the atmosphere. The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified 4 major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed in the 20th and 21st centuries. Other GHGs identified by the IPCC that contribute to global warming to

a lesser extent are nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001).[1,2]

The major GHGs applicable to the proposed project are briefly described.

- **Carbon dioxide (CO_2)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.

- **Methane (CH_4)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in landfills and water treatment facilities.

- **Nitrous oxide (N_2O)** is emitted during agricultural and industrial activities as well as during the combustion of fossil fuels and solid waste.

GHGs are dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Some GHGs have a stronger greenhouse effect than others. These are referred to as high GWP gases. The GWP of GHG emissions are shown in Table 3.8-1, *GHG Emissions and Their Relative Global Warming Potential*. The GWP is used to convert GHGs to CO_2-equivalence (CO_2e) to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. For example, under IPCC's Fifth Assessment Report (AR5), GWP values for CH_4, 10 MT of CH_4 would be equivalent to 280 MT of CO_2.

[1] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals); however, water vapor is not considered a pollutant because it is considered part of the feedback loop rather than a primary cause of change.

[2] Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. The share of black carbon emissions from transportation is dropping rapidly and is expected to continue to do so between now and 2030 as a result of California's air quality programs. The remaining black carbon emissions will come largely from woodstoves/fireplaces, off-road applications, and industrial/commercial combustion (CARB 2022). However, state and national GHG inventories do not include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

Table 3.8-1 GHG Emissions and Their Relative Global Warming Potential

GHGs	Fourth Assessment Report (AR4) GWP Relative to CO_2 [1]	Fifth Assessment Report (AR5) GWP Relative to CO_2 [1]	Sixth Assessment Report (AR6) GWP Relative to CO_2 [1]
Carbon Dioxide (CO_2)	1	1	1
Methane[2] (CH_4)	25	28	30
Nitrous Oxide (N_2O)	298	265	273

Source: IPCC 2007, 2013, and 2023.

Notes: GWP = global warming potential. The IPCC published updated GWP values in its Sixth Assessment Report (AR6) that reflect latest information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO2. However, GWP values identified in AR5 are used by the 2022 Scoping Plan for long-term emissions forecasting.

1. Based on 100 year time horizon of the GWP of the air pollutant compared to CO2.
2. The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO2 is not included.

HUMAN INFLUENCE ON CLIMATE CHANGE

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant. During the 20th century, however, scientists observed a rapid change in the climate and the quantity of climate change pollutants in the Earth's atmosphere that is attributable to human activities.

The recent IPCC Sixth Assessment Report (AR6) summarizes the latest scientific consensus on climate change. It finds that atmospheric concentrations of CO_2 have increased by 50 percent since the Industrial Revolution and continue to increase at a rate of two parts per million each year. By the 2030s, and no later than 2040, the world will exceed 1.5°C warming (CARB 2022). These recent changes in the quantity and concentration of climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants (CAT 2006). In the past, gradual changes in the Earth's temperature changed the distribution of species, availability of water, and other conditions. Human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame but within a human lifetime (IPCC 2007).

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are hard to predict. Projections of climate change depend heavily upon future human activity. Therefore, climate models are based on different emission scenarios that account for historical trends in emissions and on observations of the climate record that assess the human influence of the trend and projections for extreme weather events. Climate-change scenarios are affected by

varying degrees of uncertainty. For example, there are varying degrees of certainty on the magnitude of the trends for:

- Warmer and fewer cold days and nights over most land areas.
- Warmer and more frequent hot days and nights over most land areas.
- An increase in frequency of warm spells/heat waves over most land areas.
- An increase in frequency of heavy precipitation events (or proportion of total rainfall from heavy falls) over most areas.
- Larger areas affected by drought.
- Intense tropical cyclone activity increases.
- Increased incidence of extreme high sea level (excluding tsunamis).

POTENTIAL CLIMATE CHANGE IMPACTS FOR CALIFORNIA

There is at least a greater than 50 percent likelihood that global warming will reach or exceed 1.5°C in the near-term, even for the very low GHG emissions scenario (IPCC 2022). Climate change is already impacting California and will continue to affect it for the foreseeable future. For example, the average temperature in most areas of California is already 1°F (~0.56°C) higher than historical levels, and some areas have seen average increases in excess of 2°F (~1.1°C) (CalOES 2020). The California Fourth Climate Change Assessment identifies the following climate change impacts under a business-as-usual scenario, in which no new actions are taken to curb GHG emissions:

- Annual average daily high temperatures in California are expected to rise by 2.7°F by 2040, 5.8°F by 2070, and 8.8°F by 2100 compared to observed and modeled historical conditions. These changes are statewide averages. Heat waves are projected to become longer, more intense, and more frequent.

- Warming temperatures are expected to increase soil moisture loss and lead to drier seasonal conditions. Summer dryness may become prolonged, with soil drying beginning earlier in the spring and lasting longer into the fall and winter rainy season.

- High heat increases the risk of death from cardiovascular, respiratory, cerebrovascular, and other diseases.

- Droughts are likely to become more frequent and persistent through 2100.[3]

[3] Overall, California has become drier over time, with five of the eight years of severe to extreme drought occurring between 2007 and 2016, and with unprecedented dry years in 2014 and 2015 (OEHHA 2018).

- Climate change is projected to increase the strength of the most intense precipitation and storm events affecting California.
- Mountain ranges in California are already seeing a reduction in the percentage of precipitation falling as snow. Snowpack levels are projected to decline significantly by 2100 due to reduced snowfall and faster snowmelt.
- Marine layer clouds are projected to decrease, though more research is needed to better understand their sensitivity to climate change.
- Extreme wildfires (i.e., fires larger than 10,000 hectares or 24,710 acres) would occur 50 percent more frequently. The maximum area burned statewide may increase 178 percent by the end of the century.
- Exposure to wildfire smoke is linked to increased incidence of respiratory illness.
- Sea level rise is expected to continue to increase erosion of beaches, cliffs, and bluffs. (CalOES 2020)

Global climate change risks to California are shown in Table 3.8-2, *Summary of GHG Emissions Risks to California*, and include impacts to public health, water resources, agriculture, coastal sea level, forest and biological resources, and energy.

Table 3.8-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
Public Health Impacts	Heat waves will be more frequent, hotter, and longer Fewer extremely cold nights Poor air quality made worse Higher temperatures increase ground-level ozone levels
Water Resources Impacts	Decreasing Sierra Nevada snow pack Challenges in securing adequate water supply Potential reduction in hydropower Loss of winter recreation

Statewide precipitation has become increasingly variable from year to year, with the driest consecutive four years occurring from 2012 to 2015 (OEHHA 2018).

Table 3.8-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
Agricultural Impacts	Increasing temperature Increasing threats from pests and pathogens Expanded ranges of agricultural weeds Declining productivity Irregular blooms and harvests
Coastal Sea Level Impacts	Accelerated sea level rise Increasing coastal floods Shrinking beaches Worsened impacts on infrastructure
Forest and Biological Resource Impacts	Increased risk and severity of wildfires Lengthening of the wildfire season Movement of forest areas Conversion of forest to grassland Declining forest productivity Increasing threats from pest and pathogens Shifting vegetation and species distribution Altered timing of migration and mating habits Loss of sensitive or slow-moving species
Energy Demand Impacts	Potential reduction in hydropower Increased energy demand

Sources: CEC 2006, 2009; CCCC 2012; CNRA 2014; CalOES 2020.

3.8.1 Regulatory Framework

This section describes the federal, State, regional, and local regulations applicable to GHG emissions.

FEDERAL

United States Environmental Protection Agency

The US Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA's final findings respond to the 2007 U.S. Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings do not impose any emission reduction requirements, but allow

the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (USEPA 2009).

To regulate GHGs from passenger vehicles, the EPA was required to issue an endangerment finding (USEPA 2025a). The finding identified emissions of 6 key GHGs—CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and SF_6—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world. The first 3 are applicable to the proposed project's GHG emissions inventory because they constitute the majority of GHG emissions, and according to guidance by the South Coast AQMD, are the GHG emissions that should be evaluated as part of a project's GHG emissions inventory. In response to President Trump's "Unleashing American Energy" EO, published on January 20, 2025, the EPA announced on March 12, 2025, its intention to reconsider regulations and actions that rely on the Endangerment Finding (Holland & Knight 2025). The March 12, 2025, announcement specifically targets the following, which impact GHG emissions:

- Advanced Clean Trucks (ACT) Plan
- Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards
- Multi-pollutant Emissions Standards for model year 2027 and Later Light- and Medium-Duty Vehicles
- Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles: Phase 3.
- Corporate Average Fuel Economy (CAFE) Standards

On February 12, 2026, EPA finalized its rescission of the 2009 Greenhouse Gas Endangerment Finding.

US Mandatory Reporting Rule for GHGs (2009)

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (e.g., large stationary sources) to report GHG emissions data. Facilities that emit 25,000 $MTCO_2e$ or more per year are required to submit an annual report; however, under the announcement released by the USEPA on March 12, 2025, related to reconsideration of GHG reporting requirements, the EPA would rescind reporting requirements for a substantial portion of the Greenhouse Gas Reporting Program (GHGRP) (covering most source categories) and would suspend reporting obligations for the remaining sectors (those under Subpart W of the GHGRP) until reporting year 2034 (Holland & Knight 2025).

Federal Fuel Economy and Fuel Standards

Update to Corporate Average Fuel Economy Standards

The federal government issued new Corporate Average Fuel Economy (CAFE) standards in 2012 for model years 2017 to 2025, which required a fleet average of 54.5 miles per gallon (mpg) in 2025. On March 30, 2020, the EPA finalized an updated CAFE and GHG emissions standards for passenger cars and light trucks and established new standards covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021 to 2026.

On June 7, 2024, the National Highway Traffic Safety Administration (NHTSA) announced final CAFE standards for passenger cars and light trucks built in model years 2027 to 2031 and final fuel efficiency standards for heavy-duty pickup trucks and vans built in model years 2030 to 2035. The final rules establish standards that would require an industry fleetwide average of approximately 50.4 mpg for passenger cars and light trucks in model year 2031, by increasing fuel economy by 2 percent year over year for passenger cars (model years 2027 to 2031) and for light trucks (model years 2029 to 2031). For heavy-duty pickup trucks and vans, the final rule would increase fuel efficiency at a rate of 10 percent per year (model years 2030 to 2032) and 8 percent per year (model years 2033 to 2035) (NHTSA 2024).

Multi-pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles

In 2024, the EPA issued a final rule, “Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles,” that sets new, more protective standards to reduce harmful air pollutant emissions from light-duty and medium-duty vehicles starting with model year 2027 (USEPA 2025b).

2025 Rollback of CAFE and Federal Fuel Standards

While both the new CAFE standards and fuel standard are currently in effect, the Trump Administration directed the Department of Transportation to rescind and replace all existing CAFE standards and emissions standards on January 29, 2025. This action targeted regulations covering model years 2024 through 2035 for both light-duty and heavy-duty vehicles.

On June 6, 2025, the NHTSA published an interpretive rule that establishes the NHTSA’s authority to revise the CAFE standards without consideration of electric vehicles (EV). California currently has no authority to implement related standards.

On June 11, 2025, the NHTSA published the final rule, “Resetting the Corporate Average Fuel Economy Program.” This rule does not immediately change current fuel economy standards;

however, the rule clarifies the NHTSA's interpretation of its obligations for CAFE standards stemming from the Energy Policy and Conservation Act of 1975 and the Energy Independence and Security Act of 2007. The rule asserts that some regulations, such as those established under previous presidential administrations, improperly considered EVs when identifying the "maximum feasibility" average fuel economy level upon which CAFE standards are developed, thereby establishing a legal foundation for future rollbacks of CAFE standards (NHTSA 2025).

STATE

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order (EO) S-03-05 and EO B-30-15, EO B-55-18, Assembly Bill (AB) 32, Senate Bill (SB) 32, AB 1279, and SB 375.

Executive Order S-03-05

EO S-03-05 was signed June 1, 2005, and set the following GHG reduction targets for the state:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

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

AB 32 was passed by the California State legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in EO S-03-05. The California Air Resources Board (CARB) prepared the 2008 Scoping Plan to outline a plan to achieve the GHG emissions reduction targets of AB 32.

Senate Bill 32 and Assembly Bill 197

In September 2016, the California Governor signed SB 32 and AB 197 into law, making the EO B-30-15 goal for year 2030 into a statewide mandated legislative target. AB 197 established a joint legislative committee on climate change policies and requires CARB to prioritize direct emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources.

Executive Order B-55-18

EO B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." EO B-55-18 directs CARB to work with relevant State agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be

reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO_2e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

Assembly Bill 1279

On August 31, 2022, the California Legislature passed AB 1279, which requires California to achieve net-zero GHG emissions no later than 2045 and to achieve and maintain negative GHG emissions thereafter. Additionally, AB 1279 also establishes a GHG emissions reduction goal of 85 percent below 1990 levels by 2045. CARB will be required to update the scoping plan to identify and recommend measures to achieve the net-zero and GHG emissions-reduction goals.

2022 Climate Change Scoping Plan

CARB adopted the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) on December 15, 2022, which lays out a path to achieve carbon neutrality by 2045 or earlier and to reduce the state's anthropogenic (human-caused) GHG emissions (CARB 2022). The Scoping Plan provides updates to the previously adopted 2017 Scoping Plan and addresses the carbon neutrality goals of EO B-55-18 and the ambitious GHG reduction target as directed by AB 1279. Previous Scoping Plans focused on specific GHG reduction targets for our industrial, energy, and transportation sectors—to meet 1990 levels by 2020, and then the more aggressive 40 percent below that for the 2030 target. The 2022 Scoping Plan updates the target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. Carbon neutrality takes it one step further by expanding actions to capture and store carbon including through natural and working lands and mechanical technologies, while drastically reducing anthropogenic sources of carbon pollution at the same time.

The path forward was informed by the recent Sixth Assessment Report (AR6) of the IPCC and the measures would achieve 85 percent below 1990 levels by 2045 in accordance with AB 1279. CARB's 2022 Scoping Plan identifies strategies as shown in Table 3.8-3, *Priority Strategies for Local Government Climate Action Plans*, which would be most impactful at the local level for ensuring substantial progress toward the State's carbon neutrality goals.

Table 3.8-3 Priority Strategies for Local Government Climate Action Plans

Priority Area	Priority Strategies
Transportation Electrification	Convert local government fleets to zero-emission vehicles (ZEV) and provide EV charging at public sites.
	Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans).
VMT Reduction	Reduce or eliminate minimum parking standards.
	Implement Complete Streets policies and investments, consistent with general plan circulation element requirements.
	Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.
	Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking
	Implement parking pricing or transportation demand management pricing strategies.
	Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing allowable density of the neighborhood).
	Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert “greenfield” land to urban uses (e.g., green belts, strategic conservation easements)
Building Decarboni-zation	Adopt all-electric new construction reach codes for residential and commercial uses.
	Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers).
	Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings such as appliance rebates, existing building reach codes, or time of sale electrification ordinances.
	Facilitate deployment of renewable energy production and distribution and energy storage on privately owned land uses (e.g., permit streamlining, information sharing).
	Deploy renewable energy production and energy storage directly in new public projects and on existing public facilities (e.g., solar photovoltaic systems on rooftops of municipal buildings and on canopies in public parking lots, battery storage systems in municipal buildings).

Source: CARB 2022.

Based on Appendix D of the 2022 Scoping Plan, for residential and mixed-use development projects, CARB recommends first demonstrating that these land use development projects are aligned with State climate goals based on the attributes of land use development that reduce operational GHG emissions while advancing fair housing. Attributes that accommodate growth in a manner consistent with the GHG and equity goals of SB 32 have all the following attributes:

- Transportation Electrification
  - Provide electric vehicle (EV) charging infrastructure that, at a minimum, meets the most ambitious voluntary standards in the California Green Building Standards Code at the time of project approval.
- Vehicle Miles Traveled (VMT) Reduction
  - Locate projects on infill sites that are surrounded by existing urban uses and reuse or redevelop previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer).
  - The project does not result in the loss or conversion of the State's natural and working lands.
  - The project consists of transit-supportive densities (minimum of 20 residential dwelling units/acre), or is in proximity to existing transit stops (within a half mile), or satisfies more detailed and stringent criteria specified in the region's Sustainable Communities Strategy (SCS).
  - The project reduces parking requirements by:
    - Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or
    - Providing residential parking supply at a ratio of <1 parking space per dwelling unit; or
    - For multifamily residential development, require parking costs to be unbundled from costs to rent or own a residential unit.
  - At least 20 percent of the units are affordable to lower-income residents.
  - Result in no net loss of existing affordable units.
- Building Decarbonization
  - Uses all electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking. (CARB 2022)

The second approach to project-level alignment with State climate goals is net-zero GHG emissions, especially for new residential development. The third approach to demonstrating project-level alignment with State climate goals is to align with GHG thresholds of significance,

which many local air quality management and air pollution control districts have developed or adopted (CARB 2022).

Senate Bill 375

SB 375, the Sustainable Communities and Climate Protection Act, was adopted in 2008 to connect the GHG emissions reduction targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPO). The Southern California Association of Governments (SCAG) is the MPO for the Southern California region, which includes Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties. Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target.

Update to the SB 375 Targets

Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target. CARB is required to update the targets for the MPOs every eight years. In June 2017, CARB released updated targets and technical methodology, and then released another update in February 2018, which became effective in October 2018 (CARB 2018). All sustainable communities strategies (SCS) adopted after October 1, 2018, are subject to these new targets. The SB 375 targets are in units of percent per capita reduction in GHG emissions from automobiles and light trucks compared to 2005. This excludes reductions anticipated from implementation of state technology and fuels strategies and any potential future state strategies such as statewide road user pricing. The proposed targets call for greater per capita GHG emission reductions from SB 375 than are currently in place, which for 2035 translates into proposed targets that either match or exceed the emission reduction levels in an MPO's currently adopted SCS. CARB staff began the target update process in 2024 with a public workshop and plans to conclude it in 2026 with Board approval of the new targets (CARB 2025a).

Additional GHG Sector-Specific Regulations

Table 3.8-4, *GHG Sector-Specific Regulations*, lists specific sector regulations that help reduce GHG emissions.

Table 3.8-4 GHG Sector-Specific Regulations

Sector	Regulations
Transportation	AB 1493, EO S-01-07, EO B-16-2012, EO N-79-20
Renewables Portfolio: Carbon Neutrality Regulations	SB 1078, SB 107, SB X1-2, EO S-14-08, SB 350, SB 100, SB 1020
Energy Efficiency	California Building Code: Building Energy Efficiency Standards, California Building Code: CALGreen, 2006 Appliance Efficiency Regulations
Solid Waste Diversion	AB 939, AB 341, AB 1327, AB 1826
Water Efficiency	SBX7-7, AB 1881
Short-Lived Climate Pollution Reduction Strategy	SB 1383

Source: Appendix C1.

REGIONAL

SCAG's 2024-2050 RTP/SCS

SB 375 requires each MPO to prepare an SCS in its regional transportation plan (RTP/SCS). For the SCAG region, the 2024-2050 RTP/SCS, Connect SoCal, was adopted on April 4, 2024, and is an update to the 2020-2045 RTP/SCS. In general, the RTP/SCS outlines a development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, would reduce VMT from automobiles and light-duty trucks and thereby reduce GHG emissions from these sources.

Connect SoCal focuses on the continued efforts of the previous RTP/SCSs to integrate transportation and land use strategies in development of the SCAG region through the horizon year 2050 (SCAG 2024). Connect SoCal forecasts that the SCAG region will meet its GHG per capita reduction targets of 8 percent by 2020 and 19 percent by 2035. It also forecasts that implementation of the plan will reduce VMT per capita in year 2050 by 6.3 percent compared to baseline conditions for that year. Connect SoCal includes a "Core Vision" that centers on maintaining and better managing the transportation network for moving people and goods while expanding mobility choices by locating housing, jobs, and transit closer together, and increasing investments in transit and complete streets (SCAG 2024).

Riverside-San Bernardino-Ontario MSA Priority Climate Action Plan

In March 2024, the regional Riverside-San Bernardino-Ontario metropolitan statistical area (MSA) Priority Climate Action Plan (PCAP) was developed by 3 councils of governments: Coachella Valley Association of Governments (CVAG), San Bernardino County Transportation Agency (SBCTA), and Western Riverside Council of Governments (WRCOG). The City of Ontario is a beneficiary of the PCAP, which provides a plan to reduce GHG emissions for the entire Riverside-San Bernardino-Ontario MSA based on a compilation of existing and new analysis that includes GHG inventories across all sectors, assessment of reduction potential across each sector, and the development of 3 regional measures (i.e., light-duty vehicle infrastructure, building decarbonization, and goods movement decarbonization) (SBCTA 2024). The PCAP includes a broad range of measures geared to addressing climate change and its impacts by reducing GHG emissions associated with sectors of energy, transportation, water, waste, off-road transportation, and agriculture. The PCAP contains existing and forecast emissions inventories for each of the 3 subregions and planned GHG emission reductions by 2030 for each jurisdiction within the region. The City has adopted its own Community Climate Action Plan (CCAP) to guide local strategies for reducing GHG emissions at the community level. A discussion regarding the CCAP is provided in the following section, “Local.”

LOCAL

City of Ontario Municipal Code

The City’s Municipal Code is organized by volume, title, chapter, and article. The following regulations relate to GHG emissions impacts.

- **Volume II, Title 8, Building Regulations,** adopts the 2022 California Building Code.
- **Volume II, Title 8, Chapter 9, Electric Vehicle Charging Stations,** provides requirements for electric vehicle charging stations as well as expedited permit review and inspection requirements by the Building Department.
- **Volume II, Title 8, Chapter 10, Energy Code,** adopts the 2022 California Energy Code.
- **Volume I, Title 3, Chapter 10, Mobile Source Air Pollution Fees,** supports South Coast AQMD’s imposition of vehicle registration fee and to bring the City into compliance with the requirements in Health & Safety Code Section 44243 in order to receive fee revenues for the purpose of implementing programs to reduce air pollution from motor vehicles.

City of Ontario 2022 Climate Action Plan

The City of Ontario adopted the CCAP in August 2022 to reduce GHG emissions and achieve SB 32 emission reduction targets by year 2030 and additional reductions beyond year 2030. The CCAP is an update to the 2014 Community Action Plan and provides an updated emissions

inventory, emissions forecast, and reduction strategy analysis. The CCAP is consistent with CEQA Guidelines Section 15183.5 through 2030 because the emission reductions it demonstrates are consistent with Statewide 2030 reduction targets; however, the CCAP post-2030 reduction targets predate the State's current 2045 emission reduction targets and carbon neutrality goal and so are not aligned with them (Ontario 2022).

3.8.2 Existing Conditions

CALIFORNIA'S GHG SOURCES AND RELATIVE CONTRIBUTION

In 2025, the statewide GHG emissions inventory was updated for 2000 to 2023 emissions using the GWPs in IPCC's AR4 and reported that California produced 360.4 $MMTCO_2e$ GHG emissions in 2023 (3.0 percent lower than 2022 levels). Since peak levels in 2004, California's GHG emissions have generally followed a decreasing trend. By 2014, statewide GHG emissions dropped below the 2020 GHG limit (AB 32 target for year 2020) and have remained below that limit ever since. Additionally, the carbon intensity of California's economy (the amount of carbon pollution per million dollars of gross state product) is declining (CARB 2025b).

California's transportation sector remains the largest source of GHG emissions, producing 37.1 percent of the state's total emissions. Industrial sector emissions make up 18.6 percent, and electric power generation make up 15.9 percent of the state's emissions inventory. Other major sectors of GHG emissions include residential and commercial (12.0 percent), agriculture and forestry (8.1 percent), high GWP emissions (5.9 percent), and recycling and waste (2.4 percent).

Emissions from the transportation sector (e.g., on-road vehicles) have generally decreased since their peak in 2002, but this sector has experienced periods of growth and decline. A decrease through 2023 was primarily due to reductions from on-road sources, likely from an increased use in EVs and more fuel-efficient vehicles over that timeframe, and the subsequent decrease in the amount of fuel used. Electricity emissions also have decreased since the early 2000s due to the deployment of renewable and less carbon-intensive resources, leading to reduced dependence on fossil-fuel electricity generation. Emissions from the industrial sector decreased from 2022, largely due to the continued downward trend in oil and gas production (CARB 2025b).

POLICY PLAN AMENDMENT

City of Ontario Existing Emissions

The land uses under the approved project consist primarily of residential, mixed-use subareas, retail/service, business park and industrial areas, and open spaces. These operations currently

generate GHG emissions from vehicle trips, building energy use, water use, solid waste generation, and refrigerants.

SPECIFIC PLAN

The Specific Plan area is currently used for mostly agricultural uses, including dairy farming. GHGs commonly generated by these types of uses include Methane (CH_4) from enteric fermentation, Nitrous Oxide (N_2O) from manure and fertilizers, and Carbon Dioxide (CO_2) from soil liming, fertilizer, and fuel. CH_4 is the leading GHG associated with milk production, making up about 62 percent of the farm-gate life cycle GHG emissions.

3.8.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to greenhouse gas emissions if it would:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

THRESHOLD GUIDANCE

Policy Plan Amendment

Consistency with a GHG Reduction Plan

CEQA Guidelines Section 15183.5, Tiering and Streamlining the Analysis of Greenhouse Gas Emissions, allows for lead agencies to analyze and mitigate the significant effects of GHG emissions at a programmatic level. Pursuant to CEQA Guidelines Section 15183.5, later project-specific environmental documents may tier from and/or incorporate by reference the GHG reduction plan so long as they include the following plan elements.

- Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area.
- 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.

- Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area.
- 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.
- 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.
- Be adopted in a public process following environmental review.

The CCAP was adopted in a public process following environmental review in August 2022. The CCAP included and updated a GHG inventory for Ontario based on the latest community protocols and GWPs. The CCAP provided emissions forecasts for 2030 and 2050 and established GHG emissions targets for 2030 consistent with SB 32. The CCAP identified State and local measures to reduce GHG emissions and quantified GHG reductions associated with these measures. With implementation of the GHG reduction measures, the CCAP provides a flexible path to reduce the community's GHG emissions to achieve the 2030 target pursuant to SB 32. While the CCAP includes a forecast with reductions for the 2050 horizon, it was based on the reductions needed to achieve the 2050 target set by EO S-03-05 and predates the passage of AB 1279 that established updated reduction targets through year 2045. Consequently, the CCAP is a qualified GHG reduction plan through 2030 but does not provide a tiering opportunity that is aligned with existing legislative reduction targets for subsequent projects with a post-2030 buildout horizon.

Because the CCAP is the City's current GHG reduction strategy for the City, the proposed project will be assessed for consistency with the strategies of the City's CCAP as the applicable plan adopted for reducing GHG emissions. For the City's CCAP, impacts of the Policy Plan Amendment are further assessed against the per capita threshold identified in the CCAP. The 2050 GHG per capita goal in the CCAP is:

- 2.0 $MTCO_2e$ per person (service population)

CARB 2022 Scoping Plan

The Policy Plan Amendment forecasts growth in the City through year 2050; therefore, this Draft SEIR analyzes the potential for the Policy Plan Amendment to conflict with statewide GHG reduction goals identified in the CARB 2022 Scoping Plan that are applicable to local

governments, which reflect the legislative reduction targets of AB 1279.[4] AB 1279 established a carbon neutrality goal of 85 percent below 1990 levels by 2045. The State's 2022 Scoping Plan provides statewide strategies to achieve the GHG reduction goals of AB 1279. To provide a GHG emissions target for the City's community emissions in line with the AB 1279 targets, the City's AB 1279 reduction target was estimated based on the baseline emissions in the City's CCAP. The City's 2008 emissions were 2,212,900 $MTCO_2e$, which corresponds to an estimated 1990-equivalent level of 1,880,970 $MTCO_2e$, based on state guidance that 1990 emissions for local governments are 15 percent below 2005-2010 levels (Ontario 2022). An 85 percent reduction from estimated 1990 levels would require the City's 2050 emissions[5] to achieve the following annual GHG emissions target in 2050 to be consistent with AB 1279 for the Policy Amendment component of the proposed project:

- 282,140 $MTCO_2e$

Specific Plan

To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, South Coast AQMD convened a GHG CEQA Significance Threshold Working Group. Based on the last Working Group meeting (Meeting No. 15) in September 2010, South Coast AQMD identified a tiered approach for evaluating GHG emissions for development projects where South Coast AQMD is not the lead agency, which is based on an emissions capture rate of 90 percent. A 90 percent emission capture rate means that 90 percent of total emissions from all projects would be subject to a CEQA analysis. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions.

[4] The 2022 Scoping Plan includes statewide measures to achieve the state's carbon neutrality goals under EO B-55-18 such as carbon dioxide removal (CDR) that are not applicable to local governments. Carbon neutrality goals are a "no impact" level and not a "less than significant" impact level for climate change effects. There are presently no reliable means of forecasting how future technological developments related to carbon dioxide removal may affect future emissions in a planning jurisdiction. Therefore, carbon neutrality targets are not directly applicable to local governments and CEQA projects to mitigate GHG emissions impacts of a proposed project. Moreover, AB 1279 GHG reduction targets for 2045 are in line with the scientifically established levels needed in the U.S. to limit global warming below 1.5 to 2.0 degrees Celsius, the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels. For these reasons, the targets of AB 1279 are applicable to the SEIR. However, the CCAP includes measures that align with the state's carbon neutrality goals under EO B-55-18 and per capita targets under SB 32.

[5] The State has not adopted a quantitative GHG emissions reduction target beyond 2045; however, the State aspires to achieve net zero GHG emissions as soon as possible, but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter.

In determining this level of emissions, data available from South Coast AQMD was utilized. South Coast AQMD used a database of projects that contained 798 projects, 60 of which were extremely large General Plan Updates, Master Plans, or Specific Plan projects. The 60 very large projects were removed from the database in order not to skew the emissions value, leaving a net of 738 projects. In addition, 27 projects were found to be outliers that would skew the emission value too high, leaving 711 as the sample population to use in determining the 90th percentile capture rate.

The South Coast AQMD analysis of the 711 projects within the sample population combined commercial, residential, and mixed-use projects. It should be noted that the sample of projects included warehouses and other light industrial land uses but did not include industrial processes (i.e., oil refineries, heavy manufacturing, electric generating stations, mining operations, etc.). Emissions from each of these projects were calculated by South Coast AQMD to provide a consistent method of emissions calculations.

The South Coast AQMD analysis determined that the 90th percentile ranged from 2,983 to 3,143 MT CO_2e per year. Therefore, a 3,000 MT CO_2e per year value is the low-end value within that range rounded to the nearest hundred tons of emissions and is used in defining small projects that are considered less than significant and do not need to provide further analysis.

Although the 3,000 MT CO_2e per year threshold was never adopted, it was developed and recommended by South Coast AQMD, an expert agency, based on substantial evidence as provided in the Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold document and subsequent Working Group meetings. Further, this threshold has been used for hundreds, if not thousands, of GHG analyses performed for projects located within the South Coast AQMD jurisdiction. As such, EBPSP emissions would be considered significant if the 3,000 MT CO_2e per year threshold was exceeded.

Mass Emissions and Health Effects

On December 24, 2018, in *Sierra Club et al. v. County of Fresno et al.* (Friant Ranch), the California Supreme Court determined that the EIR for the proposed Friant Ranch project failed to adequately analyze the project's air quality impacts on human health. The EIR prepared for the project, which involved a master planned retirement community in Fresno County, showed that project-related mass emissions would exceed the San Joaquin Valley Air Pollution Control District's regional significance thresholds. In its findings, the California Supreme Court affirmed the holding of the Court of Appeal that EIRs for projects must not only identify impacts to human health, but also provide an "analysis of the correlation between the project's emissions and human health impacts" related to each criterion air pollutant that exceeds the regional significance thresholds or explain why it could not make such a connection. In general, the ruling focuses on the correlation of emissions of toxic air contaminants and criteria air pollutants and their impact to human health.

In 2009, the EPA issued an endangerment finding for six GHGs—CO_2, CH_4, N_2O, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and SF_6—to regulate GHG emissions from passenger vehicles. The endangerment finding is based on evidence that shows an increase in mortality and morbidity associated with increases in average temperatures, which increase the likelihood of heat waves and ozone levels. The effects of climate change are identified in Table 3.8-2. Though identified effects such as sea level rise and increased extreme weather can indirectly impact human health, neither the EPA nor CARB has established ambient air quality standards for GHG emissions. The state's GHG reduction strategy outlines a path to avoid the most catastrophic effects of climate change, and the state's GHG reduction goals and strategies are based on the path to reducing statewide cumulative GHGs as outlined in AB 32, SB 32, and EO S-03-05.

Because no single project is large enough to result in a measurable increase in global concentration of GHG emissions, climate change impacts of a project are considered on a cumulative basis. Without federal ambient air quality standards for GHG emissions and given the cumulative nature of GHG emissions and the South Coast AQMD's significance thresholds, which are tied to reducing the state's cumulative GHG emissions, it is not feasible at this time to connect the project's specific GHG emissions to the potential health impacts of climate change.

METHODOLOGY

Policy Plan Amendment

This GHG evaluation was prepared in accordance with the requirements of CEQA to determine if significant GHG impacts are likely to occur in conjunction with future development that would be accommodated by the proposed project.

The emissions inventory and forecast for the Policy Plan Amendment utilizes a community emissions accounting method that includes sources that are in the indirect and direct jurisdictional control of the City of Ontario (geographic region).[6] The community GHG emissions inventory and forecast is based on activity data compiled for TOP 2050 (see Appendix C1). The community emissions inventory was compiled using the United States Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions (U.S. Community Protocol) accounting protocols, which were first developed in 2012 and last updated in 2019. The following is a summary of the assumptions used for the community GHG emissions analysis:

- **Building Energy.** Emissions associated with electricity and natural gas use for residential and nonresidential land uses in the city were based on the energy forecast without state actions

[6] Emissions from permitted sources are excluded from the existing emissions inventory because the reductions associated with the Industrial sector are regulated separately by South Coast AQMD or are otherwise not under the jurisdiction of the City.

conducted for the emissions inventory for the CCAP. Forecasts are adjusted for increases in dwelling units for residential electricity and natural gas use and non-residential square footage for non-residential electricity and natural gas use in the city. Southern California Edison (SCE) carbon intensity factors for year 2050 are based on statutory compliance with SB 100 to provide 100 percent of in-state electricity sales sourced from eligible renewable and carbon-free sources by 2045.

- **Transportation.** Transportation emissions forecasts were modeled using emissions data with adjusted factors from CARB's EMFAC2021 V1.0.2 web database.[7] Model runs were based on daily VMT data provided by Fehr & Peers (see Appendix K1) and calendar year 2050 emission rates. The VMT is based on the origin-destination methodology using the San Bernardino Transportation Analysis Model+ (SBTAM+) and includes the full trip length for land uses in the city and a 50 percent reduction in the trip length for external-internal/internal-external trips based on the recommendations of CARB's Regional Targets Advisory Committee (RTAC) under SB 375.[8] Consistent with CARB's methodology within the Climate Change Scoping Plan Measure Documentation Supplement, daily VMT was multiplied by 347 days per year to account for reduced traffic on weekends and holidays to determine annual emissions.

- **Off-Road Equipment.** Estimates for the Approved TOP are based on air quality and greenhouse gas emissions modeling conducted for the 2022 Certified EIR. The modeling used CARB's OFFROAD2021 V1.0.1 web database to estimate emissions from agricultural, light commercial, and construction within the City. The agricultural equipment forecast for the proposed project assumes there is no remaining farmland in the city. The construction equipment forecast for the proposed project was assumed to be similar to historic levels. The lawn and garden forecast for the proposed project is adjusted for changes in housing

[7] EMFAC2021 emissions projections assumed implementation of California's Advanced Clean Trucks (ACT) Regulation and the Heavy-Duty Low NO_X Omnibus Regulation, which had been authorized by EPA waivers under the CAA. The ACT and Omnibus regulations were disapproved by congressional resolutions H.J. Resolution 87 and H.J. Resolution 89, respectively, both of which were signed by the president on June 12, 2025. The CARB adjustment factors released for EMFAC2021 address the effects of the resolutions on the forecast emissions data in EMFAC2021.

[8] For accounting purposes, there are three types of trips:
Internal-Internal. Vehicle trips that originated and terminated within the city (Internal-Internal, I-I). Using the accounting rules established by RTAC, 100 percent of the length of these trips and their emissions are attributed to the city.
Internal-External/External-Internal. Vehicle trips that either originated or terminated (but not both) in the city (Internal-External or External-Internal, I-X and X-I). Using the accounting rules established by RTAC, 50 percent of the trip length for these trips is attributed to the city.
External-External. Vehicle trips that neither originated nor terminated in the city. These trips are commonly called pass-through trips (External-External, X-X). Using the accounting rules established by RTAC, these trips are not counted toward the city's VMT or emissions.

growth in the City. The light commercial/industrial equipment forecast for the proposed project is adjusted for changes in employment in the City.

- **Refrigerant Leakage.** Refrigerants are based on the statewide 2021 refrigerant use and statewide population based on the 2021 census data in order to derive emissions per person. Emissions from this sector are based on AR5.

- **Solid Waste Disposal.** GHG emissions released from trash collected from residents and businesses were quantified using the 2050 forecast per capita GHG emissions from the 2019 inventory developed for the CCAP.

- **Water Use and Wastewater Treatment.** GHG emissions from this sector include indirect GHG emissions from the embodied energy associated with water use and wastewater generation and fugitive GHG emissions from processing wastewater. The total annual existing and proposed water demand/wastewater generation in the city are based on the water demand factors from the City of Ontario, 2024 Water Demand and Sewer Flow Factors Technical Memorandum (see Appendix L1). Electricity use from water use is estimated using energy rates identified by in the 2022 CalEEMod Users Guide (CAPCOA 2022). Then energy is multiplied by the carbon intensity of energy. Wastewater treatment also results in direct CH_4 emissions from wastewater processing, which are based on the emission rates identified in the 2022 CalEEMod Users Guide (CAPCOA 2022).

Life-cycle emissions are not included in this analysis because not enough information is available for the proposed project, and therefore they would be speculative.[9] Black carbon emissions are not included in the GHG analysis because CARB does not include this short-lived climate pollutant in the State's GHG emissions inventory but treats it separately.[10]

[9] Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analysis was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (see Final Statement of Reasons for Regulatory Action, December 2009). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials is also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (LCI 2008).

[10] Particulate matter emissions, which include black carbon, are analyzed in Section 3.3, *Air Quality*. The majority of anthropogenic sources come from transportation—specifically, heavy-duty vehicles. The share of black carbon emissions from transportation is dropping rapidly and is expected to continue to do so between now and 2030 as a result of California's air quality programs. The remaining black carbon emissions will come largely from woodstoves/fireplaces, off-road applications, and industrial/commercial combustion (CARB 2022).

Specific Plan

CalEEMod

The California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including South Coast AQMD, released CalEEMod 2022 in May 2022. The purpose of the model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used to determine the GHG emissions associated with the EBPSP. CalEEMod includes GHG emissions from the following source categories: construction, area, energy, mobile, waste, water, refrigerants, and stationary sources.

3.8.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.8.5 Environmental Impacts

2022 CERTIFIED EIR

The 2022 Certified EIR identified that implementation of Ontario's Community Climate Action Plan would meet the GHG reduction target established under SB 32 and Executive Order S-03-05 and progress toward the State's carbon neutrality goal, and thus result in less than significant GHG emissions impacts associated with the approved project with respect to established legislative reduction targets at the time. Goals and policies in TOP and actions in the CCAP were determined to minimize GHG emissions generated by the residential and nonresidential land uses in the City.

PROPOSED PROJECT

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The 2022 Certified EIR identified that with implementation of the CCAP, the approved project would achieve the EO S-03-05 GHG emissions reduction targets, resulting in an 80 percent decrease in the GHG emissions in the City by 2050 from existing conditions, and would make substantial progress toward the State's carbon neutrality goals under EO B-55-18. Impacts related to GHG emissions were identified as less than significant.

Policy Plan Amendment

Horizon Year 2050 Emissions Forecast

Buildout of the proposed project is not linked to a specific development time frame but is assumed over a 25-year horizon. The proposed project is an update to the current TOP 2050 to guide the City's development and conservation through 2050. The community GHG emissions inventory for the proposed project compared to the approved project is shown in Table 3.8-5, *City of Ontario GHG Emissions Forecast*. As shown in this table, the increase in development and population associated with the proposed project compared to the approved project would result in a slight increase in total GHG emissions across all sectors; however, the GHG emissions efficiency of the proposed project, expressed in GHG emissions per service population, would remain the same as the approved project because of regulations adopted to reduce GHG emissions and the natural turnover of California's on-road vehicle fleets, where newer, more efficient vehicles gradually replace older, less efficient ones. Overall, GHG emissions associated with the proposed project would be slightly higher compared to those of the approved project in the absence of local measures identified in the CCAP and would not meet AB 1279 carbon neutrality target.

Table 3.8-5 City of Ontario GHG Emissions Forecast

Emissions Sector	GHG Emissions ($MTCO_2e$/year)					
	Current TOP 2050	**%**	**Proposed Project**	**%**	**Net Change**	**%**
Building Electricity	0	0%	0	0%	0	0%
Building Natural Gas	552,783	22%	570,967	22%	18,184	3%
On-Road Transportation	1,594,833	63%	1,644,577	63%	49,744	3%
Off-Road Vehicles and Equipment	75,897	3%	76,077	3%	180	0%
Solid Waste/Landfills	111,042	4%	115,490	4%	4,448	4%
Refrigerants	185,362	7%	192,786	7%	7,425	4%
Water Use	15,400	1%	15,685	1%	285	2%
Wastewater Treatment	4,482	<1%	4,676	<1%	194	4%
Total Community Emissions	**2,539,799**	**100 %**	**2,620,257**	**100 %**	**80,459**	**3%**
AB 1279 Target – 282,140 $MTCO_2e$	**Does Not Achieve Target**	**—**	**Does Not Achieve Target**	**—**	**—**	**—**

Table 3.8-5 City of Ontario GHG Emissions Forecast

Emissions Sector	GHG Emissions ($MTCO_2e$/year)					
	Current TOP 2050	%	Proposed Project	%	Net Change	%
Service Population (SP)	710,472	—	728,776	—	18,304	3%
$MTCO_2e$/SP	3.6	—	3.6	—	0.0	<1%
CCAP 2050 per capita goal	2.0	—	2.0	—	—	—
Achieves CCAP 2050 per capita goal?	**Does Not Achieve Per Capita Goal**	**—**	**Does Not Achieve Per Capita Goal**	**—**	**—**	**—**

Source: Appendix C1.

Note: Based on GWPs in the IPCC Fifth Assessment Report (AR5). Emissions may not total to 100 percent due to rounding.

While growth in the City would cumulatively contribute to GHG emissions impacts, implementation of the TOP 2050 policies could help minimize energy and mobile-source emissions, as listed below. For example, Environmental Resources Element policies ER-3.1 through ER-3.6 would contribute to reducing emissions from energy consumption by increasing energy efficiency and transitioning from natural gas to renewable energy systems. Policies ER-4.1, ER-4.5, M-1.4, M-1.6, M-2.1 through M-2.4, M-3.3, and M-3.10 would contribute to reducing emissions from mobile sources by supporting transit-oriented development and non-motorized mobility options.

- **ER-3.1: Conservation Strategy.** We require conservation as the first strategy to be employed to meet applicable energy-saving standards.
- **ER-3.2: Green Development – Communities.** We encourage the use of the LEED Neighborhood Development rating system, or similar mechanism, to guide the planning and development of all new communities.
- **ER-3.3: Building and Site Design**. We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.
- **ER-3.4: Green Development – Public Buildings.** We require all new and substantially renovated City buildings in excess of 10,000 square feet achieve a LEED Silver Certification standard, as determined by the U.S. Green Building Council.

- **ER-3.5: Fuel-Efficient and Alternative Energy Vehicles and Equipment.** We require purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.
- **ER-3.6**: **Generation – Renewable Sources.** We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.
- **ER-4.1: Land Use.** We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.
- **ER-4.5: Transportation.** We promote mass transit and non-motorized mobility options (walking, biking) to reduce air pollutant emissions.
- **M-1.4: Complete Streets.** We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.
- **M-1.6: Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.
- **M-2.1: Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.
- **M-2.2: Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our preferred paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.
- **M-2.3: Pedestrian Walkways**. We require streets to include sidewalks and visible crosswalks at major intersections where necessary to promote safe and comfortable mobility between residential areas, businesses, schools, parks, recreation areas, and other key destination points.

- **M-2.4: Network Opportunities.** We use public rights-of-way and easements such as, utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed- use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity.

- **M-3.3: Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.

- **M-3.10: Multimodal Transportation Center.** We intend to ensure the development of a multimodal transportation center near ONT airport to serve as a transit hub with amenities for transit riders, pedestrians, and bicyclists transitioning to local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center Circulator, and other future transit modes. We support locations for the multimodal transportation center that are north of ONT airport, between Vineyard Avenue and Interstate 15.

Implementation of the TOP 2050 policies would contribute to minimizing GHG emissions in the City to the extent feasible. However, GHG emissions are projected to increase 3 percent more than the approved project and would not achieve the State's carbon neutrality targets of AB 1279.

Therefore, the proposed project's GHG emissions compared to the approved project are considered **potentially significant** in regard to meeting the State's long-term reduction goals and achieving substantial progress toward carbon neutrality. As identified above, the 2022 Certified EIR identified less than significant impacts with regard to GHG emissions. Therefore, the proposed project would result in a new impact compared to that identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

Construction

Construction-related emissions are expected from the following activities.

- Demolition
- Site Preparation
- Grading
- Building Construction
- Paving

- Architectural Coating

For construction phase emissions, GHGs are quantified and amortized over the life of a project. To amortize the emissions over the life of the EBPSP, the South Coast AQMD recommends calculating the total GHG emissions for construction activities, dividing it by a 30-year project life then adding that number to the annual operational phase GHG emissions. As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. The total and amortized construction emissions for each phase of construction are presented in Tables 3.8-6, *Amortized Annual EBPSP Construction Emissions – Phase 1*, 3.8-7, *Amortized Annual EBPSP Construction Emissions – Phase 2*, and 3.8-8, *Amortized Annual EBPSP Construction Emissions – Phase 3*. As shown in Tables 3.8-6 through 3.8-8, the total amortized GHG emissions at buildout of Phases 1, 2, and 3 would total 262 MT CO2e/yr.

Table 3.8-6 Amortized Annual EBPSP Construction Emissions – Phase I

	Emissions (MT/yr)				
Year	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
2027	1,829	0.08	0.11	1	1,864
2028	1,408	0.05	0.09	1	1,438
Total	3,238	0.13	0.20	3	3,302
Amortized	108	<0.01	0.01	0.09	110

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding

Table 3.8-7 Amortized Annual EBPSP Construction Emissions – Phase 2

	Emissions (MT/yr)				
Year	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
2028	852	0.05	0.06	0.35	871
2029	1,723	0.06	0.09	1	1,753
Total	2,575	0.11	0.15	2	2,624
Amortized	86	<0.01	<0.01	0.05	87

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding

Table 3.8-8 Amortized Annual EBPSP Construction Emissions – Phase 3

Year	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
2030	1,273.05	0.06	0.07	0.49	1,296.63
2031	637.03	0.02	0.03	0.28	646.03
Total	1,910.08	0.08	0.10	0.77	1,942.67
Amortized	63.67	0.00	0.00	0.03	64.76

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding

Operation

Operations of the EBPSP would generate CO_2, CH_4, N_2O, and Refrigerant emissions. Primary emissions sources would include:

- Mobile Source Emissions
- Area Source Emissions
- Energy Source Emissions
- Water Supply, Treatment, and Distribution
- Solid Waste
- Refrigerants
- Stationary Source Emissions
- Cargo Handling Equipment Source Emissions.

The estimated EBPSP-related GHG emissions for all phases are summarized in Table 3.8-9, *EBPSP GHG Emissions – Phase 1 (Unmitigated),* Table 3.8-10, *EBPSP GHG Emissions – Phases 1 and 2 (Unmitigated)*, and Table 3.8-11, *EBPSP GHG Emissions – Phases 1, 2, and 3 (Unmitigated) based on the project phasing*. As shown in these tables, the EBPSP would result in GHG emissions of approximately 46,847 $MTCO_2e$/yr at buildout and would exceed the numeric threshold of 3,000 $MTCO_2e$/yr. Thus, the EBPSP would result in a **potentially significant** impact with respect to GHG emissions. The 2022 Certified EIR identified less than significant impacts with regard to GHG emissions. Therefore, the proposed project would result in a new impact compared to that identified in the 2022 Certified EIR.

Table 3.8-9 EBPSP GHG Emissions – Phase 1 (Unmitigated)

Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction emissions	108	0	0.01	0.09	110
Mobile	15,525	0.88	2	17	16,093
Area	36	0	0	0	36
Energy	1,645	0.16	0.02	0	1,655
Water	396	9.21	0.22	0	692
Waste	112	11.17	0	0	391
Refrigeration	0	0	0	5	5
Stationary	8	0	0	0	8
Cargo Handling Equipment	—				237
Total CO_2e (All Sources)	19,227				

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding. Construction emissions are amortized over a 30-year project lifetime.

Table 3.8-10 EBPSP GHG Emissions – Phases 1 and 2 (Unmitigated)

Source	Emissions (MT/yr)				
	CO_2T	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction emissions	194	0.01	0.01	0.14	197.52
Mobile	32,016	1.71	3	33	33,115
Area	48	0	0.00	0	48
Energy	3,252	0.31	0.04	0	3,271
Water	758	17.62	0.42	0	1,325
Waste	250	24.98	0	0	874
Refrigeration	0	0	0	10	10
Stationary	17	0	0	0	17
Cargo Handling Equipment	—				426
Total CO_2e (All Sources)	39,284				

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding. Construction emissions are amortized over a 30-year project lifetime.

Table 3.8-11 EBPSP GHG Emissions – Phases 1, 2, and 3 (Unmitigated)

Source	Emissions (MT/yr)				
	CO_2T	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction emissions	257	0.01	0.01	0.17	262
Mobile	38,873	2	4	33	40,217
Area	60	0.00	0	0	60
Energy	3,168	0.40	0.05	0	3,192
Water	767	22	0.53	0	1,476
Waste	309	31	0	0	1,082
Refrigeration	0	0	0	16	16
Stationary	21	0	0	0	21
Cargo Handling Equipment	—				521
Total CO_2e (All Sources)	46,847				

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding. Construction emissions are amortized over a 30-year project lifetime.

Specific Plan Significance without Mitigation: Potentially significant.

Impact GHG-1: Implementation of the proposed project would result in an increase in GHG emissions compared to the approved project and would not achieve the carbon neutrality threshold of AB 1279.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant GHG emissions impacts and therefore did not identify mitigation measures.

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure GHG-1-PPA is applicable to the Policy Plan Amendment.

> **Mitigation Measure GHG-1-PPA:** The City of Ontario shall prepare an update to the Community Climate Action Plan (CCAP) to align GHG emissions targets in the City with the GHG reduction targets of Assembly Bill (AB) 1279. The CCAP update shall be completed within 48 months of certification of the Ontario Policy Amendment SEIR.

Following the initial update within 48 months, the CCAP shall be updated at a frequency of no less than every 5 years to ensure the City is monitoring the plan's progress toward achieving the City's greenhouse gas (GHG) reduction target. The initial and subsequent updates shall consider a trajectory consistent with the GHG emissions reduction goal established under AB 1279 for year 2045, and the latest applicable statewide legislative GHG emissions reduction that may be in effect at the time of the update. If it is determined that the CCAP is not achieving the GHG emissions reduction targets established therein, the plan shall be amended as appropriate to ensure the established GHG emissions reduction target is achieved by 2045 or other benchmark year(s) identified by the latest statewide GHG emissions reduction legislation. The CCAP shall include the following:

- GHG inventories of existing- and forecast-year GHG levels.
- Tools and strategies for reducing GHG emissions to ensure a trajectory with the long-term GHG reduction target and carbon neutrality goal for year 2045 in Assembly Bill 1279 or subsequent GHG emissions reduction legislation in effect at the time of the CCAP update. These measures may include but are not limited to:
    - Encouraging electric vehicle adoption through incentives or education programs.
    - Adopting local ordinances or policies that require greater energy efficiency, waste reduction, and water conservation in new construction, additions, and/or alterations.
    - Encouraging the construction of solar arrays above parking lots and the integration of solar and other renewable energy generation technologies in new construction, additions, and/or alterations.
    - Encouraging the incorporation of energy storage and other grid-harmonizing infrastructure in new construction, additions, and/or alterations.
    - Collaborating with Southern California Edison to encourage existing developments to upgrade natural gas equipment (e.g., furnaces) with electric equipment (e.g., heat pumps), to the extent feasible.

- Plan implementation guidance that includes, at minimum, the following components:
  - Administration and Staffing
  - Finance and Budgeting
  - Timelines for Measure Implementation
  - Community Outreach and Education
  - Monitoring, Reporting, and Adaptive Management
  - Tracking Tools

Specific Plan

As previously mentioned, if the GHG emissions of a given project exceed 3,000 MTCO2e/yr, impacts would be considered significant. Additionally, the EBPSP would be required to achieve a minimum of 100 points pursuant to measures identified in the CCAP Screening Tables. To this end, Mitigation Measure GHG-1-SP is incorporated. Mitigation Measures AIR-1-SP through AIR-8-SP (presented in Section 3.3, *Air Quality*) would also aid in the reduction of GHG emissions.

Mitigation Measure GHG-1-SP: Project development proposals pursuant to the EBPSP shall implement CCAP Screening Table Measures that achieve at least 100 points per the Screening Tables. The City shall verify that Screening Table Measures achieving the 100-point performance standard are incorporated in development plans prior to the issuance of building permit(s) and/or site plans (as applicable). The City shall verify implementation of the selected Screening Table Measures prior to the issuance of Certificate(s) of Occupancy. At the discretion of the City, measures that provide GHG reductions equivalent to GHG emissions reductions achieved via the Screening Table Measures may be implemented. Multiple development proposals may, at the discretion of the City, be allowed to collectively demonstrate achievement of at least 100 points per the Screening Tables. Measures that shall be considered include:

- Reduction Measure 1: Building Electrification
- Reduction Measure 2: Solar Energy Systems for New Warehouse Development only
- Reduction Measure 7: Vehicle Electrification
- Reduction Measure 8: Active Transportation
- Reduction Measure 11: Waste diversion

- Reduction Measure 12: Water conservation
- Reduction Measure AR-1: Charging stations for large trucks.
- Reduction Measure AR-3: Installation of EV charging stations for employee vehicle parking spaces.
- Reduction Measure AR-4 Recycled Water.
- Reduction Measure AR-5 Reflective Paving.
- Reduction Measure AR-6 Zero Emission Cargo Equipment.

Mitigation Measure GHG-2-SP: Implement Mitigation Measure AIR-1-SP through AIR-8-SP.

Significance After Mitigation

Policy Plan Amendment

Implementation of Mitigation Measure GHG-1-PPA would ensure that the City aligns the CCAP update with the GHG reduction targets of AB 1279 and the statewide legislative GHG emission reduction targets that are in effect at the time of the CCAP update. Implementation of CCAP measures that increase the efficiency of energy and water use and offset electricity use through solar panels would reduce GHG emissions from land uses accommodated under the proposed project to the extent feasible.

Given the growth in population and employment in the City, the emissions reductions needed from existing development, the overall magnitude of emissions reductions needed to achieve the GHG reduction target from existing and new development, and federal legal constraints on the implementation and effectiveness of State actions for emissions reduction, it is uncertain whether implementation of Mitigation Measure GHG-1-PPA would achieve the substantial reductions needed to align with the GHG reduction targets of AB 1279. In addition, the City cannot ensure that Mitigation Measure GHG-1-PPA would be implemented prior to the generation of new GHG emissions from development facilitated under the proposed project, which could further limit the effectiveness of this mitigation measure in achieving the required emissions reductions. Therefore, GHG emissions impacts of the proposed project compared to the approved project are considered **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

Specific Plan

Preliminary CCAP measures to be implemented by the EBPSP are presented in Table 3.8-12, *EBPSP CCAP Screening Table*. These measures are subject to change throughout the

development process, so long as the requisite 100 points are achieved, as required through Mitigation Measure GHG-1-SP. As shown in this table, measures to be implemented by the EBPSP would achieve a total of 101 points.

Table 3.8-12 EBPSP CCAP Screening Table

Description	Feature	EBPSP Points
Reduction Measure 1: Building Electrification		
Replacement of gas appliance with electric appliance.	Electric space heater.	5
	Electric water heater.	8
	Electric stove.	2
Lack of natural gas infrastructure.	No natural gas infrastructure.	8
Reduction Measure 2: Solar Energy Systems for New Warehouse Development only		
Installation of rooftop solar energy systems at new warehouse/logistics facilities.	Installation of rooftop solar energy system which generates enough electricity to meet 45 percent of annual warehouse electricity demand.	22
Reduction Measure 7: Vehicle Electrification		
Installation of EV charging stations for truck parking spaces.	Installation of Level 2 or higher EV charging stations at a rate of 10-19 percent of planned truck parking spaces.	4
Reduction Measure 8: Active Transportation		
Installation or improvement of bicycle facilities.	Bicycle parking facilities with 1:20 ratio of bicycle parking to employee vehicle parking space.	2
	Construct or improve a single bicycle lane facility (only Class I, II, or IV) that 1) connects to a larger existing bikeway network or 2) closes an existing bikeway network gap that is at least 0.5 miles long.	3
Reduction Measure 11: Waste diversion		
Site design for non-residential warehouse development includes site(s) for green waste/ organics and recycling collection bins	Site design allocates sufficient space for storage and collection of green waste, organic waste, and recyclables.	20

Table 3.8-12 EBPSP CCAP Screening Table

Description	Feature	EBPSP Points
Reduction Measure 12: Water conservation		
Implement indoor water efficiency measures	Install water-efficient faucets and showerheads.	1
	Install on-demand water circulators on commercial sinks or dishwashing equipment.	2
Incorporate outdoor water efficiency measures.	Design and plan outdoor landscapes planted with drought-tolerant, low maintenance plants with a 1) drip irrigation system or 2) sprinkler irrigation system with a weather-based irrigation controller.	4
Additional Recommended Measures		
AR-1: Charging stations for large trucks.	Installation of conduit for charging stations for zero emission trucks larger than two-axles (class 8 and 9, and semi-trucks) so that facilities are prepared for the transition to electric trucks.	4
AR-3: Installation of EV charging stations for employee vehicle parking spaces.	Installation of Level 2 or higher EV charging stations at a rate of 10-19 percent of planned employee vehicle parking spaces with Level 2 EV charging stations.	6
AR-4 Recycled Water.	Use recycled water for at least 80 percent of outdoor water needs.	2
AR-5 Reflective Paving.	Use high-reflectivity pavement for all hardscaped areas, including parking areas, walking paths, and patios.	4
AR-6 Zero Emission Cargo Equipment.	Use of zero-emission cargo handling equipment for a minimum of 50 percent of all operations.	4
EBPSP Total Points		**101**

As part of the EBPSP's CCAP compliance measures, the EBPSP has committed to a rooftop solar system with sufficient capacity to offset 45 percent of the electrical demands. Tables 3.8-13, *EBPSP GHG Emissions – Phase 1 (Mitigated),* 3.8-14, *EBPSP GHG Emissions – Phases 1 and 2 (Mitigated),* and 3.8-15, *EBPSP GHG Emissions – Phases 1, 2, and 3 (Mitigated)*, present the estimated operational EBPSP-related GHG emissions for all phases with the incorporation of the rooftop solar system.

Table 3.8-13 EBPSP GHG Emissions – Phase 1 (Mitigated)

Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction emissions	108	0	0.01	0.09	110
Mobile	15,525	0.88	2	17	16,093
Area	36	0	0	0	36
Energy	938	0.09	0.01	0	944
Water	396	9	0.22	0	692
Waste	112	11	0	0	391
Refrigeration	0	0	0	5	5
Stationary	8	0	0	0	8
Cargo Handling Equipment	—				237
Total CO_2e (All Sources)	18,516				

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding. Construction emissions are amortized over a 30-year project lifetime.

Table 3.8-14 EBPSP GHG Emissions – Phases 1 and 2 (Mitigated)

Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction emissions	1934	0.01	0.01	0.14	198
Mobile	32,016	2	3	33	33,115
Area	48	0	0	0	48
Energy	1,941	0.19	0.02	0	1,953
Water	758	18	0.42	0	1,325
Waste	250	25	0	0	874
Refrigeration	0	0	0	10	10
Stationary	17	0	0	0	17
Cargo Handling Equipment	—				426
Total CO_2e (All Sources)	37,966				

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding. Construction emissions are amortized over a 30-year project lifetime.

Table 3.8-15 EBPSP GHG Emissions – Phases 1, 2, and 3 (Mitigated)

Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction emissions	257	0.01	0.01	0.17	262
Mobile	38,873	2	4	33	40,217
Area	60	0	0	0	60
Energy	1,870	0.24	0.03	0	1,884
Water	767	22	0.53	0	1,476
Waste	309	31	0	0	1,082
Refrigeration	0	0	0	16	16
Stationary	21	0	0	0	21
Cargo Handling Equipment	—				521
Total CO_2e (All Sources)	45,539				

Source: Appendix C6

Note: totals may not add up to 100 percent due to rounding. Construction emissions are amortized over a 30-year project lifetime.

As shown above, even with the incorporation of rooftop solar, the EBPSP would result in GHG emissions of approximately 45,539 $MTCO_2e$/yr at buildout and would still exceed the numeric threshold of 3,000 $MTCO_2e$/yr. Other features to be implemented through compliance with Mitigation Measure GHG-1-SP and Mitigation Measures AIR-1-SP through AIR-8-SP, as listed in Table 3.8-14, would also act to reduce GHG emissions, however these are not quantifiable. Accordingly, no additional feasible mitigation measures are available at this time that would substantially lessen the identified impacts associated with full buildout of the EBPSP area. Therefore, the EBPSP would result in **significant and unavoidable** GHG emissions**.**

Specific Plan Significance with Mitigation: Significant and unavoidable.

b) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The 2022 Certified EIR identified that the approved project was consistent with statewide strategies adopted for the purpose of reducing GHG emissions. Applicable plans adopted for the purpose of reducing GHG emissions include the City's CCAP, the PCAP, CARB's Scoping Plan, and SCAG's Connect SoCal. A consistency analysis with these plans is presented below.

Policy Plan Amendment

CCAP

Consistency with CCAP 2050 Per Capita Goal

The City's CCAP stands as a comprehensive strategy to reduce communitywide GHG emissions (Ontario 2022). The City established per-capita emissions targets are 6.0 $MTCO_2e$ per capita by 2030 per SB 32 and 2.0 $MTCO_2e$ per capita below 1990 levels by 2050 per EO S-03-05. As identified in Table 3.8-5, the proposed project and approved project would not achieve the CCAP 2050 per capita goal of 2.0 $MTCO_2e$ per person without additional State and local GHG reduction measures. Therefore, the proposed project would not be consistent with the City's CCAP.

Consistency with CCAP Strategies

To ensure new development projects are consistent with the City's CCAP, the CCAP includes implementation of a development review process to reduce GHG emissions associated with new development. The development review process sets procedures for evaluating GHG impacts and determining significance for CEQA purposes by using the "Greenhouse Reduction Measures Screening Thresholds Tables" to mitigate project GHG emissions that exceed the threshold level. The Screening Tables provide a menu of options that both ensure implementation of the reduction strategies and flexibility for projects to reduce GHG emissions to levels that align with the City's reduction goals. As identified in Table 3.8-16, *Policy Plan Amendment CCAP Consistency Analysis*, the proposed project would be consistent with the applicable CCAP strategies.

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
Energy	
Strategy 1: Building electrification. Promote and incentivize the phase-out of gas appliances in new and existing homes and businesses throughout the community to advance GHG reductions, increase energy efficiency, and protect public safety and environmental health.	**Consistent.** TOP 2050 contains various policies related to the promotion of building electrification. Policies ER-3.2, ER-3.6, and S-9.2 support building electrification and encourage sustainable development by promoting the use of LEED Neighborhood Development rating systems and renewable energy sources (e.g., solar, wind, biomass) in public and private sector development. Moreover, future development under the proposed project would be required to be constructed in accordance with State and City building codes current at the time, which include

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	provisions that support building electrification through electric readiness design requirements.
Strategy 2: Onsite solar energy for existing residential development. Continue to support and facilitate installation of rooftop solar photovoltaic and onsite solar energy systems in existing residential development.	**Consistent.** TOP 2050 contains a policy related to the promotion of on-site solar installations for existing homes, particularly for resilience during power outages. Policy S-9.1 would encourage and incentivize the installation of residential solar panels and battery storage systems that can provide electricity during power outages. Additionally, per the City's Municipal Code Chapter 8, Small Residential Rooftop Solar Energy Systems, the City provides an expedited permit review and streamlined inspection requirements for residential rooftop solar installations.
Strategy 3: Onsite Solar Energy Systems for Nonresidential Development. Ensure new large non-residential development, including City facilities, includes onsite renewable energy to support the site's energy needs by requiring solar photovoltaic panels or other appropriate onsite renewable energy generation systems for the following types of projects: ▪ New commercial and office buildings, or existing commercial and office building expansions greater or equal to 45,000 square feet in size. ▪ New industrial or existing industrial buildings expansions greater or equal to 100,000 square feet in size.	**Consistent.** TOP 2050 contains policies related to the promotion of on-site solar installations for nonresidential development. Policies ER-3.3 and ER-3.6 aim to incorporate technologies and best practices in building design that reduce the burning of fossil fuels by providing alternative energy sources, including passive and active solar. Policy S-9.1 would encourage and incentivize the installation of commercial solar panels and battery storage systems that can provide electricity during power outages. Moreover, future development under the proposed project would be required to be constructed in accordance with State and City building codes current at the time. Compliance with the California Energy Code (CCR, Title 24, Part 6) would ensure solar photovoltaic systems are installed for most new nonresidential development or require improved energy efficiency and design performance to offset its omission.
Strategy 4: Green Roofs. Promote and incentivize residents and business owners to install green roofs to conserve energy and reduce surface water runoff.	**Consistent.** TOP 2050 contains policies ER-1.6, ER-3.2, and ER-3.4, which promote sustainable building design and low impact development strategies through compliance with the LEED Neighborhood Development rating system and

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	the LEED Silver Certification standard for new development, which provide scoring options for including green roofs.
Strategy 5: Urban Cooling. Maintain and expand the City's existing tree canopy, with a goal of planting 500 trees annually through 2050 and promote the use of pervious concrete and cool pavement for pavement projects.	**Consistent.** TOP 2050 contains policies related to planting trees and the implementation of pervious surfaces. Policies ER-4.8, CD-1.5, and CD-2.5 aim to protect healthy trees and expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect. Policy CD-2.10 would require all development to minimize the visual impact of parking areas in a safe and environmentally sensitive manner, which could include shade trees and pervious surfaces. Additionally, the City's Municipal Code Chapter 2, Parkway Trees, provides provisions related to preservation, maintenance, and removal of parkway trees.
Strategy 6: Energy efficiency retrofits for low-income households. Promote and incentivize voluntary energy efficiency retrofits of homes to reduce natural gas and electricity usage, with the goal of retrofitting 9,000 low-income homes by 2050. Partner with community services agencies to fund energy efficiency projects, including heating, ventilation, air conditioning, indoor lighting, water heating equipment, insulation, and weatherization for low-income residents.	**Consistent.** TOP 2050 contains policies that would support energy efficient practices and renewable energy systems. Policy S-9.1 would encourage and incentivize the installation of residential solar panels and battery storage systems that can provide electricity during power outages. Policy S-9.3 would support and provide incentives for energy-efficient retrofits in residential buildings, prioritizing low-income applicants.
Strategy 7: Energy efficiency retrofits. Promote and incentivize voluntary energy efficiency retrofits to reduce natural gas and electricity usage. Partner with regional agencies to expand access to existing energy efficiency and conservation opportunities, incentives, and technical assistance for residents and businesses.	**Consistent.** TOP 2050 contains Policy S-9.3, which would support and provide incentives for energy-efficient retrofits in residential buildings, prioritizing low-income applicants.
Strategy 8: Smart Growth and Infill. Encourage revitalization of neighborhoods through higher-density, mixed-use, infill development and creative reuse of underutilized sites within the urban core.	**Consistent.** TOP 2050 contains various policies to support higher density and mixed-use development in underutilized public and private spaces. Policies LU-1.6, LU-4.4, M-1.4, and M-2.4 promote mixed use and transit-oriented development, along with enhancements to

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	pedestrian and bicycle connectivity in underutilized spaces.
Transportation	
Strategy 9: Transit-Oriented Development. Encourage development of compact, mixed-use, and transit-oriented development to improve the regional jobs-housing balance, especially on corridors served by high-ridership transit and bus rapid transit, such as Holt Avenue.	**Consistent.** TOP 2050 contains various policies to support compact and mixed-use development to improve regional jobs-housing balance. Policies CD-3.3, ER-4.1, ER-4.5, LU-1.6, LU-4.4, M-1.4, M-2.4, and M-3.1 through M-3.11 promote mixed-use and transit-oriented development while encouraging proactive partnerships with transit providers to ensure adequate public transit service for residents in environmental justice areas.
Strategy 10: Increase Transportation Ridership. Ensure a reliable and responsive transit system with dedicated and secure funding and resources to support increased ridership.	**Consistent.** TOP 2050 contains various policies to support reliable and safe transit system. Policies M-3.1 through M-3.11 aim to support a viable alternative to automobile travel and meet the basic transportation needs of the transit-dependent.
Strategy 11: Traffic signal synchronization and roadway management. Implement traffic and roadway management strategies to improve mobility and efficiency and reduce associated emissions.	**Consistent.** TOP 2050 contains policies promoting the efficient flow of all modes of traffic. Policies CD-2.2, CD-2.6, M-1.1, and M-1.5 would require roadways to be designed to reduce traffic congestion through intelligent transportation system and travel demand management strategies. While the policies of the Policy Plan Amendment would not require traffic signal synchronization, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement such a measure when determined feasible.
Strategy 12: Community vehicle electrification. Promote and incentivize the adoption of electric vehicles (EV) citywide, including light-duty and heavy-duty vehicles, for municipal, commercial, and residential uses.	**Consistent.** The Advanced Clean Cars II would require new cars sold in 2035 and beyond to be zero-emission vehicles, which includes battery electric vehicles, plug-in hybrid electric vehicles, and fuel cell electric vehicles; however, due to federal legal constraints, Advanced Clean Cars II cannot be enforced by the State. Nonetheless, future development under the Policy Plan Amendment would not obstruct implementation

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	of Advanced Clean Cars II program since this applies to automobile manufacturers in California. In addition, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement transportation electrification measures when determined feasible.
Strategy 13: Active Transportation Networks. Work with transit agencies, school districts, and employers to facilitate an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling, and walking.	**Consistent.** TOP 2050 contains various policies to support an interconnected transportation system. Policies CD-3.3, ER-4.1, ER-4.5, LU-1.1, LU-1.4, LU-1.6, LU-4.4, M-1.4, M-2.1 through M-2.4, and M-3.1 through M-3.11 promote mixed-use and transit-oriented development while encouraging proactive partnerships with transit providers to ensure adequate public transit service for residents in environmental justice areas.
Strategy 14: Vehicle Idling. Limit idling of heavy-duty trucks. Support the South Coast AQMD and CARB anti-idling requirements and provide signage in key areas where idling that is not consistent with South Coast AQMD or CARB requirements might occur.	**Consistent.** Diesel-fueled commercial vehicles under the proposed project would be required to comply with 13 CCR Section 2485, limiting truck idling to 5 minutes or less when the vehicles are not in use. Additionally, as described in Section 3.6, *Energy*, construction contractors would minimize nonessential idling of construction equipment during construction in accordance with 13 CCR Article 4.8, Chapter 9, Section 2449.
Strategy 15: Parking policy and event parking. Adopt a comprehensive parking policy that encourages carpooling and the use of alternative transportation, including providing parking spaces for car-share vehicles at convenient locations with access to public transportation.	**Consistent.** TOP 2050 contains policies to support carpooling and use of alternative modes of transportation. Policies M-3.9 through M-3.11 support a convenient mobility system for the Ontario Airport Metro Center, Ontario International Airport, and community-serving facilities.
Off-Road Equipment	
Strategy 16: Electrification of construction and landscaping equipment. Promote and incentivize the transition to electric construction and landscaping equipment.	**Consistent.** This measure is specific to the City to adopt an ordinance that promotes the transition to electric construction and landscaping equipment. While the policies of the Policy Plan Amendment would not require electrification of construction and landscaping equipment, the Policy Plan Amendment would not conflict with

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	or obstruct the City's ability to implement such a measure when determined feasible.
Strategy 17: Idling Ordinance for Construction Equipment. Limit idling of heavy-duty off-road construction equipment to reduce air pollution and GHG emissions from construction activity.	**Consistent.** Vehicle activity associated with the development allowed under the proposed project would be required to comply with 13 CCR Sections 2485 and 2499 to limit truck idling to 5 minutes or less when the vehicles are not in use.
Waste	
Strategy 18: Methane capture at landfills. Support efforts to reduce methane emissions from regional landfills.	**Consistent.** This measure is not directly applicable to the City, because the City does not own or operate any landfills. However, development allowed under the proposed project would be required to comply with SB 1383, setting strict organic waste collection to reduce landfill methane emissions, thereby supporting efforts to reduce methane emissions from regional landfills serving the city.
Strategy 19: Waste Diversion. Exceed waste diversion goals recommended by AB 939 and CALGreen by adopting a citywide diversion target of at least 75 percent of waste.	**Consistent.** Future development under the proposed project would be required to comply with all applicable federal, State, and local nonhazardous waste diversion requirements, including those in the applicable mandatory measures of CALGreen. Additionally, Policy ER-2.1 supports meeting or exceeding the waste diversion targets established by AB 939. Moreover, while the Policy Plan Amendment would not require waste diversion in new development that exceeds goals established by AB 939 and CALGreen, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement such a measure when determined feasible.
Strategy 20: Construction and Demolition Waste Recovery Ordinance. Increase the amount of waste recycled during construction and demolition of buildings.	**Consistent.** Future development under the proposed project would be required to comply with the City's Municipal Code Section 6-3.602, "Construction and demolition recycling plan," which ensures diversion of construction and demolition waste from landfills to the greatest extent possible by recycling, deconstruction for reuse, or by use of "green building" practices.

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
Water	
Strategy 21: Indoor water efficiency. Encourage water-efficient retrofits of new and existing buildings by working with water providers and regional agencies.	**Consistent.** Future development under the proposed project would be required to be constructed in accordance with current State and City building codes in existence at the time. Compliance with the latest California Building Standards Code and CALGreen mandatory measures would require installation of water-efficient appliances and fixtures. The Policy Plan Amendment also contains various policies supporting water-efficient retrofits of new and existing development. Additionally, Policies ER-1.3 and ER-3.1 encourage the conservation of water supply and the implementation of energy-saving standards in buildings.
Strategy 22: Water Efficient Landscapes and Water Recycling. Promote drought-tolerant and fire-wise landscaping. Encourage increased use of reclaimed water for landscape irrigation, agricultural, and industrial use.	**Consistent.** Future development under the proposed project would be required to be constructed in accordance with current State and City development standards in existence at the time. The City has Landscape Development Guidelines that require landscapes to be designed for efficient water use, minimizing waste, and in compliance with the State's Model Water Efficient Landscape Ordinance (MWELO). These guidelines also promote recycled water irrigation where available and feasible.
Strategy 23: Water system and wastewater operations efficiency. Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off-peak demand schedules for heavy commercial and industrial users.	**Consistent.** Future development under the proposed project would be required to be constructed in accordance with current State and City development standards in existence at the time. Future compliance with the most recent California Building Standards Code and CALGreen mandatory measures will require the installation of water-efficient appliances and fixtures, such as low-flow toilets, faucets, showerheads, and other plumbing fittings. Additionally, Chapter 8A, Water Conservation Plan, of the City's Municipal Code contains a Water Conservation Plan designed to minimize potential water shortages through the

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	practice of water conservation and reducing inefficient water use.
Strategy 24: Methane capture for wastewater treatment. Work with Inland Empire Utilities Agency (IEUA), the local wastewater treatment provider, to increase methane capture rate.	**Consistent.** TOP 2050 includes Policies ER-1.8 and S-6.9, which require wastewater discharge and collection systems to comply with Regional Water Quality Control Board requirements, and require new development to mitigate potential methane hazards associated with industrial activities.
Strategy 25: Methane capture for dairy operations. Encourage and incentivize local dairy operations to reduce methane emissions through methane capture technology.	**Consistent.** This measure applies to dairy operations, and there are no dairy farms in the City of Ontario. However, the Policy Plan Amendment includes Policies ER-5.4 and LU-2.9, which protect existing farms and sensitive uses around them and require sensitive land uses on former dairy farms or methane-producing sites to be designed to minimize health risks.
Strategy 26: Climate change awareness and education. Promote climate change awareness and GHG reduction community-wide through a variety of mechanisms, including through support of climate change education in schools or community colleges.	**Consistent.** The State has several climate change education programs and requirements. AB 285 mandates that California public schools include instruction on the causes, effects, and mitigation of climate change in grades 1–12. Additionally, the California Education and the Environment Initiative provides a standards-based K–12 curriculum that teaches environmental literacy, including climate change and impacts. The Policy Plan Amendment would not obstruct implementation of these climate change education programs and requirements.
Strategy 27: Carbon Sequestration. Establish a citywide carbon sequestration project and sequestration goal of 5,000 MT CO_2 per year.	**Consistent.** TOP 2050 contains Policy ER-4.8, which aim to protect and expand the tree canopy. Moreover, the Policy Plan Amendment would not conflict with or obstruct the City's ability to implement a strategy to achieve this sequestration goal when determined feasible.
Strategy 28: Green Jobs. Support green job training and opportunities to create sustainable, living wage, quality employment opportunities.	**Consistent.** TOP 2050 contains Policies ER-3.2 through ER-3.4, which encourage energy efficient building and site design strategies in new construction and City buildings. Encouraging more energy-efficient building construction directly supports green job training and employment opportunities by increasing demand

Table 3.8-16 Policy Plan Amendment CCAP Consistency Analysis

CCAP Strategy	Consistency Analysis
	for specialized skills across the construction and building-services sectors. Accordingly, the Policy Plan Amendment would not conflict with or obstruct the City's ability to support and promote green jobs.

Source: Ontario 2022.

PCAP

The regional PCAP serves as a high-level roadmap for reducing GHG emissions throughout the MSA. Specifically, the PCAP includes a broad range of measures geared towards addressing climate change and its impacts by reducing GHG emissions associated with sectors of energy, transportation, water, waste, offroad transportation, and agriculture. The CCAP, adopted in August 2022, provides an expanded set of GHG reduction strategies that align with the strategies in the PCAP. Therefore, implementation of the proposed project would not obstruct implementation of the regional PCAP to reduce subregional GHG emissions.

CARB Scoping Plan

CARB's Scoping Plan is applicable to state agencies but is not directly applicable to cities/counties and individual projects (i.e., the Scoping Plan does not require local jurisdictions to adopt its policies, programs, or regulations to reduce GHG emissions); however, new regulations adopted by the State agencies from the Scoping Plan result in GHG emissions reductions at the local level. So local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape sectors, and other statewide actions that affect a local jurisdiction's emissions inventory from the top down. Statewide strategies to reduce GHG emissions include the low carbon fuel standard, changes in the corporate average fuel economy standards, Renewable Portfolio Standards (RPS), and triennial updates to the California building codes.

The GHG emissions shown in Table 3.8-5 include reductions associated with statewide strategies that have been adopted since AB 32, SB 32, and AB 1279. The GHG emissions from energy use also accounted for SB 100, which accelerates the State's RPS program and requires power utility providers to supply 100 percent of in-state electricity sales sourced from eligible renewable and carbon-free generation sources. Because compliance with the RPS is evaluated on a 3-year average, power utility providers such as SCE will be required to provide 100 percent renewable and carbon-free electricity by 2050. Development projects accommodated under the proposed project would be required to adhere to the programs and regulations identified by the Scoping

Plan that are implemented and enforced by State, regional, and local agencies to achieve the statewide GHG reduction goals of AB 32, SB 32, and AB 1279. Furthermore, as listed under Impact a), the Policy Plan Amendment includes various policies that would help reduce long-term GHG emissions in the city.

However, as identified in Impact GHG-1, the proposed project would not achieve the carbon neutrality targets of AB 1279. Therefore, the proposed project would potentially conflict with the GHG reduction targets of the 2022 Scoping Plan.

SCAG's Connect SoCal

SCAG adopted the 2024-2050 RTP/SCS, Connect SoCal, in April 2024. Connect SoCal is a long-term plan for Southern California region that details the development, integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area (SCAG 2024). This plan outlines a forecast development pattern that demonstrates how the region can sustainably accommodate needed housing and job centers with multimodal mobility options. The overarching vision is to expand alternatives to driving, advance the transition to clean-transportation technologies, promote integrated and safe transit networks, and foster transit-oriented development in compact and mixed-use developments (SCAG 2024). In addition, Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and federal Clean Air Act requirements.

As demonstrated in Section 3.11, *Land Use and Planning*, the proposed project would be generally supportive and consistent with the Connect SoCal goals (refer to Table 3.11-1). Additionally, the Policy Plan Amendment's policies M-1.4, M-3.3, M-3.10, and M-2.1 through M-2.4 would reduce VMT per service population consistent with the regional goals. As discussed in Section 3.14, *Population and Housing,* implementation of the proposed project would promote growth consistent with Connect SoCal's Priority Growth Areas and would maintain the City's jobs-housing balance. As a result, the proposed project would continue to provide for residents to both live and work in the City instead of commuting to other areas, which would contribute to minimizing VMT and VMT per service population. Therefore, the proposed project would not interfere with SCAG's ability to implement the regional strategies in Connect SoCal.

Summary

The proposed project would potentially conflict with the GHG reduction targets in the City's CCAP and the carbon neutrality targets identified in the 2022 Scoping Plan. Therefore, GHG impacts are considered **potentially significant**. As identified above, the 2022 Certified EIR identified less than significant impacts with regard to GHG emissions. Therefore, the proposed project would result in a new impact compared to that identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Potentially Significant.

Specific Plan

CCAP

The EBPSP is not consistent with the current Policy Plan land use designation or zoning, and thus would require the General Plan and Zone Change Amendment proposed as part of the proposed project. Therefore, the EBPSP is not consistent with the land use buildout assumptions contained in the City's CCAP GHG emissions forecast. Therefore, this is a **potentially significant** impact.

2022 CARB Scoping Plan Consistency

Because the 2022 CARB Scoping Plan's strategies largely apply to State agencies and entities, the EBPSP would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The EBPSP would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Some of the current transportation sector policies the EBPSP will comply with (through vehicle manufacturer compliance) include Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, and the Low Carbon Fuel Standard. As such, the EBPSP would be consistent with the 2022 Scoping Plan.

Specific Plan Significance without Mitigation: Potentially significant.

Impact GHG-2: The proposed project would be inconsistent with the Community Climate Action Plan's objective of reducing citywide GHG emissions and the State's carbon neutrality goals.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant GHG emissions impacts and therefore did not identify mitigation measures.

New Mitigation Measures

Policy Plan Amendment

Implementation of Mitigation Measures GHG-1-PPA would reduce emissions.

Specific Plan

Implementation of Mitigation Measures GHG-1-SP would reduce emissions.

Significance After Mitigation

Policy Plan Amendment

Implementation of CCAP measures that increase energy efficiency, water use, and offset electricity use through solar panels would reduce GHG emissions from land uses accommodated under the proposed project to the extent feasible. However, given the growth in population and employment within the City, the magnitude of emissions reductions needed to achieve the CCAP's 2050 per capita target, and federal legal constraints on the implementation and effectiveness of State actions for emission reduction, it is uncertain whether implementation of Mitigation Measure GHG-1-PPA would achieve the substantial reductions needed to achieve CCAP's 2050 per capita target and the State's carbon neutrality goals. Therefore, GHG emissions impacts of the proposed project compared to the approved project are considered **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

Specific Plan

The CCAP provides guidance on how to analyze GHG emissions and determine impact significance during the CEQA review of proposed development projects within the City. Because the CCAP addresses GHG emissions reductions and is consistent with the requirements of AB 32, SB 32, and international efforts to reduce GHG emissions, compliance with the CCAP fulfills the requirement for mitigation pursuant to the State CEQA Guidelines. As shown in Table 3.8-12, with the implementation of Mitigation Measure GHG-SP-1, the EBPSP would attain the minimum requisite 100 Screening Table points. However, because the EBPSP is not consistent with the land use pattern and subsequent communitywide GHG emissions projections of the CCAP, the EBPSP is determined to be inconsistent with the CCAP and would result in a **significant and unavoidable** GHG impact which was not anticipated as part of the 2022 Certified EIR.

Specific Plan Significance with Mitigation: Significant and unavoidable.

3.8.6 Cumulative Impact Analysis

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, impacts under Impacts GHG-1 and GHG-2 are not project-specific

impacts to global warming, but are the proposed project's contribution to this cumulative impact.

Implementation of the proposed project would not meet the State's carbon neutrality targets. Additionally, the proposed project would be inconsistent with the City's CCAP objective of reducing citywide GHG emissions and the carbon neutrality targets identified in the 2022 Scoping Plan. Moreover, implementation of the EBPSP would exceed the significance emission threshold of 3,000 $MTCO_2e$/yr and would be inconsistent with the City's' CCAP. Therefore, project-related GHG emissions associated with the proposed project and their contribution to global climate change would be cumulatively considerable, and GHG emissions impacts would remain **significant**.

Cumulative Impacts: The proposed project, together with cumulative projects, would result in substantial GHG emissions impacts.

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3.9 HAZARDS AND HAZARDOUS MATERIALS

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential hazards and hazardous materials impacts associated with implementation of the TOP 2050 Policy Plan Amendment and EBPSP (proposed project) in comparison to the current TOP 2050 (approved project) and the impacts identified in the 2022 Certified EIR. Geologic hazards and flood hazards are addressed separately in Sections 3.7, *Geology and Soils*, and 3.10, *Hydrology and Water Quality*, respectively. Water quality and pollutant discharge are also addressed in Section 3.10. Fire hazards are discussed in Section 3.20, *Wildfires*.

The analysis for the EBPSP is based on environmental site assessments prepared by Roux Associates and covers both on-site and off-site improvements and the Chino and ONT Airport Land Use Compatibility Plan (ALUCP) Consistency Determination Analysis:

- Phase I Environmental Site Assessment, Eucalyptus Avenue and Walker Avenue, Ontario, California, March 24, 2025 (Appendix G1)
- Phase II Subsurface Investigation Letter Report, Proposed Eucalyptus Business Park Specific Plan (EBPSP) Development of Ontario Ranch II, Northwest of the Intersection of Eucalyptus Avenue and Grove Avenue, Ontario, California, July 7, 2025 (Appendix G2)
- Phase II Subsurface Investigation Letter Report, Proposed Eucalyptus Business Park Specific Plan (EBPSP) Development of Ontario Ranch I, Northwest of the Intersection of Eucalyptus Avenue and Walker Avenue, Ontario, California, July 7, 2025 (Appendix G3)

Chino and ONT Airport Land Use Compatibility Plan (ALUCP) Consistency Determination Analysis, February 12, 2026 (Appendix G6)

One comment letter was received in response to the NOP related to hazards and hazardous materials. The relevant issues raised in this comment letter are addressed throughout this section. For a summary of the response letters, refer to Table 1-1 in Chapter 1, *Introduction*, or Appendix A for the comment letters.

Hazardous Materials and 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.

Hazardous Materials and Waste Regulation

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 reduce the danger that hazardous substances may pose to people and businesses under normal daily circumstances and as a result of emergencies and disasters.

3.9.1 Regulatory Framework

FEDERAL AND STATE AGENCIES

The following agencies govern hazardous materials and waste in the City of Ontario.

Federal Agencies

- **US Environmental Protection Agency.** The US Environmental Protection Agency (EPA) is the primary federal agency that regulates hazardous materials and waste. In general, the EPA 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. EPA programs promote handling hazardous wastes safely, cleaning up contaminated land, and reducing trash. Under the authority of the Resource Conservation and Recovery Act (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.
- **Occupational Safety and Health Administration.** The Occupational Safety and Health Administration (OSHA) oversees administration of the Occupational Safety and Health Act, which requires specific training for hazardous materials handlers, provision of information to employees who may be exposed to hazardous materials, and acquisition of material safety data sheets from manufacturers. Material safety data sheets describe the risks associated with particular hazardous materials, and proper handling and procedures. Employee training must include response and remediation procedures for hazardous materials releases and exposures.
- **US Department of Transportation.** The US Department of Transportation (USDOT) has developed regulations pertaining to the transport of hazardous materials and hazardous wastes by all modes of transportation. The US Postal Service has developed additional

regulations for the transport of hazardous materials by mail. USDOT regulations specify packaging requirements for different types of materials.

- **Federal Aviation Administration.** The Federal Aviation Administration (FAA) issues and enforces regulations covering manufacturing, operating, and maintaining aircrafts. The FAA also certifies airmen and airports (including helicopters) that serve air carriers and conducts research on and develops systems and procedures needed for a safe and efficient system of air navigation and air traffic control.

State Agencies

- **California Environmental Protection Agency.** California Environmental Protection Agency (CalEPA) was created in 1991 by governor's executive order. Six boards, departments, and an office were placed under the CalEPA umbrella to create a cabinet-level voice for the protection of human health and the environment and to ensure the coordinated deployment of state resources. CalEPA oversees hazardous materials and hazardous waste compliance throughout California. Among those responsible for hazardous materials and waste management are the Department of Toxic Substances Control, Department of Pesticide Regulation, and Office of Environmental Health Hazard Assessment. CalEPA also oversees the unified hazardous waste and hazardous materials management regulatory program (Unified Program), which consolidates and coordinates:
  - 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

California Government Code Section 65962.5 directs CalEPA to compile, maintain, and update specified lists of hazardous material release sites. CEQA (California Public Resources Code Section 21092.6) requires the lead agency to consult the lists compiled pursuant to Government Code Section 65962.5 to determine whether the project and any alternatives are identified on any of the following lists:

- **EPA NPL.** The EPA's NPL includes all sites under the EPA's Superfund program, which was established to fund cleanup of contaminated sites that pose risks to human health and the environment.
- **EPA Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) and Archived Sites.** The EPA's CERCLIS includes a list of 15,000 sites nationally identified as hazardous sites. This would also involve a review for archived sites that have been removed from CERCLIS due to No Further Remedial Action Planned status.

  - **EPA RCRIS (RCRA Info).** The Resource Conservation and Recovery Act Information System (RCRIS or RCRA Info) is a national inventory system about hazardous waste handlers. Generators, transporters, handlers, and disposers of hazardous waste are required to provide information for this database.
  - **DTSC Cortese List.** DTSC maintains the Hazardous Waste and Substances Sites (Cortese) list as a planning document for use by the State and local agencies to comply with CEQA requirements by providing information about the location of hazardous materials release sites. This list includes the Site Mitigation and Brownfields Reuse Program Database.
  - **DTSC HazNet.** DTSC uses this database to track hazardous waste shipments.
  - **SWRCB LUSTIS.** Through the Leaking Underground Storage Tank Information System (LUSTIS), SWRCB maintains an inventory of USTs and LUSTs, which tracks unauthorized releases.
- **California Department of Toxic Substances Control.** The California Department of Toxic Substances Control (DTSC) is a department of CalEPA, which authorizes DTSC to carry out the RCRA program in California to protect people from exposure to hazardous wastes. (See *Federal Regulations*, below, for discussion of the RCRA.) 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 (Title 22, California Code of Regulations, 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.
- **California Department of Forestry and Fire Protection.** The California Department of Forestry and Fire Protection (CAL FIRE) is dedicated to the fire protection and stewardship of over 13 million acres of California's wildlands. The Office of the State Fire Marshal supports CAL FIRE's mission to protect life and property through fire prevention engineering programs, law and code enforcements, and education. It provides for fire prevention by enforcing fire-related laws in state-owned or -operated buildings; investigating arson fires; licensing those who inspect and service fire protection systems; approving fireworks 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. The California Fire Plan is the state's road map for reducing the risk of wildfire through planning and preservation to reduce firefighting costs and property losses, increase firefighter safety, and contribute to ecosystem health. The California Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and CAL FIRE.

- **California Division of Occupational Safety and Health.** Like OSHA at the federal level, the California Division of Occupational Safety and Health (Cal/OSHA) is the responsible State agency for ensuring workplace safety. Cal/OSHA assumes primary responsibility for the adoption and enforcement of standards regarding workplace safety and safety practices. If a work site is contaminated, a site safety plan must be crafted and implemented to project the safety of workers. Site safety plans establish policies, practices, and procedures to prevent the exposure of workers and members of the public to hazardous materials originating from the contaminated site or building.
- **California Office of Emergency Services.** The California Office of Emergency Services (Cal OES) was established as part of the Governor's Office on January 1, 2009, pursuant to Assembly Bill 38, and merged the duties, powers, purposes, and responsibilities of the former Emergency Management Agency and the Governor's Office of Homeland Security. Cal OES is responsible for the coordination of overall State agency response to major disasters in support of local government. The agency is responsible for ensuring the State's readiness to respond to and recover from all hazards—natural, man-made, emergencies, and disasters—and for assisting local governments in their emergency preparedness, response, recovery, and hazard mitigation efforts.
- **California Department of Transportation and California Highway Patrol.** The California Department of Transportation (Caltrans) and the California Highway Patrol (CHP) have primary responsibility for enforcing federal and State regulations regarding transportation and responding to hazardous materials transportation emergencies. Caltrans manages more than 50,000 miles of California's highways and freeways, provides intercity rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. Caltrans is the first responder for hazardous material spills and releases on highways, freeways, and intercity rail lines. The CHP enforces hazardous materials and hazardous waste labeling and packing regulations designed to prevent leakage and spills of materials in transit and to provide detailed information to cleanup crews in the event of an accident. Vehicle and equipment inspection, shipment preparation, container identification, and shipping documentation are all part of the responsibility of the CHP, which conducts regular inspections of licensed transporters to ensure regulatory compliance.

  The State of California regulates the transport of hazardous waste originating or passing through the state. Common carriers are licensed by the CHP, pursuant to Section 32000 of the California Vehicle Code. This section requires licensing every motor (common) carrier that transports, for a fee, in excess of 500 pounds of hazardous materials at one time, and every carrier, if not for hire, that carries more than 1,000 pounds of hazardous material of the type requiring placards. Common carriers conduct a large portion of the business in the delivery of hazardous materials.

- **State Water Resources Control Board.** In California, the State Water Resources Control Board (SWRCB) has broad authority over water quality control issues for the State. The

SWRCB is responsible for developing statewide water quality policy and exercises the powers delegated to the State by the federal government under the Clean Water Act. SWRCB's Underground Storage Tank (UST) program protects the public health and safety, and the environment from releases of petroleum and other hazardous substances from USTs. The program elements include:

- **Leak Prevention.** This program element includes requirements for tank installation, construction, testing, leak detection, spill containment, and overfill protection.
- **Cleanup.** Cleanup of leaking tanks often involves a soil and groundwater investigation and remediation, under the direction of a regulatory agency.
- **Enforcement.** The SWRCB aid local agencies enforcing UST requirements.
- **Tank Tester Licensing.** Tank integrity testing is required by law, must meet the requirements of the SWRCB, and must be conducted by State licensed tank testers.

Regional Agencies

- **Certified Unified Program Agency.** A Certified Unified Program Agency (CUPA) is a local agency that has been certified by CalEPA 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 CalEPA 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 Emergency Response Commission (SERC) and local emergency planning committees (LEPC) that were established under both federal (EPCRA) and state authority for the hazardous materials business plans and emergency response plans. Though 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 a regional level to solve hazardous waste problems. The San Bernardino County Fire Protection District (SBCFPD), 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.

FEDERAL REGULATIONS

Resource Conservation and Recovery Act

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 EPA 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 EPA 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 EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 (Title 40, Code of Federal Regulations, Part 763, Subpart R) gives the EPA authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. The EPA repeatedly screens these chemicals and can require reporting or testing of any that may pose an environmental or human health hazard. It can ban the manufacture and import of chemicals that pose an unreasonable risk. Also, the EPA has mechanisms in place to track the thousands of new chemicals that industry develops each year with either unknown or dangerous characteristics. It 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 Toxic Release Inventory (TRI) under the Emergency Planning and Community Right-to-Know Act (EPCRA).

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 CERCLA, the EPA was given power to seek out those responsible for any release and ensure 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 of sites, which are known as Superfund sites. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.

Emergency Planning and Community Right-To-Know Act

In 1986, Congress passed the Superfund Amendments and Reauthorization Act. Title III of this regulation is called the "Emergency Planning and Community Right-to-Know Act of 1986" (EPCRA). EPCRA required the establishment of state commissions, planning districts, and local committees to facilitate the preparation and implementation of emergency plan. Under the requirements, local emergency planning committees must develop a plan that describes preparing for and responding to a chemical emergency. The plan must include:

- An identification of local facilities and transportation routes with hazardous materials.
- The procedures for immediate response in case of an accident (including 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 drills to test the plan.

The emergency plan is reviewed by the State Emergency Response Commission and publicized throughout the community. The local emergency planning committee is required to review, test, and update the plan each year. The SBCFPD is responsible for coordinating hazardous material and disaster preparedness planning and appropriate response efforts with City departments and local and state agencies. The goal is to improve public- and private-sector readiness and to mitigate local impacts resulting from natural or human-made emergencies.

Another purpose of the EPCRA is to inform communities and citizens of chemical hazards in their areas. Sections 311 and 312 of EPCRA require businesses to report to state and local agencies the location and quantities of chemicals stored on-site. Under Section 313 of EPCRA, manufacturers are required to report releases for more than 600 designated chemicals. In

addition to chemical releases, regulated facilities are also required to report off-site transfers of waste for treatment or disposal at separate facilities, pollution prevention measures, and chemical recycling activities. The EPA maintains the Toxic Release Inventory (TRI) database to document the information that regulated facilities are required to report annually.

Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 requires state and local governments to prepare mitigation plans that identify hazards, potential losses, mitigation needs, goals, and strategies. It is intended to facilitate cooperation between state and local governments.

Hazardous Materials Transportation Act

The USDOT regulates hazardous materials transportation under CFR Title 49. State agencies that have primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the CHP and Caltrans. These agencies also govern permitting for hazardous materials transportation. Title 49 CFR reflects laws passed by Congress as of January 2, 2006.

Federal Response Plan

The Federal Response Plan of 1999 is a signed agreement among 27 federal departments and agencies and the American Red Cross that: 1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local government overwhelmed by a major disaster or emergency; 2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and 3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a presidential declaration of a major disaster or emergency.

Business Plan Act

Both the federal government and the State of California require all businesses that handle more than a specified amount of hazardous waste materials or extremely hazardous materials—termed a reporting quantity—to submit a hazardous materials business plan to the local CUPA.

Such a plan must be submitted by businesses that handle hazardous materials or a mixture containing a hazardous material in quantities equal to or greater than:

- 500 pounds of a solid
- 55 gallons of a liquid
- 200 cubic feet of a compressed gas standard temperature and pressure

- The federal Threshold Planning Quantity for Extremely Hazardous Substances
- Radioactive materials in quantities for which an emergency plan is required per Parts 30, 40, or 70 of the CFR, Title 10, Chapter 1

The business plan must include the type and quantity of hazardous materials, a site map, risks of using these materials, spill prevention, emergency response, employee training, and emergency contacts.

Federal Aviation Agency Advisory Circular 150/5390-2C

FAA Advisory Circular 150/5390-2C provides recommendations for heliport design, including heliports serving helicopters with single and tandem (front and rear) rotors.

Asbestos-Containing Materials Regulations

State agencies, in conjunction with the EPA and OSHA, regulate removal, abatement, and transport procedures for asbestos-containing materials. Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations; medical evaluation and monitoring are required for employees performing activities that could expose them to asbestos. The regulations include warnings and practices that must be followed to reduce the risk for asbestos emissions and exposure. Finally, federal, state, and local agencies must be notified prior to the onset of demolition or construction activities with the potential to release asbestos. Requirements for limiting asbestos emissions from building demolition and renovation activities are specified in the South Coast Air Quality Management District (AQMD) Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). California Government Code Sections 1529 and 1532.1 provide for exposure limits, exposure monitoring, respiratory protection and good working practice by workers exposed to lead and asbestos-containing materials.

Hazardous Waste Generators

The EPA regulates generators of hazardous waste based on the amount of waste generated. Large quantity generators produce 1,000 kilograms or more per month, or more than one kilogram per month of acutely hazardous waste. Small quantity generators produce between 100 and 1,000 kilograms of hazardous waste per month.

STATE REGULATIONS

California Health and Safety Code and Code of Regulations

The Hazardous Substances Account Act (California Health and Safety Code Sections 25300, et seq.) authorizes the State to clean up hazardous materials release sites—including abandoned sites—not qualifying for cleanup under CERCLA; provides funds to pay for the state's share of

costs of CERCLA cleanups; and provides compensation to persons injured by hazardous materials releases.

California Health and Safety Code Chapter 6.95 and California Code of Regulations (CCR), Title 19, Section 2729, describes the minimum requirements for business emergency plans and chemical inventory reporting. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous material inventory disclosing hazardous materials stored, used, or handled onsite. A business that uses hazardous materials in certain quantities or mixtures containing them must establish and implement a business plan.

CCR Title 8, Section 5191, Occupational Exposure to Hazardous Chemicals in Laboratories, requires that all laboratories have a written chemical hygiene plan as a fundamental chemical safety plan for the laboratory. The chemical hygiene plans are written programs that set forth procedures, equipment, personal protective equipment, and work practices that are capable of protecting employees from the health hazards presented by hazardous chemicals used in laboratories.

Tanner Act (Assembly Bill 2948)

Although numerous state policies deal with hazardous waste, the most comprehensive is the Tanner Act (Assembly Bill 2948), which was adopted in 1986. The Tanner Act governs the preparation of hazardous waste management plans and the siting of hazardous waste facilities in California. To be in compliance with the Tanner Act, local or regional hazardous waste management plans need to include provisions that define: 1) the planning process for waste management, 2) the permit process for new and expanded facilities, and 3) the appeals process to the state available for certain local decisions.

California Building Code

The state of California provided a minimum standard for building design through the California Building Code (CBC), which is in Part 2 of Title 24 of the CCR. The CBC is based on the International Building Code, modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Buildings are plan checked by city and county building officials for compliance with the CBC.

The California Building Code also requires the installation and maintenance of smoke alarms in residential dwelling units, as well as carbon monoxide detectors in every hallway leading to bedrooms.

- **California Code of Regulations Title 24, Part 2, Section 907.2.11.2.** Smoke alarms shall be installed and maintained on the ceiling or wall outside of each separate sleeping area in the

immediate vicinity of bedrooms. In each room used for sleeping purposes, and in each story within a dwelling unit. The smoke alarms shall be interconnected.

State Hazardous Waste Management Programs

Underground Storage Tank Program

Releases of petroleum and other products from USTs are the leading source of groundwater contamination in the United States. The RCRA Subtitle I establishes regulations governing the storage of petroleum products and hazardous substances in USTs and the prevention and cleanup of leaks. In EPA Region 9 (California, Arizona, Hawaii, Nevada, Pacific Islands, and over 140 tribal nations) the UST program operates primarily through state agency programs with EPA oversight. In California, the SWRCB, under the umbrella of CalEPA, 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 4 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.

California Code of Regulations, Title 22, Division 4.5

CCR Title 22, Division 4.5, sets forth the requirements for hazardous-waste generators; transporters; and owners or operators of treatment, storage, or disposal facilities. These regulations include the requirements for packaging, storage, labeling, reporting, and general management of hazardous waste prior to shipment. In addition, the regulations identify standards applicable to transporters of hazardous waste. These regulations specify the requirements for transporting shipments of hazardous waste, including manifesting, vehicle registration, and emergency accidental discharges during transportation.

Hazardous Materials Disclosure Programs

Both the federal and state governments and the state require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials, termed a reporting quantity, to submit a hazardous materials emergency/contingency plan (also known as a hazardous materials business plan) to their local CUPA (CFR, EPA, SARA, and Title III) (Health and Safety Code, Division 20, Chapter 6.95, Sections 2500-25520; 19 CCR, Chapter 2,

Subchapter 3, Article 4, Sections 2729-2734). The responsible CUPA in San Bernardino County is the SBCFPD.

Hazardous Materials Business Plans

The hazardous materials business plan includes the business owner/operator identification page, hazardous materials inventory chemical description page, and an emergency response plan and training plan. Business plans must include an inventory of the hazardous materials at the facility. The entire hazardous materials business plan needs to be reviewed and recertified every three years. Business plans are required to include emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans need to identify the procedures to follow for immediate notification to all appropriate agencies and personnel of a release, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all emergency coordinators of the business, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel. All facilities must keep a copy of their plan onsite.

Hazardous materials business plans are designed to be used for responding agencies, such as the SBCFPD, during a release or spill to allow for a quick and accurate evaluation of each situation for appropriate response. Businesses that handle hazardous materials are required by law to provide an immediate verbal report of any release or threatened release of hazardous materials if there is a reasonable belief that the release or threatened release of hazardous materials poses a significant present or potential hazard to human health and safety, property, or the environment. If a release involves a hazardous substance listed in Title 40 of the CFR in an amount equal to or exceeding the reportable quantity for that material, a notice must be filed with the California Office of Emergency Services within 15 days of the incident. Both the federal government (Code of Federal Regulations) and the State of California (California Health and Safety Code) require all businesses that handle more than a specified amount—or "reporting quantity"—of hazardous or extremely hazardous materials to submit a hazardous materials business plan to the SBCFPD. According to City 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 specified quantities.

Business plans must include an inventory of the hazardous materials at the facility. Businesses must update their business plan and the chemical portion annually. Also, business plans must include emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans need to identify the procedures for immediate notification of all appropriate agencies and personnel, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all company emergency coordinators, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

Hazardous Materials Incident Response

Under Title III of SARA, the Local Emergency Planning Committee (LEPC) is responsible for developing an emergency plan for preparing for and responding to chemical emergencies in that community. The State Emergency Response Commission (SERC) established six emergency planning districts. The SERC appointed a LEPC for each planning district and supervises and coordinates their activities.

The emergency plan developed by the LEPCs must include:

- An identification of local facilities and transportation routes where hazardous materials 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.

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]). Additional reporting requirements are in the Safe Drinking Water and Toxic Enforcement Act of 1986 and Section 9030 of the California Labor Code.

California Accidental Release Prevention Program (CalARP)

The California Accidental Release Prevention Program (CalARP) became effective on January 1, 1997, in response to Senate Bill 1889, and replaced the California Risk Management and Prevention Program. Under CalARP, the Governor's Office of Emergency Services must adopt implementing regulations and seek delegation of the program from the EPA. CalARP aims to be proactive and therefore requires businesses to prepare risk management plans, which are detailed engineering analyses of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. In most cases, local governments will have the lead role for working directly with businesses in this program. The SBCFPD is the CUPA designated as the administering agency for CalARP.

California Fire Code

The California Fire Code (California Code of Regulations Title 24 Part 9) sets forth requirements for building materials and methods pertaining to fire safety and life safety, fire protection systems in buildings, emergency access to buildings, and handling and storage of hazardous materials. The City adopts the update to the California Fire Code every 3 years.

Government Code Section 65302

Government Code Section 65302 requires the safety element of a general plan to address evacuation routes. The CAL FIRE Safety Element checklist also requires cities to address evacuation routes. In addition, Senate Bill 99 (2018) requires a safety element, upon the next revision of the housing element on or after January 1, 2020, to include information identifying residential developments in hazard areas that do not have at least 2 emergency evacuation routes.

Airport-Related Hazards

State Aeronautics Act

Airport authorities and other agencies regulate aircraft activity. The State Aeronautics Act (Public Utilities Code Section 21001, et seq.) is implemented by Caltrans's Division of Aeronautics. Key purposes of the act include to: 1) foster and promote safety in aeronautics; 2) ensure that state laws and regulations relating to aeronautics are consistent with federal aeronautics laws and regulations; and 3) ensure that persons residing within the vicinity of airports are protected against intrusions by unreasonable levels of aircraft noise.

The State Aeronautics Act also establishes statewide requirements for airport land use compatibility plans (ALUCP), usually prepared by airport land use commissions. These plans are intended to provide for the orderly growth of a public airport and the area surrounding the airport while safeguarding the general welfare of inhabitants near the airport and the public in

general. San Bernardino County opted for an alternative to an airport land use commission and delegated responsibility to prepare an ALUCP to each airport's jurisdiction.

State law allows local jurisdictions within San Bernardino County to be responsible for airport land use compatibility planning under the "Alternative Process" in place of a county administered ALUC. Under the provisions of the Alternative Process the City of Ontario is the designated agency having responsibility for airport compatibility planning for Ontario International Airport (ONT) and the City of Chino is responsible for Chino Airport.

Air Safety Zones

The California ALUC Planning Handbook provides planning guidance to ALUCs and counties and cities with jurisdiction over airport area land uses. This handbook allows jurisdictions flexibility in determining air safety zones that represent areas of assumed accident potential. The City of Ontario has adopted Airport Land Use Compatibility Plans for both Ontario International Airport and Chino Airport that include safety zones with policies and criteria for each airport.

REGIONAL REGULATIONS

South Coast Air Quality Management District (South Coast AQMD)

South Coast AQMD Rule 1403 governs the demolition of buildings containing asbestos materials, requiring specific work practices designed to prevent the release of these asbestos-containing materials (ACMs). These regulations mandate thorough asbestos surveys, notification procedures, controlled removal methods, defined work schedules, and proper handling, storage, and disposal of ACM to ensure that demolition and renovation activities do not emit hazardous fibers or dust in the environment.

CAL FIRE, 2025 Strategic Fire Plan for San Bernardino-Inyo-Mono Unit

The California Strategic Plan is implemented through individual "unit plans" that are prepared for different regions of the state. CAL FIRE has adopted the 2025 Strategic Fire Plan for San Bernardino-Inyo-Mono Unit that covers San Bernardino County and the agency's priorities for prevention, protection, and suppression of wildfires. The overall goal of this plan is to reduce total wildfire-related losses and costs by protecting lives, property, and natural resources through coordinated prevention, fuels management, and pre-fire planning.

LOCAL REGULATIONS

City of Ontario Office of Emergency Management

The City of Ontario's Office of Emergency Management (OEM) leads efforts to protect life, property and the environment by developing, coordinating and managing programs that prevent, prepare for, respond to, recover from, and mitigate natural and man-made disasters

and emergencies in the City of Ontario. The OEM supports the fire chief, police chief, City manager, mayor, councilmembers, and all City staff to coordinate response and recovery efforts. OEM also works with residents, businesses, and community-based organizations to be prepared. The OEM provides information and training on how to build an emergency kit, create an emergency communications plan, and stay informed (Ontario 2025a).

The OEM is responsible for the management and oversight of the City of Ontario's Emergency Operations Center, disaster preparedness, grants, Homeland Security, emergency plans, and the Community Emergency Response Team Volunteer Program. OEM ensures that City employees and residents are as prepared as possible for disasters. This is accomplished through:

- Maintaining the City's Hazard Mitigation Plan
- Maintaining the City's Emergency Operations Plan
- Providing employee and citizen education in preparedness
- Training employees in disaster response, management, and recovery (Ontario 2025a)

City of Ontario Local Hazard Mitigation Plan

In November 2023, the City of Ontario adopted a local hazard mitigation plan (LHMP) to identify the City's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to reduce or eliminate long-term risk to people and property from natural and man-made hazards. wildfire was not identified as a hazard of concern in the LHMP; instead, urban fire represents the City's primary fire-related risk. Wildfire was not identified as a hazard of concern in the LHMP; instead, urban fire represents the City's primary fire-related risk. The LHMP includes a comprehensive set of mitigation actions (see Table 5-3, *Mitigation Action Implementation Plan,* of the LHMP) designed to enhance community resilience to hazard events. The LHMP is required to be updated and readopted by Federal Emergency Management Agency (FEMA) and the City of Ontario every 5 years, with the next update scheduled for November 2028.

City of Ontario Emergency Operations Plan

The City of Ontario has prepared an Emergency Operations Plan to address the City's planned response to natural disasters, technological incidents, and national security emergencies. The plan does not address normal day-to-day emergencies or the well-established and routine procedures used in coping with such emergencies. Its operational concepts focus on potential large-scale disasters that can generate unique situations requiring unusual emergency responses.

City of Ontario Fire Department

The Ontario Fire Department (OFD) has 7 bureaus: EMS, Fire Administrative Services, Fire Prevention, Operations, Personnel and Professional Standards, Support Services, and Training & Professional Development (Ontario 2025b). The OFD employs 265 personnel, staffing 11 fire stations (OFD 2025). Fire hazard risk in Ontario is discussed in Section 3.20, *Wildfires*.

The Ontario Fire Department's Fire Prevention Bureau is responsible for the Fire and Life Safety Inspection Program, Plan Review, Public Education, Fire Investigation, and Fireworks Enforcement. The Fire Prevention Bureau also provides permitting, inspection of, and standby for events such as firework shows, concerts, conventions, etc. The Bureau enforces the 2025 California Fire, Building, Electrical, Mechanical, Plumbing, and Residential Codes, as amended by the Ontario Municipal Code; National Fire Protection Association Standards; Title 19 of the California Public Safety Code; and the California Health and Safety Code (Ontario 2025c).

City of Ontario Safety Element

The Safety Element conveys the City's goals and policies to minimize potential hazards and promote a safe environment in Ontario. It identifies the natural and human-caused hazards that affect existing and future development and provides guidelines for protecting residents, businesses, workers, and visitors. It describes present and expected future conditions and sets policies and standards for improved public safety. The Safety Element also seeks to minimize the level of property loss due to potential disasters and provides a framework for emergency management.

3.9.2 Existing Conditions

Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a business or implementing agency has a reasonable basis for believing would be injurious to public health and safety or harmful to the environment if released into the workplace or the environment.

POLICY PLAN AMENDMENT

Hazardous Materials Sites

A search of the online Toxics Release Inventory (TRI) Toxics Tracker, EnviroStor, and GeoTracker databases on October 31, 2025, identified multiple hazardous materials sites in Ontario, as shown in Table 3.9-1, *Hazardous Sites in the City of Ontario,* and mapped on Figure 3.9-1*, Hazardous Materials Cleanup Sites in Ontario (Open Cases)* (SWRCB 2025; DTSC 2025a; EPA 2025). The Cortese List includes two facilities: Fast Fuel Service Station #920 and Aluminum – Art Plating Company, Inc. (CalEPA 2026).

Table 3.9-1 Hazardous Materials Sites in the City of Ontario

Site Name Address	Reason for Listing and Regulatory Status
EPA Toxic Release Inventory (TRI) Facilities	
Location and TRI Facility ID	**TRI Data Summary for Reporting Year 2023**
Alger Precision Machining ID: 91761LGRMF724SB	Total Releases: 0lb Total Waste Management: 23,711lb
Alltech Inc. ID: 9176WLLTCH172SC	Total Releases: 9,564lb Total Waste Management: 9,564lb
Amrep Manufacturing Co. LLC ID: 9176WMRPMN1555S	Total Releases: 0lb Total Waste Management: 180,000lb
Bluescope Coated Products LLC ID: 91730CLFRN9133C	Total Releases: 118,209lb Total Waste Management: 1,200,583lb
Danco Anodizing (DBA Danco Metal Surfacing) ID: 91761NMLDB1750M	Total Releases: 0lb Total Waste Management: 149,131lb
Danco En ID: 9176WDNCNX1745E	Total Releases: 0lb Total Waste Management: 113,557lb
Frito-Lay Inc, ID: 91730FRTLY9535A	Total Releases: 7,685lb Total Waste Management: 154,448lb
GB Manufacturing Inc. California Acrylic Ind. Inc. ID: 91766CLFRN1462E	Total Releases: 182,030lb Total Waste Management: 182,030lb
Genlabs ID: 91710GNRLC5568S	Total Releases: 0lb Total Waste Management: 0lb
Holiday Rock – Chino ID: 91710CLVRS515SC	Total Releases: 0lb Total Waste Management: 0lb
Holiday Rock – Foothill ID: 91786HLLDY2193W	Total Releases: 649lb Total Waste Management: 649lb
Holiday Rock – Ontario ID: 9176WCLPRT84SCU	Total Releases: 0lb Total Waste Management: 0lb
Holiday Rock – Mountain View ID: 9178WHLLDY1499N	Total Releases: 0lb Total Waste Management: 0lb
Hudson Technologies Co. ID: 9176WPLRTC747EF	Total Releases: 8,649lb Total Waste Management: 8,649lb
Lighting Resources LLC ID: 9176WLGHTN85EFR	Total Releases: 0lb Total Waste Management: 259,611lb
Net Shapes Inc. ID: 9176WNTSHP175SB	Total Releases: 3lb Total Waste Management: 37,707lb

Table 3.9-1 Hazardous Materials Sites in the City of Ontario

Site Name Address	Reason for Listing and Regulatory Status
Net Shapes Inc. ID: 91761NTSHP1336E	Total Releases: 7lb Total Waste Management: 101,790lb
Plaze Inc. DBA Shield Parking of California ID: 91710SHLDP5165G	Total Releases: 500lb Total Waste Management: 500lb
PRC Composites LLC ID: 91761WMBRR1400S	Total Releases: 1,500lb Total Waste Management: 1,500lb
R&D Fasteners ID: 9173WRNDDF94449	Total Releases: 251lb Total Waste Management: 110,043lb
Skyline Steel LLC ID: 9176WSKYLN155EM	Total Releases: 4lb Total Waste Management: 2,543lb
Southwest Concrete Products Ontario Plant ID: 91762STHWS519SB	Total Releases: 0lb Total Waste Management: 17lb
Summit Machine LLC ID: 9176WSMMTM288EP	Total Releases: 8lb Total Waste Management: 2,052,429lb
Vorteq – Pacific ID: 91730WSTRN8875I	Total Releases: 3,020lb Total Waste Management: 4,480lb
GeoTracker, State Water Resources Control Board	
Location, GeoTracker ID, and Address	**Cleanup Status and Contamination Information**
Alger Manufacturing Company, Inc. ID: SL208413896 724 South Bon View Avenue Ontario, CA 91761	Open (05/01/1992) – Verification Monitoring as of 11/04/2024 ▪ Contaminants of concern: Tetrachloroethylene (PCE), trichloroethylene (TCE). ▪ Medias of concern: Aquifer used for drinking water supply, indoor air, soil, and soil vapor.
Chino Ave LLC ID: T10000019836 9510 Chino Avenue Ontario, CA 91761	Open (5/20/2021) – Remediation as of 06/08/2022 ▪ Contaminants of concern: Chromium, Copper, DDD/DDE/DDT, Lead, Mercury (Elemental), Nickel, Other Insecticides/pesticides/fumigants/herbicides, Other Metal, Total Petroleum Hydrocarbons (TPH), Toxaphene, Zinc ▪ Medias of concern: Soil.
General Electric – Flat Iron ID: SL0607132486 234 Main Street Ontario, CA 91762	Open (07/01/1987) – Remediation as of 05/03/2017 ▪ Groundwater contaminants of concern: Trichloroethene (TCE), tetrachloroethene (PCE), and chromium (Cr) in both Trivalent and Hexavalent states.

Table 3.9-1 Hazardous Materials Sites in the City of Ontario

Site Name Address	Reason for Listing and Regulatory Status
	▪ Soil contaminants of concern: PCE, TCE, Cr, total xylenes, toluene, ethylbenzene, 1,1,1,-trichloroethane, and 1,1,2-trichloroethane. ▪ Medias of concern: Aquifer used for drinking water supply, indoor air, soil, and soil vapor.
General Electric Company – Jet Engine Test Cell Facility ID: SL208133868 2264 East Avion Street Ontario, CA 91761	Open (05/18/1990) – Verification Monitoring as of 02/05/2010 ▪ Contaminants of concern: Tetrachloroethylene (PCE), trichloroethylene (TCE). ▪ Media of concern: Aquifer used for drinking water supply.
South Archibald TCE Plume ID: T10000004658 East Riverside Drive and South Archibald Avenue Ontario, CA 91761	Open (03/21/2013) – Remediation as of 08/26/2021 ▪ Contaminants of concern: Nitrate, trichloroethylene (TCE). ▪ Media of concern: Aquifer used for drinking water supply.
Sunshine Cleaners ID: T10000005696 2234-2254 South Euclid Avenue Ontario, CA 91762	Open (02/28/2014) – Site Assessment as of 02/28/2014 ▪ Contaminants of concern: Tetrachloroethylene (PCE), Trichloroethylene (TCE). ▪ Media of concern: Soil and soil vapor.
Fast Fuel Service Station #920 ID: T0607100388 1315 4th Street Ontario, CA 91764	Open (05/18/1995) – Site Assessment as of 12/24/2008 ▪ Contaminant of concern: Gasoline ▪ Media of concern: Soil.
EnviroStor Database, Department of Toxic Substances Control	
Location, EnviroStor ID, and Address	**Cleanup Status and Contamination Information**
Aluminum – Art Plating Company, Inc. ID: 60001398 803 West State Street Ontario, CA 91762	Active (2/1/2011) – State Response or National Priority List ▪ Contaminants of concern: Total chromium (1:6 ratio CR VI: CR III). ▪ Media of concern: Indoor air, soil, and soil vapor.
Cadet Cleaners ID: 60003484 452 N. Mountain Avenue Ontario, CA 91762	Active (02/01/2023) – Needs Evaluation ▪ Contaminants of concern: 1,2-Dichloroethylene (CIS), 1,2-Dichloroethylene (TRANS), Tetrachloroethylene (PCE), Trichloroethylene (TCE), and Vinyl Chloride.
Ontario Plaza ID: 60001166 1028 West 4th Street	Active (10/13/2020) – Voluntary Agreement ▪ Contaminants of concern: Tetrachloroethylene (PCE). ▪ Media of concern: Soil and soil vapor.

Table 3.9-1 Hazardous Materials Sites in the City of Ontario

Site Name Address	Reason for Listing and Regulatory Status
Ontario, CA 91762	
Ontario Site Discovery ID: 60003127 Bound By West State Street and South Palmetto Avenue	Active (4/27/2021) – Needs Evaluation ▪ Contaminants of concern: None specified. ▪ Media of concern: None specified. This is a site discovery project to investigate a potential source that lead to the high concentrations of tetrachloroethylene (PCE) and trichloroethylene (TCE) observed off-site of Alumin Art Plating.
Sunshine Cleaners – Driftwood Village ID: 60002433 2238 South Euclid Avenue Ontario, CA 91762	Active (10/1/2016) – Voluntary Agreement ▪ Contaminants of concern: Tetrachloroethylene (PCE), Trichloroethylene (TCE) ▪ Media of concern: indoor air, soil, and soil vapor.

Source: SWRCB 2025; DTSC 2025a; EPA 2025.

Hazardous Material Transport

Releases of explosive, highly flammable, or toxic materials can cause fatalities and injuries, necessitate evacuations, destroy property, or result in serious environmental effects if toxic materials seep into surface or groundwater supplies. In Ontario, hazardous materials and wastes are transported on the SR-60 and I-10. The City has no direct authority to regulate the transport of hazardous materials on federal and state highways or rail lines. When transporting explosives, inhalation hazards or other potentially dangerous materials, and controlled quantities of radioactive materials, state and federal governmental agencies require transporters to include safeguards to reduce the risks of hazardous materials release.

The DTSC's active hazardous waste transporter database shows 5 active transporters in Ontario (DTSC 2025b):

- Swift Oil & Vacuum Inc., 1274 S. Almond Avenue (Registration No. 2789)
- Lighting Resources, LLC, 805 E. Francis Street (Registration No. 3379)
- Vazquez & Sons Trucking, 1028 W. Vesta Street (Registration No. 6598)
- Rincon Transport Inc, 2750 E. Oak Hill Drive Unit 35 (Registration No. 7137)
- A. Rodriguez Transportation Inc., 1758 E. Olive Street (Registration No. 7216)

Figure 3.9-1

Hazardous Materials Cleanup Sites in Ontario (Open Cases)



- Ontario City Boundary
- County Boundary
- Rail Network
- EBPSP Boundary

Hazardous Material Cleanup Sites (Open Cases)

1, Alger Manufacturing Company Inc.
2, General Electric – Flat Iron
3, General Electric Co – Jet Engine Test Cell Facility
4, Ontario International Airport Joint Investigation
5, South Archibald TCE Plume
6, Sunshine Cleaners
7, 1425 South Vineyard Avenue
8, Aluminum – Art Plating Company Inc.
9, American Metals Recycling
10, Danco
11, Mission Cleaners
12, Ontario Plaza

Cleanup sites include those where soil or groundwater has been affected or is suspected to be affected by a chemical release from past or present land uses (referred to as "environmental cases") and are identified on federal, state, and local regulatory agency lists. These lists are developed to document and record disturbance activities on identified sites.

The status of each environmental case varies and can be either active (with ongoing investigations or remediation), closed (remediation or clean-up completed and approved by the regulatory agency), or unresolved (usually indicating that efforts toward remediation have stalled or been suspended).

This exhibit shows cleanup sites with open cases in Ontario which include sites with an active or unresolved status.

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0 2,500 5,000 10,000 FT

Source: Envirostar 2021, GeoTracker 2021

Date: 10/31/2025

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Potential Hazardous Building Materials

Some buildings in the City were built before the 1970s; based on the ages of these buildings, there is a potential for building materials to contain asbestos or lead-based paint (LBP). A potential release of hazardous materials could occur when asbestos-containing material (ACM) or LBP are disturbed during renovation or demolition activities. This disturbance could be harmful to human health. Typical hazardous materials of concern for existing older structures in the City include the following:

- **Asbestos** is a mineral fiber that is carcinogenic and harmful to respiratory health. Because of its fiber strength and heat resistance, it was widely used in a variety of building construction materials for insulation and as a fire-retardant, as well as in friction and heat-resistant products. Use of asbestos in the manufacturing of these products was common throughout California, until 1977, when it was banned. Older buildings constructed prior to 1978 could contain ACM. Asbestos can be released when ACMs are disturbed by cutting, sanding, drilling, or other remodeling activities. Improper attempts to remove these materials can release asbestos fibers into the air, increasing asbestos levels and affecting indoor air quality.
- **Lead** is a recognized harmful environmental pollutant that can pose a hazard when exposed through air, drinking water, food, contaminated soil, deteriorating paint, and dust. Lead was widely used in paint, gasoline, water pipes, and many other products prior to documentation of its health hazards. The use of LBP was banned in California in 1978, and therefore, buildings constructed prior to 1978 could contain LBP. If LBP is improperly removed from surfaces by dry scraping or sanding, LBP can be inhaled or otherwise absorbed into the body and could pose a potential public health risk.
- **Mold** can impair indoor air quality. The presence of visible water damage, damp materials, visible mold, or mold odor in buildings increases the potential risks of respiratory disease of occupants. According to the California Department of Public Health, known health risks include the development of asthma, allergies, and respiratory infections, the triggering of asthma attacks, and increased wheezing, coughing, difficulty breathing, and other symptoms.
- **Polychlorinated Biphenyls (PCBs)** are synthetic chemicals that were manufactured for use in various industrial and commercial applications—including oil in electrical and hydraulic equipment, and plasticizers in paints, plastics, and rubber products—because of their non-flammability, chemical stability, high boiling point, and electrical insulation properties. When released into the environment, PCBs persist for many years and bioaccumulate in organisms. The EPA has classified PCBs as probable human carcinogens. In 1979, the EPA banned the use of PCBs in most new electrical equipment and began a program to phase out certain existing PCB-containing equipment.
- **Radon** is a naturally-occurring odorless, tasteless, and invisible gas produced from the decay of uranium in soil and water. Structures placed on native soils with elevated levels of radon

can be impacted by the intrusion of radon gas into breathing spaces of the overlying structures, which can cause lung cancer. San Bernardino County is listed as a Zone 2 county, which predicts an average indoor radon screening level between 2 and 4 pCi/L, which is within the recommended levels assigned by the EPA (EPA 2014).

Schools

As described in Section 3.3, *Air Quality*, of this Draft SEIR, some land uses are considered more sensitive to airborne hazardous materials than others due to the types of population groups or activities involved. Because sensitive population groups include children, the California Environmental Quality Act (CEQA) requires an evaluation of hazardous emissions or handling hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school, private or public. There are currently 5 public school districts serving the City of Ontario (for list of public schools see Table 3.15-2, *Public Schools Serving the City of Ontario*).

Pipelines

Pipelines of concern carry hazardous liquids and/or gases that can be harmful to life and property. The City of Ontario does have hazardous pipelines that run through the City. A search on the US Department of Transportation (USDOT) National Pipeline Mapping System found 2 gas transmission pipelines and one hazardous liquid pipeline within the city (USDOT 2025). The risk associated with these pipelines is the exposure of people to hazardous materials or electrical currents because of breakage during an earthquake or ground excavation. Although the City does not contain any active earthquake faults, it is surrounded by areas that experience fault ruptures, liquefaction, and landslides. A seismic event that involves one of these hazards may affect a pipeline or electrical line in a surrounding area and could impact the services being provided to Ontario through pipelines and electrical lines. The excavation of areas near pipelines is required to follow the regulatory procedures of the Underground Service Alert of Southern California.

Airports

The Ontario International Airport (ONT) and the Chino Airport (CNO) operate in and around Ontario. ONT is centrally located in the northern part of the City, and the CNO borders Ontario on the south. Figure 3.9-2, *Airport Safety Zones*, shows the airport safety zones associated with ONT and CNO. Figure 3.13-2, *Airport Noise Contours*, in Section 3.13, *Noise*, identifies the noise compatibility zones for ONT and CNO.

Figure 3.9-2
Airport Safety Zones



Ontario City Boundary
County Boundary
EBPSP Boundary

Ontario International Airport Safety
- ZONE-1
- ZONE-2
- ZONE-3
- ZONE-4
- ZONE-5

Chino Airport Safety Zones
- Safety Zone 1
- Safety Zone 2
- Safety Zone 3
- Safety Zone 4
- Safety Zone 6

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: City of Ontario, 2019 and 2022 Date: 12/9/2025

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Ontario International Airport

ONT has the capacity to provide regional air traffic for domestic and international commercial and cargo service, and the necessary support facilities for major and smaller airlines. Prior to the closure of the Ontario Army Airfield in 1995, the site was operated by the Ontario Air National Guard. In 1967, there was a joint powers agreement between the City of Ontario and the Los Angeles Department of Airports to operate and manage ONT. The City of Ontario and San Bernardino County formed the Ontario International Airport Authority in August 2012 by enacting a joint powers agreement (Ontario 2018). In 2024, approximately 7 million passengers and 793,371 tons of air freight traveled through the airport (ONT 2025a).

The Ontario International Airport Land Use Compatibility Plan was adopted on April 19, 2011, by the Ontario City Council to promote compatibility with surrounding land uses and amended in July 2018. The ALUCP provides guidance and promotes compatibility between the airport and the land that surrounds it to avoid potential compatibility conflicts (Ontario 2018).

The Ontario International Airport–Inter Agency Collaborative (ONT-IAC) was formed through a Cooperative Agreement by all Affected Agencies to maintain local jurisdiction control of land use planning for areas within ONT Airport Influence Area. The Affected Agencies include the City of Chino, City of Fontana, City of Montclair, City of Ontario, City of Rancho Cucamonga, City of Upland and San Bernardino County. The ONT ALUCP contains the ONT-IAC operational framework and identifies 3 framework components: 1) a technical group (ONT-IAC Technical Staff Group) comprised of senior staff members from the Affected Agencies to review projects for consistency with the ALUCP; 2) an appeals body (ONT-IAC Mediation Board) to resolve consistency evaluation disputes; and 3) an administrative function managed by the City of Ontario.

Safety Zones

The following is a summary of the safety zone information for the ONT provided in the ALUCP:

- **Safety Zone 1** reflects the airport's established Runway Protection Zone. Land use restrictions in this zone include:
  - Prohibited livestock uses; outdoor assembly areas; local parks; camping grounds; cemeteries; all residential and lodging uses; all educational and institutional uses; all commercial, offices, and services uses; all industrial, manufacturing, and storage uses; airport terminals; rail and bus stations; communication facilities; power plants; electrical substations; wastewater facilities; solid waste disposal facilities; and solid waste transfer facilities. Conditional allowance for natural land area, flood plains/reservoirs, transportation routes, and auto parking.
- **Safety Zone 2** reflects the airport's established Inner Approach/Departure. Land use restrictions in the Safety Zone 2 include:

- Prohibited outdoor major facilities, group recreation, local parks, camping grounds, all residential and lodging uses, all educational and institutional uses, major and local retail, eating establishments, vehicle fueling, hazardous materials production, heavy industrial, research and development, communication facilities, and power plants.
- Conditional allowance for flood plains/reservoirs, nonresidential agriculture, small recreation, limited retail/wholesale, offices, personal and miscellaneous services, light industrial, indoor storage, rail and bus stations, electrical substations, wastewater facilities, and solid waste disposal facilities.
- Normally compatible with natural land areas, livestock uses, cemeteries, outdoor storage, mining and extraction, airport terminals, transportation routes, auto parking, and solid waste transfer facilities.

- **Safety Zone 3** reflects the airport's established Inner Turning Zone. Land use restrictions in the Safety Zone 3 include:
  - Prohibited outdoor major facilities, residential and lodging uses (except short-term lodging), most educational and institutional uses (except what is listed below), and hazardous materials production.
  - Conditional allowance for flood plains/reservoirs, nonresidential agriculture, group recreation areas, local parks, camping grounds, short-term lodging, adult education spaces, community libraries, indoor assembly facilities, indoor recreation, in-patient and out-patient medical, public safety facilities, commercial, office, and service uses, heavy industrial uses, light industrial, research and development, communications facilities, and power plants.
  - Normally compatible with natural land areas, livestock uses, cemeteries, vehicle fueling, indoor storage, outdoor storage, mining and extraction, airport terminals, rail and bus stations, transportation routes, auto parking, electrical substations, wastewater facilities, solid waste disposal facilities, and solid waste transfer facilities.
- **Safety Zone 4** reflects the airport's established Outer Approach/Departure. Land use restrictions in the Safety Zone 4 include
  - Prohibited outdoor major facilities, residential and lodging uses (except short-term lodging), most educational and institutional uses (except what is listed below), and hazardous materials production.
  - Conditional allowance for flood plains/reservoirs, nonresidential agriculture, group recreation areas, camping grounds, local parks, short-term lodging, adult education spaces, community library, large indoor assembly facilities, indoor recreation, in-patient and out-patient medical, public safety facilities, major retail, local retail, eating establishments, offices, personal and miscellaneous services, heavy industrial uses, light industrial, research and development, communications facilities, and power plants.
  - Normally compatible with natural land areas, livestock uses, cemeteries, limited retail/wholesale, vehicle fueling, indoor storage, outdoor storage, mining and extraction,

airport terminals, rail and bus stations, transportation routes, auto parking, electrical substations, wastewater facilities, solid waste disposal facilities, and solid waste transfer facilities.

- **Safety Zone 5** reflects the airport's established Sideline Zone. Land use restrictions in the Safety Zone 5 include
  - Prohibited outdoor major facilities, group recreation areas, camping grounds, residential and lodging uses, educational and institutional uses, major retail, local retail, hazardous materials production, heavy industrial, light industrial–high intensity, research and development, power plants, solid waste disposal facilities, and solid waste transfer facilities.
  - Conditional allowance for local parks, nonresidential agriculture, public safety facilities, eating establishments, offices, personal and miscellaneous services, vehicle fueling, light industrial, rail and bus stations, communications facilities, electrical substations, and wastewater facilities.
  - Normally compatible with natural land areas, livestock uses, cemeteries, limited retail/wholesale, indoor storage, outdoor storage, mining and extraction, airport terminals, transportation routes, and auto parking.

Chino Airport

CNO is operated by San Bernardino County Department of Airports and is designated a reliever airport for ONT and San Bernardino International Airport. The CNO is south of Ontario across Merrill Avenue and operates on 1,100 acres and services private, business, and corporate tenants and customers from the Inland Empire (Ontario 2022). The City of Chino adopted an Airport Comprehensive Land Use Plan (ACLUP) in November 1991. The Chino Airport Master Plan (AMP) was adopted by the County of San Bernardino in 2006. The ACLUP dated 1991 does not reflect the latest adopted AMP and is not useful for long-range planning purposes.

Also, the existing Chino Airport Land Use Compatibility Plan does not reflect the 2011 Caltrans Airport Land Use Planning Handbook. Public Utilities Code Section 21670.1(c) that requires local jurisdictions under the "alternative process" to "rely upon" the California Airport Land Use Planning Handbook for preparing Compatibility Plans and to utilize the Handbook's height, land use, noise, safety, and density criteria. Although the City of Ontario does not have the formal responsibility under the "alternative process" to prepare a compatibility plan for CNO, the City of Ontario has adopted the CNO Overlay Zone and Reference I: Chino Airport Land Use Compatibility Plan that addresses CNO's impacts on Ontario, consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook.

Safety Zones

The following is a summary of the Safety Zone information applicable for Chino Airport consistent with the Caltrans 2011 California Airport Land Use Planning Handbook:

- **Safety Zone 1 Runway Protection Zone.** Land use restrictions in Safety Zone 1 include:
  - Normally allowed uses: none
  - Limited uses: none
  - Avoided uses: Nonresidential uses except if very low intensity in character and confined to the outer sides; and Parking lots, streets, and roads.
  - Prohibited uses: All new structures and residential land uses.

- **Safety Zone 2 Inner Approach/Departure Zone.** Land use restrictions in the Safety Zone 2 include:
  - Normally allowed uses: Agriculture, non-group recreational uses, low-hazard materials storage, warehouse, low-intensity industrial uses, auto repair, aircraft repair, and marine repair services.
  - Limited uses: Single-story office buildings and nonresidential uses to activities that attract few people.
  - Avoided uses: All residential uses except as infill in developed areas, multi-story uses, uses with high density or intensity, shopping centers, and most eating establishments.
  - Prohibited uses: Theaters, meeting halls, other assembly uses, office buildings greater than three stories, labor intensive industrial uses, children's schools, large daycare centers, hospitals, nursing homes, stadiums, group recreational uses, and hazardous uses.

- **Safety Zone 3 Inner Turning Zone.** Land use restrictions in the Safety Zone 3 include:
  - Normally allowed uses: Uses allowed in Zone 2, greenhouses, low-hazard materials storage, mini-storage, warehouses, light industrial, and vehicle repair services.
  - Limited uses: Residential uses to very low densities and office and other commercial uses to low intensities.
  - Avoided uses: Commercial and other nonresidential uses having higher usage intensities, building with more than 3 aboveground habitable floors, and hazardous uses.
  - Prohibited uses: Major shopping centers, theaters, meeting halls, other assembly facilities, children’s schools, large daycare centers, hospitals, nursing homes, stadiums, and group recreational uses.

- **Safety Zone 4 Outer Approach/Departure Zone.** Land use restrictions in the Safety Zone 4 include:
  - Normally allowed uses: Uses allowed in Zone 3, restaurant, retail, and industry.
  - Limited uses: Residential uses to low density.
  - Avoided uses: High-intensity retail or office buildings.
  - Prohibited uses: Children’s schools, large daycare centers, hospitals, nursing homes, stadiums, and group recreational uses.

- **Safety Zone 6 Traffic Pattern Zone.** Land use restrictions in the Safety Zone 6 include:
  - Normally allowed uses: Residential uses (however, noise and overflight impacts should be considered where ambient noise levels are low).
  - Limited uses: Children's schools, large daycare centers, hospitals, nursing homes, and processing and storage of bulk quantities of highly hazardous materials.
  - Avoided uses: Outdoor stadiums and similar uses with very high intensities.
  - Prohibited uses: None.

Wildfire

As further described in Section 3.20, *Wildfire*, the City is not located within a fire hazard severity zone (FHSZ) or wildland-urban interface (WUI) (CAL FIRE 2025a). However, moderate, high, and very high FHSZs are to the north of the City, outside its boundaries in the San Bernardino Mountains. Although Ontario itself is not classified within an FHSZ, wildfires originating in these nearby areas could still pose a potential threat to the City's developed areas. Wildland fire protection is the primary responsibility of the SBCFPD.

SPECIFIC PLAN

Background

The Specific Plan area consists of 11 individual properties referred to herein as the DeGroot Trust, Pietersma Family Trust, Hindelang Family Trust, B&G Cattle Co., Riley, Costa, Whitegold Ventures LLP, Alewyn, Miersma, DeHoog II, and Swager Properties. Figure 3.9-3, *Properties within the EBPSP Area,* illustrates the locations of each of these properties within the Specific Plan area.

From at least 1938 to 1953, the Specific Plan area was used for agricultural purposes (row crops and orchards) with a few residential dwellings. By the mid-1950s, the area became increasingly used for dairy farming purposes. From at least 1986 to 1992, uses such as fiberglass camper shell manufacturing, general storage yards, and a truck storage facility were also present.

Currently, land uses within the Specific Plan area include dairy farms (including associated wastewater pond(s) and various ancillary dairy farm structures including corral canopies, sheds, feed silos, and milking barns), storage and minor maintenance of semi-trailer trucks, storage and distribution of krill oil and soy sauce, storage of tires, small animal corrals and associated residencies.

The Specific Plan area is located within the Chino Groundwater Basin. Concentrated animal feeding lots such as dairy farms can be a source of local groundwater degradation due to nitrates and total dissolved solids (TDS). The Chino Basin once had the highest concentration of dairy animals in the world, with approximately 350 dairies located within a 20-square mile area. Although the number of dairies has declined significantly, historical land application of manure and process water has resulted in significant groundwater degradation due to high levels of nitrate and TDS (EPA n.d.)

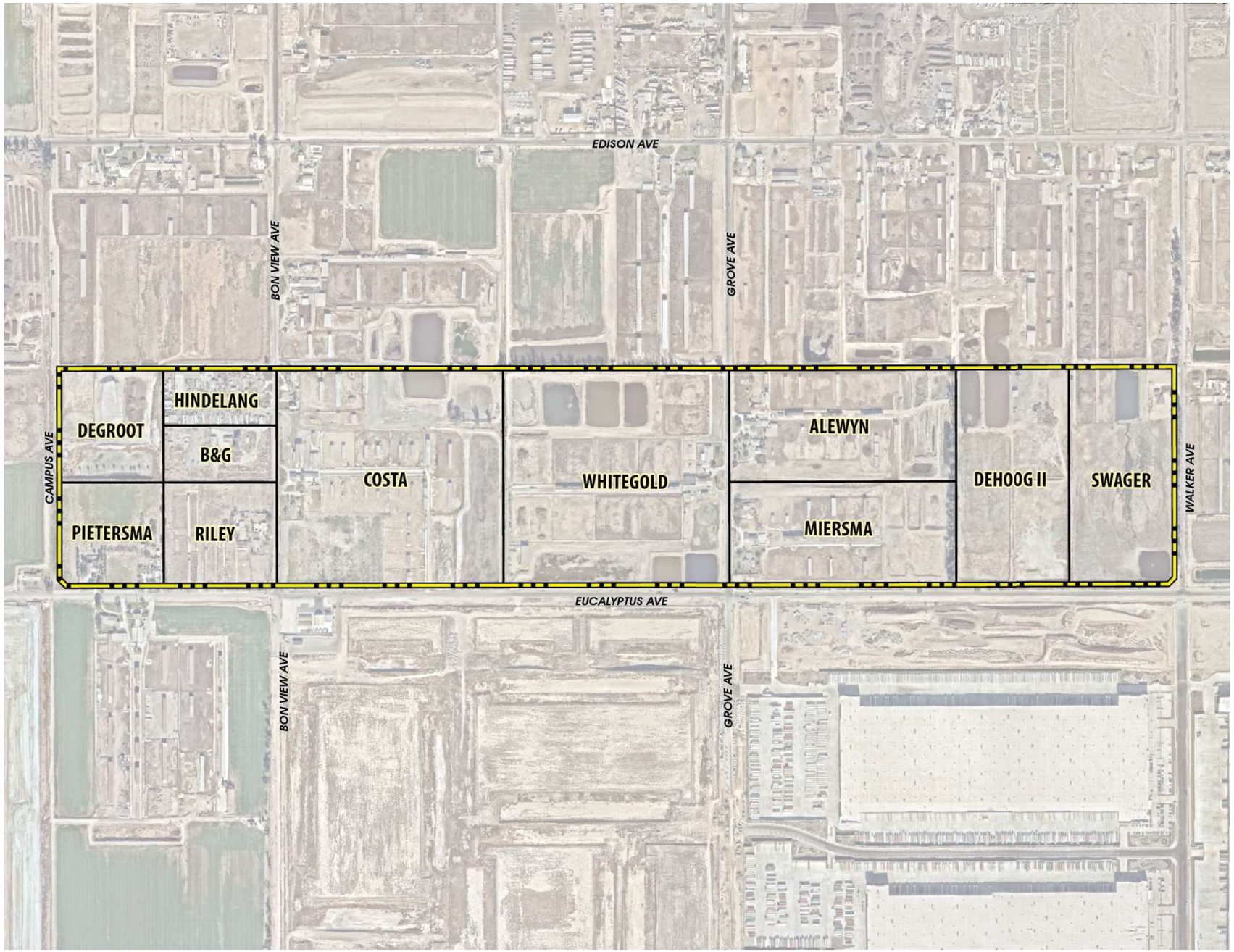
The eastern portion of the Specific Plan area is located within a large regional VOC groundwater plume comprised mostly of trichloroethylene (TCE), referred to as the South Archibald TCE Plume. This plume originates from a source approximately 1.7 miles to the northeast as a result of historical land use of numerous metal plating and finishing facilities. Low concentrations of TCE were reported from 2017 to 2022 in groundwater from two wells on the larger DeHoog II and Swager Properties at concentrations of 1.2 and 0.46 ug/l, respectively, well below the SWRCB, Division of Drinking Water maximum contaminant levels (MCLs) for TCE in drinking water of 5 ug/l. Based on the depth of groundwater and low concentrations of volatile organic compounds (VOCs) detected beneath the Specific Plan area, there is a low likelihood that a vapor intrusion issue is present. At least 2 of the Specific Plan area properties (Swager and DeHoog II) have drinking water supplied by the City of Ontario. There is a low likelihood that land use activities currently located within the Specific Plan area have contributed to the regional groundwater issue. Groundwater monitoring within the plume area is on-going and a remediation system to treat the contaminated groundwater is currently in the design and permitting phases (Appendix G1).

Site Reconnaissance

During the Phase I field reconnaissance, visual evidence of staining, unusual odors, petroleum sheens, or distressed vegetation were observed. Odors associated with dairy farm operations (manure, wastewater ponds) were identified throughout the Specific Plan area. With the exception of Pietersma, Hindelang, B&G Cattle and Riley properties, wastewater ponds associated with dairy farm operations were observed on the remaining properties located within the boundaries of the Specific Plan area. These ponds represent permitted features, and no chemical uses were noted to be associated with these features. No evidence of oil/water separators, utilities of environmental concern, landfills, or dumping was observed. On-site activities observed include dairy farm operations, storage, shipping, manufacturing processes and receiving of products. Exterior industrial features were observed including milk barns, cattle corral canopies, and feed silos. No railroad spurs, baghouses, air emissions, or barrels were observed. All properties were equipped with aboveground storage tanks (ASTs) for milk and feed silos. Interior industrial features were observed including milk pump rooms and cattle wash areas.

Figure 3.9-3

Properties within the EBPSP Area



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Several single to triple pole-mounted electrical transformers along Bon View and Eucalyptus Avenues, and a triple pole mounted transformer on each of the B&G Cattle and DeGroot properties were observed. All observed transformers are expected to be non- polychlorinated biphenyls (PCB) containing and/or dry-type transformers. No staining was observed in the areas of the pole-mounted transformers; therefore, the transformers are not considered a recognized environmental concern (REC) and do not warrant additional investigation. No hydraulic equipment was observed within the Specific Plan area.

Chemical storage, specifically within milk barns, at all properties associated with the dairy farm operations was observed. Chemicals observed in the milk barn areas included numerous 55-gallon drums of iodine, acid wash, and hydrogen peroxide for sanitation purposes. Cattle wash and other sanitation chemicals, farm waste, feed lot spoils, and wastewater ponds were observed.

Based on the age of the buildings (1930s to mid-1960s), it is possible that ACM, underground asbestos-cement pipelines (ACPs), and/or LBP are present. No water intrusion or mold was noted during the reconnaissance (Appendix G1).

Regulatory Agency Database Research

Regulatory records for the Hindelang Property indicate that the property was used to manufacture fiberglass camper shells from at least 1986 through 1992. This operation reportedly included use of a spray paint booth and used and stored hazardous materials including chlorinated and hydrocarbon solvents. Based on the documented use of chlorinated solvents (1,1,1-TCA), poor general housekeeping, and noted automobile repair operations, the Hindelang property was identified as a potential vapor encroachment concern. Additionally, environmental database records for the B&G property report hazardous wastes including 0.17-tons of halogenated solvents (chloroforms, methyl chloride, PCE, etc.) in 1997. Based on the documented use of chlorinated solvents (PCE), the B&G property was identified as a potential vapor encroachment concern.

The Whitegold property within the Specific Plan area was permitted and used for dairy farming purposes since at least 1979 with animal wastewater discharge. The HAZNET database reported approximately 0.9-tons of asbestos containing waste in 2018. This facility was also listed on the LUST and Cortese databases. Two 1,000-gallon USTs storing gasoline and diesel were removed from the property in 1994. No sampling activities were conducted at the time of removal. Soil sampling activities were conducted in 2004 and 2005 to determine the vertical and lateral extent of contamination under the direction of the Santa Ana RWQCB. Soil contaminated with Total Petroleum Hydrocarbon (TPH) and VOCs such as ethylbenzene, toluene, and xylenes were excavated and disposed of off-site. The Santa Ana RWQCB issued a No Further Action (NFA) letter for the case, dated October 18, 2006. Based on this information, the former LUST case

associated with these listings represents a historical recognized environmental concern (HREC) (Appendix G1).

Soil Sampling

Given the potential concerns identified above for the Hindelang and B&G properties, as well as potential pesticide concerns from historical dairy/agricultural uses, Phase II subsurface investigations were conducted throughout the Specific Plan area. For areas of concern associated with the Hindelang and B&G properties, a total of 8 soil borings were advanced to a depth of 5 feet below ground surface (bgs). For areas of potential pesticide concerns, a total of 220 individual soil samples were collected at a depth of approximately 0.5 feet bgs. Soil vapor sampling was also conducted at depths of 5 feet bgs.

In addition to the above, three samples were taken from several stockpiles of unknown origin, as well as four samples from the most frequently used dirt driveways/pathways at the Hindelang and B&G properties. Please refer to Figure 3.9-4, *EBPSP Soil Sample Locations*.

Samples were tested for TPH, organochlorine pesticides (OCPs), VOCs, and CAM 17 Metals. Laboratory testing concluded that none of the samples contained contaminants above the thresholds established by the USEPA or DTSC for commercial/industrial land uses. As such, the on-site soils are not significantly impacted by the historical or current land uses within the Specific Plan area (Appendix G2 and G3).

Airport-Related Hazards

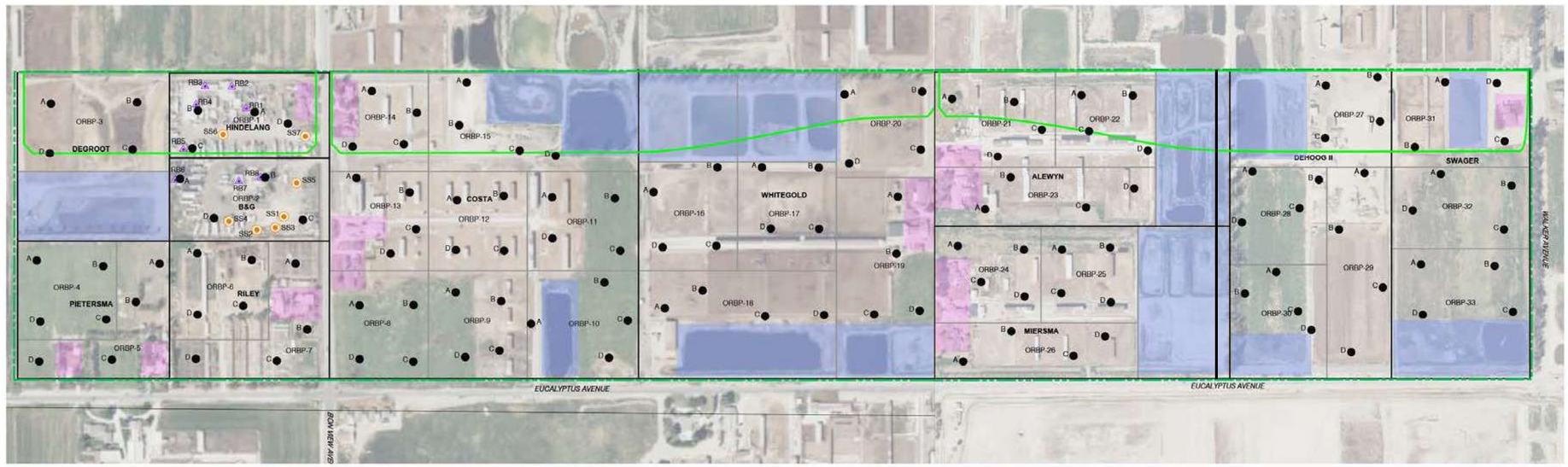
Although the Specific Plan area is located within the ONT Influence Area (AIA), it is located outside any identified safety, airspace protection, and noise impact zones. All properties located within the ONT AIA are subject to a real estate transaction disclosure notice (Ontario 2018).

The Specific Plan area is also located within the CNO AIA. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance set forth in the 2011 Caltrans Airport Land Use Planning Handbook (SBC ALUC 1991). As such, in 2022, the City of Ontario adopted the CNO Overlay District which provides maps, criteria, and policy language to guide development within the Chino AIA consistent with the 2011 Caltrans Airport Land Use Planning Handbook.

As illustrated in Figure 3.9-2, the majority of the Specific Plan area is located within CNO Safety Zone 6 (low risk), with a very small portion of the southeastern corner located within Safety Zone 4 (moderate risk). Uses permitted by the EBPSP are allowed in both of these safety zones (Ontario 2022b).

Figure 3.9-4

EBPSP Soil Sample Locations



- EBPSP Boundary
- Property Boundary
- Grid Line
- Ponds
- Residential/Developed
- RB2 — Soil and Soil Vapor Sample Location
- SS1 — Stockpile/Surface Soil Sample Location
- Agricultural Soil Discreet Sample
- ORBP-1 — Grid Designation
- Proposed Open Space Area

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0 275 550 Feet

Source: T&B 2025

Date: 12/09/2025

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Wildfire Hazards

The Specific Plan area is located within the limits of the City of Ontario, outside of the State Responsibility Area (SRA). The site is not located within an identified Fire Hazard Severity Zone (CAL FIRE 2025b).

According to the City's 2023 LHMP, no high fire severity zones exist within the City, nor does the City have any wildland-urban interface areas (Ontario 2023). The Specific Plan area is located within a Local Responsibility Area (LRA), with fire protection services currently provided by the OFD.

3.9.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to hazards and hazardous materials if it would:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

b) 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.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.

d) Be located on a site that is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, if the project would result in a safety hazard or excessive noise for people residing or working in the project area.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

METHODOLOGY

Policy Plan Amendment

The required lists of hazardous material release sites summarized under State Agencies in Section 3.9.1, *Regulatory Framework*, are commonly and collectively referred to as the "Cortese List," named after the legislator who authored the legislation. Because the statute was enacted more than 20 years ago, some of the provisions refer to agency activities that were conducted many years ago and are no longer being implemented and, in some cases, the information required in the Cortese List does not exist. Those requesting a copy of the Cortese Lists are now referred directly to the appropriate information resources on websites hosted by the boards or departments referenced in the statute, including DTSC's online EnviroStor database and the SWRCB's online GeoTracker database. These 2 databases include hazardous material release sites, along with other categories of sites or facilities specific to each agency's jurisdiction. The following analysis is based on the hazardous materials identified for the Policy Plan Amendment in Section 3.9.2, *Existing Conditions*.

Specific Plan

The analysis of the Specific Plan area evaluates the potential impacts on human health and the environment due to potential exposure of hazardous materials or conditions associated with the site, construction, and operations. The Phase I analysis was conducted in general accordance with the American Society for Testing and Materials (ASTM) International Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM E1527-21) in an effort to identify, to the extent feasible, the presence of Recognized Environmental Conditions (RECs) with respect to the Specific Plan area. The site and surrounding areas were assessed to determine the potential presence of hazardous materials, which included a review of environmental records, a review of historical records, a site reconnaissance, and interviews with representatives of the Specific Plan area and adjoining properties. As part of the Phase II analysis, the site was subdivided into approximately uniform grids so the investigation could be conducted in a manner generally consistent with the DTSC Interim Guidance for Sampling Agricultural Properties.

3.9.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.9.5 Environmental Impacts

2022 Certified EIR

The Certified EIR concluded that the approved project would involve the transport, use, and/or disposal of hazardous materials. The Certified EIR also concluded that properties in the City are included on a list of hazardous materials sites. The approved project would comply with federal, state, and local regulations. Furthermore, the approved project concluded that consistency reviews of the proposed land uses with the Airport Land Use Compatibility Plan for the ONT and CNO would prevent significant impacts. In addition, buildout of the approved project would not affect the implementation of an emergency response or evacuation plan. With regard to urban and wildland fire threats, adherence to existing regulations and review of building plans by the Ontario Fire Department would reduce risks from fires to the City. Impacts resulting from the approved project were identified as less than significant upon implementation of regulatory requirements in the Certified EIR.

Proposed Project

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The Certified EIR concluded that federal and state regulations, City ordinances, and approved project's policies would help regulate the routine transport, use, and disposal of hazardous materials and wastes. As such, impacts were found to be less than significant.

Policy Plan Amendment

Similar to the approved project, the proposed project involves the designation of commercial, industrial, and residential land uses in Ontario as well as continued redevelopment and large amounts of infill development. Development associated with the proposed project would result in a concentration of commercial, hospitality, office, and industrial uses around ONT and numerous mixed-use projects throughout the City. The potential buildout of the proposed project would increase the number of businesses and residents in the City, thereby increasing the amount of hazardous materials being transported, stored, and manufactured, and the number of people exposed to these materials (refer to Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*). Buildout in accordance with the proposed project would result in an increase in the frequency of transport, use, and disposal of hazardous materials associated with commercial and industrial growth in Ontario, especially in the Ontario Ranch (see Figure 2-6, *Areas of Change*). Though businesses and users are required by federal, state, and local regulations to properly transport, use, and dispose of hazardous material, it is possible that

upset or accidental conditions may arise that result in the release of hazardous materials into the environment.

As noted in Section 3.9.2, *Existing Conditions*, the City also has a number of hazardous pipelines. A major high-pressure distribution pipeline, operated by Kinder Morgan, serves ONT with jet fuel. However, this pipeline and others running throughout the City are monitored by pipeline operators who are responsible for the upkeep of pipelines and the authorization of excavations around pipeline locations. Buildout of the proposed project would increase the exposure of people and the environment to potential hazards related to pipeline or electrical line rupture. As with all development in California, development in Ontario would be required to follow the procedural requirements of the Underground Service Alert of Southern California, or DigAlert.

Additionally, because demolition activities have the potential to expose construction workers and/or the public to ACMs or LBP, such activities would be conducted in accordance with applicable regulations, including, but not limited to: South Coast Air Quality Management District's Rule 1403; California Health and Safety Code Section 39650 et seq.; California Code of Regulations Title 8, Section 1529; California Occupational Safety and Health Administration regulations (8 CCR Section 1529 [Asbestos] and Section 1532.1 [Lead]); and the Code of Federal Regulations, Title 40, Part 61 (asbestos); Title 40, Part 763 (asbestos); and Title 29, Part 1926 (asbestos and lead).

In conclusion, existing federal and state regulations, City ordinances, and the Policy Plan Amendment policies would continue to regulate the handling of hazardous substances to minimize potential releases, exposure, storage, treatment, and disposal of hazardous materials and wastes. Compared to the approved project, implementation of the proposed project would result in similar impacts because it would increase land use intensity rather than expand development into previously undeveloped areas that require substantial landform modification. Therefore, like the approved project, any additional hazardous materials transport, use, or disposal occurring under the proposed project would be **less than significant** with continued compliance with applicable regulations. The Policy Plan Amendment would not result in new or substantially greater impacts compared to the approved project.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Construction

Construction activities may require limited transport of potentially hazardous materials (e.g., paints, solvents, fertilizer, etc.) to and from the site. This type of storage, transfer, use and disposal of potentially hazardous materials is extensively regulated at the local, State and federal levels.

Additionally, based on the age of the on-site structures (1930s to mid-1960s), there is a potential for ACMs, ACPs, and/or LBP to be present within the Specific Plan area. Demolition activities within the Specific Plan area would be required to comply with all applicable federal, State, and local hazardous materials regulations, which include mandatory provisions for the safe removal, transport, and disposal of ACMs, ACPs, and LBP. South Coast AQMD Rule 1403 (Asbestos Emissions) and Title 17 of the California Code of Regulations (CCR), Division 1, Chapter 8: Accreditation, Certification, and Work Practices for Lead-Based Paint and Lead Hazards would apply.

Compliance with the existing federal and state regulations, City ordinances, and the Policy Plan Amendment policies would ensure that removal of these materials would not result in a significant hazard to the public or the environment. Therefore, like the approved project, construction activities associated with implementation of the EBPSP would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials. Accordingly, construction of the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Impacts associated with construction would be **less than significant**.

Operations

Although the end users are unknown at this time, it is possible that hazardous materials could be used during the future building users' daily operations. State and federal Community-Right-to-Know laws allow public access to information about the amounts and types of chemicals in use at local businesses. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies.

Any business that occupies the buildings within the Specific Plan area and that handles hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) would require a permit from the SBCFPD Hazardous Materials Division in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the SBCFPD and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business, and to prepare a Hazardous Materials Business Emergency Plan (HMBEP). An HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. With mandatory regulatory compliance, the operations of uses implemented pursuant to the EBPSP would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials. Accordingly, operations of EBPSP land uses would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, impacts associated with long-term operation of the EBPSP would be **less than significant**.

Specific Plan Significance without Mitigation: Less than significant

Impact HAZ-1: Compliance with existing regulations and policies would ensure that implementation of the proposed project would not adversely affect the environment through transport, use, and/or disposal of hazardous materials

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hazards and hazardous materials impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified, and no mitigation measures are needed.

b) 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?

The Certified EIR concluded that compliance with federal and state regulations, City ordinances, and approved project's policies would help regulate the handling of hazardous substances, thereby reducing the potential for their release and exposure in the environment. Impacts were found to be less than significant.

Policy Plan Amendment

As listed in Table 3.9-1, the City of Ontario has around 36 TRI facilities or active sites that generate, transport, treat, store, and/or dispose of hazardous waste. Figure 3.9-1 shows the known contaminated sites and facilities in Ontario based on the EnviroStor database. An increase in the transport of hazardous waste from an increased demand for transport, use, and disposal within or outside the City could result in more accidents, leading to the release of hazardous materials. An increase in the transport of hazardous materials as a result of the commercial and industrial growth in the City would be limited to areas along interstates and rail lines, where commercial and industrial uses would be concentrated. Some transport of hazardous materials may occur near small commercial pockets proposed throughout various areas of the City.

As stated previously in Impact Discussion a), existing federal and state regulations, City ordinances, and the Policy Plan Amendment policies would continue to regulate the handling of hazardous substances to minimize potential releases, exposure, storage, treatment, and disposal of hazardous materials and wastes. Compared to the approved project,

implementation of the Policy Plan Amendment would result in similar impacts because it would increase land use intensity rather than expand development into previously undeveloped areas that require substantial landform modification. Therefore, like the approved project, any potential release and exposure of hazardous materials into the environment under the Policy Plan Amendment would be **less than significant** with continued compliance with applicable regulations. The Policy Plan Amendment would not result in new or substantially greater impacts compared to the approved project.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

On-Site Conditions

As discussed above, Phase II subsurface investigations were conducted throughout the Specific Plan area. For areas of concern associated with the Hindelang and B&G properties, a total of 8 soil borings were advanced to a depth of 5 feet bgs. For areas of potential pesticide concerns, a total of 220 individual soil samples were collected at a depth of approximately 0.5 feet bgs. Soil vapor sampling was also conducted at depths of 5 feet bgs.

In addition to the above, 3 samples were taken from several stockpiles of unknown origin, as well as 4 samples from the most frequently used dirt driveways/pathways at the Hindelang and B&G properties. Samples were tested for TPH, OCPs, VOCs, and CAM 17 Metals.

Laboratory testing concluded that none of the samples contained contaminants above the thresholds established by the USEPA or DTSC for commercial/industrial land uses. As such, the on-site soils are not significantly impacted by the historical or current land uses within the Specific Plan area (Appendix G2 and Appendix G3).

Nonetheless, construction activities have the potential to encounter unknown soil/soil vapor contamination or unknown subsurface structures within the Specific Plan area. As a result, the potential for accidental release of hazardous materials during construction associated with the Specific Plan area would represent a greater impact than the previously approved project. This is considered a **potentially significant** impact.

Construction

Construction activities may require limited transport of potentially hazardous materials (e.g., paints, solvents, fertilizer, etc.) to and from the site. This type of storage, transfer, use and disposal of potentially hazardous materials is extensively regulated at the local, State and federal levels.

As previously discussed in Impact Discussion a), above, there is a potential for ACMs, ACPs, and LBP to be present within the Specific Plan area. Demolition activities within the Specific Plan area would comply with all applicable federal, State, and local hazardous materials regulations. Compliance with regulatory requirements would ensure that removal of these materials would not result in a foreseeable upset or accident conditions involving the release of hazardous materials into the environment.

Any potential release or exposure of hazardous materials into the environment due to the construction of the EBPSP would be **less than significant** with continued compliance with applicable regulations. The EBPSP would not result in new or substantially greater impacts compared to the approved project.

Operations

Operations could involve the temporary storage and handling of potentially hazardous materials such as pesticides, fertilizers, or paint products that are pre-packaged for distribution and use, which is regulated at the local, State and federal levels.

As previously mentioned, any business that occupies the buildings within the Specific Plan area and that handles hazardous materials would require a permit from the SBCFPD Hazardous Materials Division in order to register the business as a hazardous materials handler. Such businesses would also be required to prepare a HMBEP.

Operations of the EBPSP would not result in conditions that are not currently addressed by existing regulations, precluding foreseeable upset or accident conditions involving the release of hazardous materials into the environment. Therefore, like the approved project, this impact is **less than significant**. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Potentially significant.

Impact HAZ-2: Existing regulations and policies of TOP 2050 would ensure that development associated with the Policy Plan Amendment would not exacerbate the potential release of hazardous materials into the environment. However, development of the EBPSP, as well as existing site conditions, may reveal unknown soil or soil vapor contamination or unknown subsurface structures.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hazards and hazardous materials impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Policy Plan Amendment

No additional mitigation measures have been identified.

Specific Plan

Development of the EBPSP has the potential to encounter unknown soil/soil vapor contamination or unknown subsurface structures within the Specific Plan area.

> **Mitigation Measure HAZ-1-SP:** Prior to the issuance of a grading permit, the Applicant shall prepare a Soil Management Plan (SMP) to address potentially unknown soil/soil vapor contamination or unknown subsurface structures (e.g., clarifiers, underground storage tanks [USTs], asbestos containing pipelines [ACPs], etc.) that may be encountered during redevelopment activities. The SMP shall include explicit instructions for the appropriate handling, storage, and disposal of any known or potentially impacted soil during soil moving activities. The general contractor shall follow the requirements of the SMP and stop work to make notification to the environmental team if any potential impacts are observed at any time the environmental team is not already on-site. The SMP shall also require air monitoring activities to monitor the air downwind of the Specific Plan area and appropriate Health and Safety Plans that will be employed by site workers. The SMP shall identify specific requirements intended to protect human health when soil in certain areas of known or suspected impacts are disturbed for any reason, including, without limitation, as a result of demolition, utility installation/repair, soil excavation, drilling, grading/filling activities, stockpile generation, soil management, loading, and transportation.

Significance After Mitigation

Specific Plan

Mitigation Measure HAZ-1-SP would ensure that no significant impacts due to unknown soil/soil vapor contamination or unknown subsurface structures would occur. Adherence to the SMP would ensure compliance with existing laws and regulations. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance with Mitigation: Less than significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school?

The Certified EIR concluded that compliance with federal and state regulations, City ordinances, and approved project's policies would help regulate the handling of hazardous substances, thereby reducing the potential for their release and exposure in the environment, including in proximity to existing and proposed schools. As such, impacts were found to be less than significant.

Policy Plan Amendment

Although implementation of the proposed project would increase overall commercial and industrial activity within the City, thereby potentially increasing the use or transport of hazardous materials near existing or proposed schools, future development would remain subject to all applicable federal, state, and local regulations governing the safe handling of such materials. Compliance with these regulations would ensure that hazardous substances are properly managed, stored, and disposed of to prevent releases to the environment near existing or proposed schools. Additionally, the areas of change are concentrated in the southern part of the City, and there are no schools in this area (refer to Figure 2-6). Moreover, any future projects located near schools would be required to demonstrate compliance with regulatory standards designed to protect sensitive receptors and ensure that hazardous emissions or waste are not generated in proximity to these facilities.

As stated previously in Impact Discussion a), existing federal and state regulations, City ordinances, and the Policy Plan Amendment policies, including policies S-6.1 through S-6.9, would continue to regulate the handling of hazardous substances to minimize potential releases, exposure, storage, treatment, and disposal of hazardous materials and wastes, including in proximity to schools. Compared to the approved project, implementation of the proposed project would result in similar impacts because it would increase land use intensity rather than expand development into previously undeveloped areas that require substantial landform modification. Therefore, like the approved project, any potential release and exposure of hazardous materials near existing or proposed schools under the proposed project would be **less than significant** with continued compliance with applicable regulations. The proposed project would not result in new or substantially greater impacts compared to the approved project.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan area is not located within one-quarter mile of an existing or proposed school. The nearest school is the Park View Elementary School, which is located approximately 1.87

miles southeast of the Specific Plan area. Accordingly, the EBPSP would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, and/or waste within one-quarter mile of an existing or proposed school. Therefore, like the approved project, impacts would be **less than significant**. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HAZ-3: Existing regulations and policies identified in the Policy Plan Amendment would ensure that the proposed project would have no adverse impacts to schools from facilities that handle hazardous materials.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hazards and hazardous materials impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified, and no mitigation measures are needed.

d) Would the project be located on a site that is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?

The Certified EIR concluded that implementation of the approved project's policies in addition to compliance with existing regulations ensured that development of the approved project would not exacerbate existing hazards associated with existing hazardous materials sites. As such, impacts were found to be less than significant.

Policy Plan Amendment

The Policy Plan Amendment guides growth in development within the City and is not a development project. The proposed project primarily involves modifying the currently permitted and planned TOP land use pattern across nearly 1,000 acres in southern Ontario (see Figure 2-6). Development in accordance with the Policy Plan Amendment land use plan would involve redevelopment and reuse of some sites listed as hazardous materials sites on environmental databases (see Section 3.9.2 under "Hazardous Materials Sites"). The listings document the presence of hazardous materials on those sites but do not document hazardous releases. As a result, redevelopment of these sites could potentially expose future residents and workers to hazards from known hazardous materials releases on and near the sites.

Site assessments for hazardous materials and remediation of hazardous materials releases would be required for redevelopment projects developed in accordance with the Policy Plan Amendment and the regulations and policies of the agency assigned to the site (i.e., DTSC, Water Quality Control Board, CUPA, EPA). Furthermore, there are several Policy Plan Amendment policies that address development on and around known hazardous waste sites. These policies include:

- **LU-2.1: Land Use Decisions.** We minimize adverse impacts on adjacent properties when considering land use and zoning requests.
- **LU-2.3: Hazardous Uses.** We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials.
- **LU-2.9: Methane Gas Sites.** We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks.
- **S-6.2: Response to Hazardous Materials Releases.** We respond to hazardous materials incidents and coordinate these services with other jurisdictions.
- **S-6.5: Location of Hazardous Material Facilities.** We regulate facilities that will be involved in the production, use, storage, or disposal of hazardous materials, pursuant to federal, state, county, and local regulations, so that impacts to the environment and sensitive land uses are mitigated. We prohibit new hazardous waste facilities in close proximity to sensitive land uses and environmental justice areas.
- **S-6.6: Location of Sensitive Land Uses.** We prohibit new sensitive land uses from locating within airport safety zones and near existing sites that use, store, or generate large quantities of hazardous materials.
- **S-6.8: Mitigation and Remediation of Groundwater Contamination.** We actively participate in local and regional efforts directed at both mitigating environmental exposure to contaminated groundwater and taking action to clean up contaminated groundwater once exposure occurs.
- **S-6.9: Remediation of Methane.** We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.

Compared to the approved project, buildout under the proposed project would result in similar impacts because it would increase land use intensity rather than expand development into previously undeveloped areas that require substantial landform modification. Therefore, like the approved project, the proposed project would not expose people to substantial hazards from sites containing hazardous materials listed on environmental databases and impacts would be **less than significant**. Overall, the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the approved project.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The SWRCB GeoTracker database and the DTSC online EnviroStor database were searched for records related to the Specific Plan area.

The Whitegold property has been permitted and used for dairy farming purposes since at least 1979 with animal wastewater discharge. This facility was listed on the LUST and Cortese databases (CalEPA 2026). Two 1,000-gallon USTs storing gasoline and diesel were removed from the property in 1994. No sampling activities were conducted at the time of removal. Subsequent soil sampling activities were conducted in 2004 and 2005 to determine the vertical and lateral extent of contamination under the direction of the Santa Ana RWQCB. Soils impacted with TPH and VOCs were reportedly excavated at depths ranging from approximately 32 to 50 feet bgs and disposed offsite, totaling approximately 500 cubic yards (752 tons) of impacted soil. Residual petroleum hydrocarbons were detected at a depth of approximately 30 feet bgs. Based on these remediation activities, the low residual concentrations of TPH and the depth to groundwater (approximately 120 feet bgs), the Santa Ana RWQCB issued a No Further Action letter for the case on October 18, 2006 (Appendix G1). As the site has received a status of Completed – Case Closed, it would not create a significant hazard to the public or the environment. No other properties within the Specific Plan area are identified on a list compiled pursuant to Government Code Section 65962.5. The 2022 Certified EIR acknowledged that development in accordance with TOP 2050 would affect properties identified on hazardous materials databases. Site assessments for hazardous materials and the remediation of any hazardous materials releases would be required for redevelopment projects implemented under the proposed project, in accordance with the regulations and policies of the agency with jurisdiction over the site (i.e., DTSC, Water Quality Control Board, CUPA, EPA).

Therefore, like the approved project, impacts would be **less than significant.** Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HAZ-4: Existing regulations and policies of the Policy Plan Amendment would ensure that development associated with the proposed project would not exacerbate existing hazards.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hazards and hazardous materials impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified, and no mitigation measures are needed.

e) For a project within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The Certified EIR concluded that the development allowed under the approved project near the airport influence areas would be consistent with the adopted ALUCP for ONT and meet the conditions of the CNO Authority and the 2011 Caltrans Airport Land Use Planning Handbook. As a result, impacts were identified as less than significant.

Airport safety hazards include hazards posed to aircraft and hazards posed by aircraft to people and property on the ground. With proper land-use planning, aircraft safety risks can be reduced, primarily by avoiding incompatible land uses. The Federal Aviation Administration and Caltrans Division of Aeronautics provide guidance for land use safety near airports. With adherence to these guidelines, high concentrations of people are not exposed to potential airplane accidents along runways or near airports while airplanes are departing and arriving. There are also guidelines on the placement of housing, schools, and other sensitive land uses near airports because of the noise pollution caused by airplanes (see also Section 3.13, *Noise*).

Policy Plan Amendment

Ontario International Airport

ONT has the capacity to provide regional air traffic for domestic and international commercial and cargo service, and the necessary support facilities for major and smaller airlines. It operates as a medium-hub, full-service airport serving major US cities and international cities with an average of 90 daily departures (ONT 2025b). The City of Ontario prepared an ALUCP for ONT in accordance with the Caltrans Division of Aeronautics' 2011 *California Airport Land Use Planning Handbook*.

The proposed project would redesignate the area along Holt Boulevard from Business Park to Mixed Use land use and a portion along Grove Avenue from Airport to Industrial land use. Although the proposed project would redesignate land uses near ONT, any future development facilitated by these changes would remain subject to meet the applicable safety zone restrictions, noise compatibility requirements, and airspace protection policies of the adopted ONT ALUCP. Additionally, the policies under Land Use-5 (LU-5), Airport Planning, of the Policy Plan Amendment require that all new development surrounding ONT be consistent with the adopted ALUCP and be coordinated with airport authorities to ensure that the public is

protected from excessive noise and safety hazards. Furthermore, a consistency determination analysis for the ONT was prepared by the City and found that the Policy Plan Amendment is consistent with ALUCP for ONT (Appendix G6). Therefore, the approved project, the Policy Plan Amendment maintains consistency with the ALUCP for ONT since the land use designation change within the airport influence area are consistent.

Chino Airport

The CNO is predominantly a recreational airport. Because the airport is not planned for expansion and would remain primarily recreational, and because only lower-elevation buildings surround it and would continue to surround it upon project implementation, the CNO poses no unique hazards. Similar to the approved project, buildout of the Policy Plan Amendment would involve development within the CNO influence area. The proposed land uses within the Chino Airport Overlay include Business Park, Industrial, Medium Density Residential, Mixed Use, and Open Space–Recreation.

The proposed project would redesignate land south of Edison Avenue from General Commercial, Medium Density Residential, and Mixed Use to Business Park and Open Space–Recreation. In general, these changes would result in a reduction in residential land use within the safety zones of Chino Airport. Any future development in these areas of change would remain subject to meet the applicable safety zone restrictions, and airspace protection policies of the CNO Authority and the Caltrans 2011 Handbook. These requirements include appropriate land uses, maximum population density, maximum site coverage, height restrictions, and required notification/disclosure areas based on the noise contours and runway protection, approach, and Part 77 zones of the adopted Chino Airport Master Plan. A consistency determination analysis for the CNO was also prepared by the City of Ontario found that the Policy Plan Amendment is consistent with ALUCP for CNO (Appendix G6).

Furthermore, the policies under Land Use-5 (LU-5), Airport Planning, of the Policy Plan Amendment promote coordination with airport authorities to ensure land uses near the airport are compatible and that the public is protected from excessive noise and safety hazards. These policies include:

- **LU-5.1: Coordination with Airport Authorities.** We collaborate with FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other shareholders in the preparation, update, and maintenance of airport-related plans.
- **LU-5.2: Airport Planning Consistency.** We coordinate with airport authorities to ensure The Ontario Plan is consistent with state law, federal regulations, and/or adopted master plans, and airport land use compatibility plans for ONT and Chino Airport.
- **LU-5.3: Airport Impacts.** We work with agencies to maximize resources to mitigate the impacts and hazards related to airport operations – their homes.

- **LU-5.4: ONT Growth Forecast.** We support and promote an ONT 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.
- **LU-5.5: Airport Compatibility Planning for ONT.** We create and maintain the Airport Land Use Compatibility Plan for ONT.
- **LU-5.6: Alternative Process.** We fulfill our responsibilities and comply with state law with regard to the Alternative Process for proper airport land use compatibility planning.
- **LU-5.7: ALUCP Consistency with Land Use Regulations.** We comply with state law that requires general plans, specific plans, and all new development to be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public-use airport.
- **LU-5.8: Chino Airport.** We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.
- **M-5.2. Land Use Compatibility with Regional Transportation Facilities.** We work with ONT, railroads, Caltrans, SBCTA, and other transportation agencies to minimize impacts.

Overall, the proposed project ensures compatibility with ONT and CNO. As a result, the proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan area is located approximately 4.5 miles south of ONT. Although the Specific Plan area is located within the ONT AIA, it is located outside any identified safety, airspace protection, and noise impact zones. All properties located within the ONT AIA are subject to a real estate transaction disclosure notice (Ontario 2018).

The Specific Plan area is approximately one-half mile north of CNO, within the CNO AIA. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance in the 2011 Caltrans Airport Land Use Planning Handbook (SBC ALUC 1991). As such, in 2022, the City of Ontario adopted the CNO Overlay District and Reference I: Chino Airport Land Use Compatibility Plan, which provides maps, criteria, and policy language to guide development within the Chino AIA consistent with the Caltrans 2011 Handbook.

The majority of the Specific Plan area is within CNO Safety Zone 6 (low risk), with a very small portion of the southeastern corner located within Safety Zone 4 (moderate risk). Uses permitted by the EBPSP are allowed in both of these safety zones, subject to the criteria and policies of Reference I: Chino Airport Land Use Compatibility Plan in Table 3.9-2, *CNO Compatibility Criteria Matrix* (Ontario 2022b).

Table 3.9-2 CNO Compatibility Criteria Matrix

Safety Zones	Residential Density Limits	Non-Residential Intensity Limits (People per acre)	Open Land Requirement for Entire Zone	Other Criteria	Boundary Determinations
Zone 1 Runway Protection Zone	0	0	All Remaining	Avigation Easement and Airspace Review Required	RPZ
Zone 2 Inner Approach/Departure Zone	0	60 (avg.) 120 (single acre)	25%; preserve open land nearest runway end	Avigation Easement and Airspace Review Required	Safety Zone 2
Zone 3 Inner Turning Zone	dwelling unit per 2-acre lot	100 (avg.) 300 (single acre)	15%; preserve open land along extended runway centerline	Avigation Easement and Airspace Review Required	Safety Zone 3
Zone 4 Outer Approach/Departure Zone	2 dwelling units per 2-acre lot	150 (avg.) 450 (single acre)	15%; preserve open land along extended runway centerline	Avigation Easement and Airspace Review Required	Safety Zone 4
Zone 6 Traffic Pattern Zone	No Limit	300 (avg.) 1,200 (single acre)	10%; preserve open land every 1/4 to 1/2 mile	Deed Notice and Airspace Review Required	Safety Zone 6

Source : Ontario 2022b.

Note: Excerpt from Chino Airport Land Use Compatibility Plan (CNO ALUCP), Table I-1: Compatibility Criteria Matrix, Reference I.

As discussed within Section 3.14, *Population and Housing*, of this Draft SEIR the EBPSP uses have the potential to create up to 1,590 employees within the project site. This would equate to an average of 8.41 people per acre. Even with the addition of visitors to the site, the intensity limits set forth above would not be exceeded. Furthermore, the policies under Land Use-5 (LU-

5), Airport Planning, of the Policy Plan Amendment promote coordination with airport authorities to ensure land uses near the airport are compatible and that the public is protected from excessive noise and safety hazards.

Therefore, the EBPSP would not result in greater impacts related to safety hazards or excessive noise for people residing or working in the area compared to the approved project, and impacts would be **less than significant**. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HAZ-5: The proposed project is within the airport influence area of the Ontario International Airport and Chino Airport; however, land uses are consistent with the airport safety zones.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hazards and hazardous materials impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified, and no mitigation measures are needed.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Certified EIR concluded that substantial transportation infrastructure improvements are planned to accommodate population growth in the City in the event of an emergency; therefore, the approved project would not interfere with an emergency evacuation plan. As a result, impacts were found to be less than significant.

Policy Plan Amendment

The threat of flood is one of Ontario's greatest hazard because large portions of the City are within the flood zone. The majority of the population growth associated with the proposed project would occur in Ontario Ranch. As identified in the City's Roadway Classification map (see Figure 3.17-1, *Roadway Classifications*), there are substantial improvements in transportation infrastructure planned to accommodate the increase in population in the City in the event of an emergency. Interstate highways would also serve as major emergency response and evacuation routes. As further described in Chapter 3.20, *Wildfire*, the Policy Plan Amendment land use plan

would not introduce new roadways or modify existing ones in a manner that would impede emergency vehicle access or evacuation operations. Furthermore, City design review procedures would ensure that all roadway and site designs maintain compliance with emergency access standards and the City's adopted emergency response plans.

As described in Section 3.9.1, *Regulatory Framework*, the City's OEM oversees the City's emergency plans, which address planned responses to natural disasters, technological incidents, and national security emergencies (Ontario 2025a). Compliance with the City's Emergency Operations Plan and LHMP would help ensure adequate emergency accessibility is provided to the community. Additionally, the OFD reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Consequently, the development allowed under the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan area does not contain any emergency facilities, nor do adjacent roadways serve as emergency evacuation routes. The nearest evacuation routes are Edison Avenue/Ontario Ranch Road (east-west direction), Merrill Avenue (east-west direction), Euclid Avenue (north-south direction) and Grove Avenue (north-south direction) above Edison Avenue/Ontario Ranch Road.

Additionally, the City's LHMP identifies potential hazards within the City and includes hazard mitigation strategies and actions to be implemented in an effort to minimize risk. Land uses implemented pursuant to the Specific Plan would not interfere with the City's implementation of any of the actions identified therein.

The EBPSP does not propose or require permanent alteration of major vehicle circulation routes. In addition, no facilities or operations that would interfere with any identified emergency response or emergency evacuation plan are proposed in the Specific Plan area. In accordance with the City's OEM, LHMP, and coordination with the local fire and police departments during construction would ensure that potential interference with emergency response and evacuation efforts are avoided. Further, potential temporary traffic/access disruption that may occur during construction would be addressed through the implementation of a Temporary Traffic Control Plan, as required by the City. The City, as part of its discretionary review process, would review future development application materials to ensure that appropriate emergency ingress and egress is provided.

Based on the preceding, the EBPSP would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Accordingly, the EBPSP would not result in a new

or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact would be **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact HAZ-6: Implementation of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hazards and hazardous materials impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified, and no mitigation measures are needed.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The Certified EIR found that, with the adherence to applicable state and local building standards, development and infrastructure associated with the approved project would result in less than significant risks related to wildfire hazards.

Policy Plan Amendment

Buildout of the proposed project modifies the land-use pattern and updates related Policy Plan elements while maintaining the overall planning and regulatory framework established by the approved project. As further described in Section 3.20, *Wildfire*, the adopted 2025 CAL FIRE Local Responsibility Area Fire Hazard Severity Zone map does not identify areas in Ontario within a Fire Hazard Severity Zone. However, the City recognizes that even though fuel loading is light and fire risk comes primarily from urban fires, not wildfires, there is some risk related to wildfire events.

Ontario is supported by multiple local and regional programs for fire prevention and for addressing wildland fires should they arise, including the California Building Code, the California Fire Code, CAL FIRE *2024 Strategic Fire Plan for California*, County of San Bernardino Multi-jurisdiction Hazard Management Plan, the Ontario LHMP, and fire services from OFD. Continued adherence to these regulations and practices would ensure that future development and infrastructure associated with the proposed project do not exacerbate risk in wildfire hazards or result in post-wildfire hazards (e.g., landslides, mudflows, and flooding).

In addition, the Safety Element contains the following policies to prevent wildfire hazards and support the community during wildfire events:

- **S-3.4: Special Team Services.** We maintain effective special rescue services.
- **S-3.6: Interagency Cooperation.** In order to back up and supplement our capabilities to respond to emergencies, we participate in the California Fire Rescue and Mutual Aid Plan.
- **S-3.8: Fire Prevention through Environmental Design.** We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings.
- **S-3.9: Resource Allocation.** We analyze fire data to evaluate the effectiveness of our fire prevention and reduction strategies and allocate resources accordingly.
- **S-8.3: Emergency/Disaster Training and Exercises.** We conduct training and exercises to prepare for and evaluate emergency/disaster response and recovery procedures.
- **S-8.5: Interdepartmental Coordination.** We utilize all City departments to help support emergency/disaster mitigation, preparedness, response, mitigation, and recovery.
- **CD-2.8: Safe Design**. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintaining visibility and accessibility, and using lighting.

Because the proposed project would not alter topography, slope conditions, or emergency infrastructure design standards, and would continue to implement existing fire-safety programs and policies, it would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Accordingly, the Policy Plan Amendment would not result in new or substantially more severe impacts compared to the approved project, and wildfire-related risks would be **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As detailed in Section 3.20, *Wildfire*, of this SEIR the Specific Plan area is located within the limits of the City of Ontario, outside of the SRA, and is not located within an identified Fire Hazard Severity Zone (CAL FIRE 2025b).

According to the City's 2023 LHMP, no high fire severity zones exist within the City, nor does the City have any wildland-urban interface areas (Ontario 2023). The Specific Plan area is located within an LRA, with fire protection services currently provided by the OFD.

Uses implemented pursuant to the EBPSP would comply with the California Building Code, California Fire Code, CAL FIRE *2024 Strategic Fire Plan for California*, County of San Bernardino Multi-jurisdiction Hazard Management Plan, the Ontario LHMP, and applicable City policies.

Compliance with these standards and plans would act to prevent or minimize wildfire hazards and would avoid or reduce exposure to wildfire risks. Accordingly, the EBPSP would not result in new or substantially more severe impacts compared to the approved project. The potential for the EBPSP to expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires is considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HAZ-7: The proposed project would not exacerbate wildfire risks in Ontario.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hazards and hazardous materials impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified, and no mitigation measures are needed.

3.9.6 Cumulative Impact Analysis

Proposed Project

The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

Hazardous Materials

The cumulative setting for hazardous materials is the City of Ontario. Impacts arising from hazardous materials and hazardous materials releases are site specific and generally do not combine to cause cumulative impacts; however, the cumulative impact analysis considers the Specific Plan and nearby related projects.

As discussed previously, the EBPSP does not propose uses or activities that would require substantial handling or use of hazardous materials, hazardous substances, or hazardous waste that could result in potential adverse effects. Mitigation Measure HAZ-1-SP has been incorporated to ensure proper handling of unknown hazardous materials that may be encountered during grading activities. To the extent that such materials or substances may be

present during construction or operations they will be transported, stored, used and disposed of consistent with multiple and broad regulatory requirements. As with the Specific Plan, other related projects within the cumulative impact area would be required to comply with applicable federal, State, and local regulations, and such uses would be subject to additional review and permits from their local oversight agency. Therefore, the potential for release of hazardous materials into the environment, whether through accident or due to routine transport, use, or disposal of such materials would comply with regulatory requirements for each development and would not result in a cumulatively considerable impact.

Schools

Any future development located near schools would be required to comply with applicable federal, state, and local regulations governing the safe handling of hazardous materials near existing or proposed schools. Furthermore, the areas of change are concentrated in the southern portion of the City, where there are no schools, and the Specific Plan area is not located within one-quarter mile of an existing or planned school. Implementation of the proposed project would not contribute to a cumulatively-considerable impact associated with emissions within one-quarter mile of an existing or planned school.

Therefore, hazards and hazardous materials impacts are less than significant and would not be cumulatively considerable.

Airport Hazards

The areas considered for cumulative airport-related hazards impacts are the airport influence areas of ONT and CNO. Development proposed within the airport influence areas of ONT and CNO would be required to undergo evaluation under the ALUCP for ONT and the CNO Land Use Compatibility Plan to ensure that the projects comply with the land use regulations for the respective safety zones established by the responsible agencies. Cumulative impacts would be less than significant after compliance with such regulations and impacts of the proposed project would not be cumulatively considerable.

Fire Hazards

The areas considered for cumulative impacts related to wildfires are fire hazard severity zones in the City. Projects within wildfire hazards zones are required to comply with applicable regulations, including the California Building Code Chapter 7A, California Fire Code Chapter 49, and California Public Resources Code Sections 4291, et seq. In addition, policies under the Policy Plan Amendment's Safety Element would help reduce wildfire- and emergency-related risks. As a result, the risk of wildfire associated with the development under the proposed project would not be cumulatively considerable.

Emergency Response and Evacuation

The areas considered for cumulative impacts related to emergency response and evacuation are primarily the regional transportation networks (e.g., interstates) that support evacuation and emergency response in the City. Planned improvements to the City's transportation infrastructure would accommodate increased population and facilitate emergency response and evacuation, with interstate highways serving as primary evacuation routes. The proposed project would not introduce or modify roadways in a manner that impedes emergency vehicle access, and City design review procedures ensure compliance with emergency access standards and adopted emergency response plans. Additionally, the OFD reviews development applications to ensure adequate emergency accessibility. Compliance with the City's Emergency Operations Plan and the LHMP would further help maintain safe and accessible emergency routes for the community. Therefore, impacts to emergency response and evacuation are less than significant; and therefore, less than cumulatively considerable.

Cumulative impacts associated with hazards and hazardous materials are **less than significant**.

Cumulative Impacts: Implementation of the proposed project, in combination with other development in the city, would not result in a cumulatively considerable contribution to hazards and hazardous materials impacts.

3.9.7 References

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3.10 HYDROLOGY AND WATER QUALITY

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential hydrology and water quality impacts associated with implementation of the Ontario Policy Plan Amendment and EBPSP (proposed project) in comparison to TOP (approved project) and the impacts identified in the 2022 Certified EIR.

Hydrology deals with the distribution and circulation of water, both on land and underground. Water quality deals with the quality of surface water and groundwater. Surface water includes lakes, rivers, streams, and creeks; groundwater is under the earth's surface. Groundwater supply and management is discussed in Section 3.19, *Utilities and Service Systems*.

The site-specific analysis for the EBPSP is based on the "Preliminary Hydrology Study for Ontario Ranch" prepared by JLC Engineering & Consulting, Inc. and considers both on-site and off-site impacts associated with the EBPSP (see Appendix H1). In addition, the "Preliminary Water Quality Management Plan" for the EBPSP is also provided (Appendix H2). The "Eucalyptus Business Park Specific Plan Water Supply Assessment" includes the water demand and supply for the Specific Plan (Appendix L2).

The City received one comment letter for the NOP related to the San Bernardino County Flood Control District's (SBCFCD) facilities. The relevant hydrology and water quality issues raised in this comment letter is addressed in this section. For a summary of the comment letters, refer to Table 1-1 in Chapter 1, *Introduction*, or to Appendix A for the full comment letters.

Terminology

- **BMPs:** best management practices
- **Design capture volume:** required amount of stormwater to be retained due to a development project
- **LID:** low impact development
- **MS4:** municipal separate storm sewer system
- **SWPPP:** Stormwater Pollution Prevention Plan
- **TMDL:** Total Maximum Daily Load. A TMDL is an estimate of the total load of pollutants from point, nonpoint, and natural sources that a water body may receive without exceeding applicable water quality standards, with a factor of safety included. Required by Clean Water Act for impaired water bodies.

- **100-year storm:** rainfall total that has a 1 percent probability of occurring in a year.

3.10.1 Regulatory Framework

Federal, state and regional laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below.

FEDERAL

Clean Water Act

The Clean Water Act (CWA) (Title 33 United States Code Sections 1251 to 1376) of 1972 is the primary federal law that governs and authorizes water quality control activities by the United States Environmental Protection Agency (EPA), as well as the states. 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. Section 402 of the CWA 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.

Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. As defined by the CWA, water quality standards consist of 2 elements: (1) designated beneficial uses of the water body in question and (2) criteria that protect the designated uses. Section 304(a) requires the EPA to publish advisory water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use. In California, the EPA has delegated authority to the State Water Resources Control Board (SWRCB) and its 9 Regional Water Quality Control Boards (RWQCBs) to identify beneficial uses and adopt applicable water quality objectives.

When water quality does not meet CWA standards and compromises designated beneficial uses of a receiving water body, Section 303(d) of the CWA requires that water body be listed as "impaired," and a total maximum daily load (TMDL) must be developed for the impairing pollutant(s). Once established, the TMDL allocates the load among the pollutant sources to the water body.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) program under Section 402 of the CWA was established to regulate municipal and industrial discharges to surface waters of the United States. Federal NPDES permit regulations include both point-source municipal waste discharge and nonpoint source stormwater runoff. All facilities that discharge stormwater into surface water from their municipal separate storm water systems (MS4s) are required to obtain an NPDES permit. Ontario lies within the jurisdiction of the Santa Ana RWQCB and is subject to the waste discharge requirements of the San Bernardino County MS4 permit, Order No. R8-2010-0036, NPDES No. CAS618036.

Under NPDES Permit Provision XI, New Development (Including Significant Re-Development), the co-permittees are required to include appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address stormwater runoff pollutant discharges and prevent increases in runoff flows from new development and redevelopment projects (SWRCB 2010). In addition, projects must address the potential for causing hydrologic conditions of concern if they disturb more than one acre of land and are not in an exempt area, as shown on the San Bernardino Hydrologic Conditions of Concern (HCOC) Exemption Map (San Bernardino County 2025).

Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program to provide subsidized flood insurance to communities that comply with FEMA regulations limiting development in floodplains. FEMA also issues Flood Insurance Rate Maps (FIRMs) that identify which land areas are subject to flooding. These maps provide flood information and identify flood hazard zones in the community. The design standard for flood protection is established by FEMA. FEMA's minimum level of flood protection for new development is the 100-year flood event, also described as a flood that has a 1-in-100 chance of occurring in any given year.

STATE

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act (Water Code sections 13000 et seq.) is the basic water quality control law for California. This act established the SWRCB and divided the state into 9 regional basins, each under the jurisdiction of an RWQCB. The SWRCB is the primary State agency responsible for the protection of California's water quality and groundwater supplies. The RWQCBs carry 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 Porter-Cologne Act also authorizes the SWRCB and RWQCBs to issue and enforce waste discharge requirements, NPDES permits, Section 401 water quality certifications, and other approvals. Other State agencies with jurisdiction over water quality regulation in California include the California Department of Health Services for drinking water regulations, the CDFW, and the Office of Environmental Health and Hazard Assessment.

The City of Ontario is in the Santa Ana River Basin, Region 8, in the Upper Santa Ana Watershed. The Basin Plan was updated in October 2025 to comply with the current regulations and improve accessibility and Chapters 3 through 6 of the Basin Plan were updated to incorporate recent amendments effective on or before July 27, 2023 (Santa Ana RWQCB 2025a). It gives directions on the beneficial uses of the state waters in 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 (Santa Ana RWQCB 2025a).

SWRCB General Construction Permit

Construction activities that disturb one or more acres of land that could impact hydrologic resources must comply with the requirements of the newly reissued SWRCB Construction General Permit (CGP) (Order WQ 2022-0057-DWQ). Under the terms of the permit, applicants must file Permit Registration Documents (PRDs) with the SWRCB before the start of construction. The PRDs include a Notice of Intent, risk assessment, site map, Storm Water Pollution Prevention Plan (SWPPP), annual fee, and a signed certification statement. The PRDs are submitted electronically to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS) website.

Applicants must also demonstrate conformance with applicable best management practices (BMPs) and prepare a SWPPP containing a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP must list BMPs that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. Additionally, the SWPPP must contain a visual monitoring program, a sampling program to ensure compliance with water quality standards, and on-site collection of samples and inspection of BMPs during a qualifying precipitation event.

SWRCB General Industrial Permit

The Statewide General Permit for Storm Water Discharges Associated with Industrial Activities, Order No. 2014-0057-DWQ and amended by 2015-0122-DWQ (2018) implements the federally required storm water regulations in California for storm water associated with industrial activities that discharge to waters of the United States. This regulation covers facilities that are required by federal regulations or by the RWQCBs to obtain an NPDES permit. Dischargers are required to eliminate non-storm water discharges, develop SWPPPs that include BMPs, conduct

monitoring of stormwater runoff, and submit all compliance documents via the SWRCB's SMARTS program.

SWRCB Trash Amendments

On April 7, 2015, the SWRCB adopted an amendment to the Water Quality Control Plan for Ocean Waters of California to control trash and Part 1, Trash Provisions, of the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California (SWRCB 2025a). They are collectively referred to as "the Trash Amendments." The Trash Amendments apply to all surface waters of California and include a land use-based compliance approach to focus trash controls on areas with high trash-generation rates. Areas such as high-density residential, industrial, commercial, mixed urban, and public transportation stations are considered priority land uses.

The Trash Amendments provide a framework for permittees to implement their provisions. Full compliance must occur within 10 years of the permit, and permittees must also meet interim milestones such as average load reductions of 10 percent per year. The amendment mandates that the City needs to install catch basin filters on all City catch basins by December 2, 2030.

Water Conservation in Landscaping Act of 2006

The Water Conservation in Landscaping Act includes the State of California's Model Water Efficient Landscape Ordinance (MWELO), which requires cities and counties to adopt landscape water conservation ordinances. The MWELO was revised in July 2015 via Executive Order B-29-15 to address the ongoing drought and build resiliency for future droughts. State law requires all land use agencies, which includes cities and counties, to adopt a Water Efficient Landscape Ordinance that is at least as efficient as the MWELO prepared by the DWR. The 2015 revisions to the MWELO improve water conservation in the landscaping sector by promoting efficient landscapes in new developments and retrofitted landscapes. The revisions increase water efficiency by requiring more efficient irrigation systems, incentives for grey water usage, improvements in on-site stormwater capture, and limiting the portion of landscapes that can be covered in high-water-use plants and turf. New development projects that include landscape areas of 500 square feet or more are subject to the MWELO. This applies to residential, commercial, industrial, and institutional projects that require a permit, plan check, or design review. The size threshold for rehabilitated landscapes has not changed and remains at 2,500 square feet. The City of Ontario has enacted these provisions into its Landscape Development Guidelines.

Senate Bill 92

On June 27, 2017, Governor Brown signed Senate Bill (SB) 92, which set new requirements focused on dam safety. As part of this legislation, dam owners must ow submit inundation maps to the DWR. After the maps are approved, the dam owner must submit an emergency action

plan to the California Office of Emergency Services. The dam owner must submit updated plans and inundation maps every 10 years, or sooner under certain conditions. The California Office of Emergency Services reviews and approves the emergency action plans. This legislation set forth additional provisions for the emergency action plans including compliance requirements, exercises of the plan, and coordination with local public safety agencies (Cal OES 2025).

California Water Code Section 13751

In 1949, the California Legislature concluded that collecting information on newly constructed, modified, or destroyed wells would be valuable in the event of underground pollution, and would also provide geologic information to better manage California's groundwater resources. Section 13751 of the Water Code requires Well Completion Report forms to be filed with DWR within 60 days from the date that construction, alteration, abandonment, or destruction of a well is completed. Completed forms are sent to the DWR regional office whose boundaries include the well (DWR 2025a).

REGIONAL

Santa Ana RWQCB

The Santa Ana Regional Water Quality Control Board (RWQCB, Region 8) regulates water quality within the Santa Ana River watershed and adjacent coastal drainages. Its Water Quality Control Plan (Basin Plan) is the region's primary water quality planning document. The Basin Plan identifies the beneficial uses of surface waters and groundwater, establishes water quality objectives necessary to protect those uses, and outlines an implementation program consisting of projects, policies, and actions designed to achieve and maintain compliance with state and federal water quality standards.

The Basin Plan was originally adopted in 1995 and has since been amended multiple times, most recently in October 2025, which incorporated updates to Chapters 3 through 6 and revisions to salt and nutrient management provisions. The Basin Plan guides the RWQCB's permitting, enforcement, and monitoring programs and provides the regulatory basis for the issuance of the NPDES permits and other waste discharge requirements in Region 8 (Santa Ana RWQCB 2025a). Additional information regarding the NPDES permit is provided in the San Bernardino County Regional MS4 Permit section, below.

San Bernardino County Regional MS4 Permit

In the San Bernardino County area of the Santa Ana River Basin, management and control of the municipal separate storm sewer system is shared by a number of agencies, including the San Bernardino County Flood Control District, San Bernardino County, and the cities of Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa.

On January 29, 2010, the Santa Ana RWQCB issued an area-wide MS4 permit to the San Bernardino County and municipalities in the county. Waste discharge requirements for stormwater entering municipal storm drainage systems are in the MS4 permit, Order No. R8-2010-0036, NPDES No. CAS618036. This permit expired on January 29, 2015. On August 1, 2014, the San Bernardino County Flood Control District submitted a Report of Waste Discharge on behalf of San Bernardino County and its 16 incorporated cities. The submitted report serves as the permit renewal application for the MS4 permit.

San Bernardino County Stormwater Program

The Technical Guidance Document for Water Quality Management Plans (WQMP) for the Region 8 area of San Bernardino County is the guidance document for the project's stormwater design in compliance with Santa Ana RWQCB requirements for Priority Projects or Transportation Projects. The MS4 permit requires that a preliminary project-specific WQMP be prepared early in the project development process and that a Final WQMP be submitted prior to the start of construction. A project specific WQMP is required to address the following (Santa Ana RWQCB 2013):

- Develop site design measures using low impact development (LID) principles.
- Establish project-specific design capture volume and applicable hydrologic conditions of concern requirements.
- Evaluate feasibility of on-site LID BMPs.
- Maximum hydrologic source control, infiltration, and biotreatment BMPs.
- Select applicable source control BMPs.
- Address post-construction BMP maintenance requirements

San Bernardino County Flood Control District

The San Bernadino County Flood Control District (SBCFCD) is the regional drainage authority for San Bernardino County. The SBCFCD operates and maintains the county's extensive flood control facilities, including dams, conservation basins, channels, and storm drains. The SBCFCD issues encroachment permits for development within its facility or rights-of-way.

Chino Basin Watermaster 2020 Optimum Basin Management Program Update Report

The Chino Basin adjudication is the 2020 Optimum Basin Management Program (OBMP) Update Report published by the Chino Basin Watermaster. This comprehensive report documents the update process of the OBMP, continuing the original program's 9 core elements such as monitoring, recharge, water supply for impaired areas, and groundwater management. It also confirms the Chino Basin was adjudicated in 1978 by the San Bernardino County Superior Court, which established the legal framework including the Watermaster to oversee sustainable

groundwater management among agricultural, non-agricultural, and appropriative water users. The adjudication established the physical solution to stop declining groundwater levels and mandated ongoing court jurisdiction for basin management, which led to the development of the OBMP (CBW 2020).

Sustainability Groundwater Management Act

The Chino Basin is exempt from the Sustainable Groundwater Management Act (SGMA) requirements because it is an adjudicated basin with an established physical solution and court oversight for sustainable management. This exemption means that the basin does not need to develop a separate Groundwater Sustainability Plan (GSP) under SGMA, as sustainable management is governed by the court judgment and implemented through the Watermaster and the OBMP. The court retains continuing jurisdiction to ensure beneficial use and avoid unreasonable groundwater use consistent with SGMA's sustainability goals, effectively fulfilling the state's groundwater sustainability objectives for this basin (DWR 2025b; CBW 2016).

LOCAL

City of Ontario Master Plan of Drainage

The City of Ontario's Master Plan of Drainage is a planning level drainage study that includes the following (Ontario 2012):

- Update and evaluation of inventory and capacities of the existing City-owned storm drain facilities.
- Preparation of hydrology studies to quantify peak flow rates for runoffs during major storm events, that are based on built-out conditions as per the Land Use Plan adopted by City Council on January 27, 2010, and the current TOP.
- Identification and quantification of upgrades to existing City-owned storm drain systems to provide adequate flood protection and mitigate development impacts, based on the City's latest policies and goals.
- Evaluation of alternatives to eliminate drainage deficiencies using the existing facilities to the maximum extent.
- Development of a master plan that establishes preliminary alignment and sizes for recommended future backbone drainage facilities that ensures adequate flood protection.
- Development of project costs and prioritization for the implementation of the recommended master plan facilities.

City of Ontario Capital Improvement Program

The City of Ontario regularly updates its CIP to prepare and budget for infrastructure improvements over a 5-year planning period. The CIP includes projects related to sewer improvements, storm drain improvements, and water system improvements.

City of Ontario Local Hazard Mitigation Plan

The City of Ontario Local Hazard Mitigation Plan (LHMP) is a comprehensive planning document prepared in accordance with the federal Disaster Mitigation Act of 2000. The LHMP identifies the natural and human-caused hazards that pose risks to the City, such as earthquakes, flooding, wildfires, drought, extreme heat, and hazardous materials incidents. The plan evaluates the City's vulnerability to these hazards and establishes long-term strategies to reduce risks, enhance community resilience, and minimize future disaster-related losses.

The LHMP was developed through coordination with City departments, regional and state agencies, and community stakeholders to ensure a collaborative and inclusive approach to hazard mitigation. The plan is reviewed and updated every five years to reflect changing conditions, new data, and community priorities. Adoption of the LHMP maintains the City's eligibility for federal and state hazard mitigation funding, which supports implementation of identified projects and programs that protect lives, property, and critical infrastructure. The current adopted version of the City of Ontario Local Hazard Mitigation Plan (LHMP) was approved by the City Council in November 2023 (Ontario 2023).

City of Ontario Standard Conditions of Approval for New Development

The City's standard conditions of approval for new development for the Original Model Colony (OMC) and Ontario Ranch projects (Resolution No. 2017-027) include the following regulations (Ontario 2017):

- **SC 3.65 (OMC); SC 3.66 (Ontario Ranch):** A hydrology study and drainage analysis, prepared in accordance with the San Bernardino County Hydrology Manual and the City of Ontario's Standards and Guidelines, and signed by a Civil Engineer registered in the State of California, shall be submitted to the Engineering Department prior to Grading Plan approval. Additional drainage facilities may be required as a result of the findings of the study.

- **SC 3.67 (OMC); SC 3.68 (Ontario Ranch):** Prior to Grading Plan approval and the issuance of a grading permit, an Erosion and Sediment Control Plan (ESCP) shall be submitted to, and approved by, the Engineering Department. The ESCP shall identify the BMPs that would be implemented by development projects during construction in order to reduce the discharge of sediment and other pollutants into the City's storm drain system.

- **SC 3.68 (OMC); SC 3.69 (Ontario Ranch):** Prior to Grading Plan approval and the issuance of a grading permit, a completed WQMP shall be submitted to, and approved by, the

Engineering Department. The WQMP shall be submitted using the San Bernardino County Stormwater Program's model template and shall identify all Post Construction, Site Design, Source Control, and Treatment Control BMPs, that will be incorporated into development project, in order to minimize any potential adverse impacts to receiving waters.

City of Ontario Municipal Code

Title 8, Chapter 13: Flood Damage Prevention Program

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

Title 6, Chapter 6: Stormwater Drainage Systems

Section 6-6.206 prohibits specified types of discharges into the City's stormwater drainage system or into any street leading to the drainage system. Section 6-6.208 requires that any persons conducting activities that could potentially contribute to stormwater pollution comply with all applicable BMPs as listed in the California Stormwater Best Management Practice Handbooks or the current San Bernardino County Stormwater Program's "Report of Waste Discharge," to reduce pollutants in stormwater runoff and reduce non-stormwater discharges to the City's stormwater drainage system to the maximum extent practicable or to the extent required by law. Sections 6-6.501 through 6-6.506 govern discharges into stormwater from construction activities.

City of Ontario Departments

The City has several departments that involve design, construction, and maintenance of the City's storm drain system. The Engineering Department is responsible for the preparation and periodic revision of the MPD; developing storm drain standards and specifications; and reviewing and approving storm drain improvement plans provided by developers and businesses. The CIP and Field Services Divisions of the Engineering Department provides the planning, design, surveying, bidding, construction inspection, and project management functions for the City's CIP projects. The work includes repairing and constructing storm drain improvements at various locations throughout the City. The Land Development Division of the Engineering Department is responsible for the development of all public infrastructure and improvements associated with new development within the public right-of-way, which includes storm drains. The Parks and Street Maintenance Division under the Public Works Agency services and cleans the City's storm drains of debris and sediment. The City also collects development impact fees from project developers that are used to construct regional and local storm drain facilities and mitigate the impact of future development.

The City's Environmental Services Section under the Engineering Department is responsible for implementation of the MS4 permit and education of residents, business owners, and developers on stormwater pollution issues and regulatory requirements. The Environmental Services Section conducts the following activities:

- Represents the City as co-permittee of the San Bernardino County MS4 permit.
- Regulates stormwater runoff as required by the MS4 permit.
- Inspects commercial and industrial businesses identified as potential stormwater polluters and enforces the NPDES permit requirements.
- Inspects construction sites for compliance with the Ontario Municipal Code, San Bernardino County MS4 permit, and the State's General Construction Permit.
- Requires new development/redevelopment projects to prepare a WQMP and SWPPP in compliance with the regional MS4 permit and State Construction General Permit and reviews and approves these documents prior to the issuance of grading permits.
- Educates developers, contractors, business owners, residents, and municipal employees on stormwater BMPs.
- Controls illicit connections to storm drains.
- Controls or mitigates illegal discharges to storm drains.
- Controls municipal facility operations and practices to prevent discharges of pollutants to storm drains.

3.10.2 Existing Conditions

POLICY PLAN AMENDMENT

Regional Hydrology

The vast majority of the City of Ontario is within the Chino Creek subwatershed, which is part of the larger Santa Ana River Watershed. As shown on Figure 3.10-1, *Subwatersheds*, the Chino Creek subwatershed encompasses parts of San Bernardino County, Riverside County, and Los Angeles County and includes the cities of Rancho Cucamonga, Upland, Montclair, Ontario, Fontana, Chino, and Chino Hills. It drains a basin of approximately 218 square miles from the San Gabriel Mountains to the Santa Ana River near Corona. The portion of Ontario east of Interstate 15 (I-15) is in the Middle Santa Ana River subwatershed, which encompasses 292

square miles, including the cities of Fontana, Bloomington, Rancho Cucamonga, Eastvale, Jurupa Valley, Corona, Norco, and Riverside (Ontario 2012).

Local Hydrology

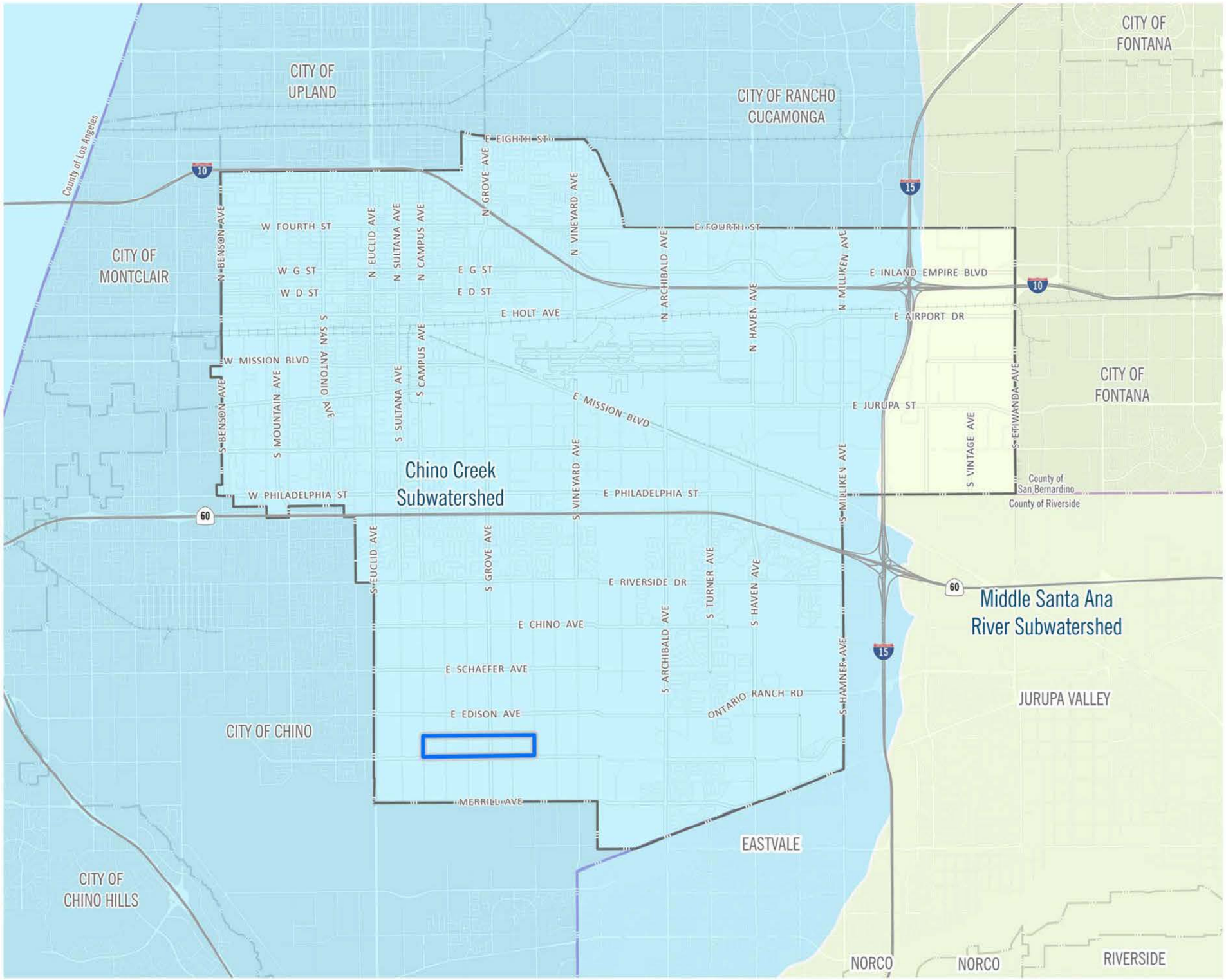
The City of Ontario is divided into 2 distinct areas generally divided by Riverside Drive: Original Model Colony (OMC) and Ontario Ranch (OR). The City presently owns and maintains over 136 miles of storm drains, mostly serving the OMC area of the City. In addition to the City-owned storm drains are the State-owned storm drains along Caltrans's I-10 and SR-60 corridors. All the City and State storm drain facilities discharge to regional backbone facilities owned and operated by San Bernardino County Flood Control District. The City of Ontario lies in the western portion of the Santa Ana River's watershed, upstream of the Prado Flood Control Basin. It is in a 277-square-mile area referred to as Zone 1 by San Bernardino County Flood Control District. Zone 1 generally slopes toward the south. There are three major regional channels that convey stormwater from the City: San Antonio Channel, Cucamonga Channel, and Day Creek Channel. Areas located in the southwest portion of the City that do not drain to these areas are diverted via other regional and backbone facilities in the City of Chino to the Prado Flood Control Basin (Ontario 2012).

Surface Water Quality

Section 303(d) of the 1972 Federal Clean Water Act requires states to identify water bodies that do not meet water quality objectives and are not supporting their beneficial uses. Each state must submit an updated list, called the 303(d) list, to the EPA every 2 years. In addition to identifying the water bodies that do not support beneficial uses, the list identifies the pollutant or stressor causing impairment and establishes a priority for developing a control plan to address the impairment. The list also identifies water bodies where 1) a total maximum daily load has been approved by the EPA and an implementation is available, but water quality standards are not yet met, and 2) water bodies where the water quality problem is being addressed by an action other than a TMDL, and water quality standards are not yet met.

The Santa Ana RWQCB monitors surface water quality through implementation of the Basin Plan and designates beneficial uses for surface water bodies within the City. The Basin Plan lists Cucamonga Creek, Reach 1, Deer Creek (Valley Reach) and Day Canyon Creek as the only surface water body within the City of Ontario (Santa Ana RWQCB 2025c). The beneficial uses listed for Cucamonga Creek, Reach 1 are for groundwater recharge (GWR), limited warm freshwater habitat (LWRM), and wildlife habitat (WILD). The beneficial uses listed for Day Canyon Creek includes Municipal and Domestic Supply (MUN), Industrial Process Supply (PROC), Water Contact Recreation (REC1), Non-contact Water Recreation (REC2), Cold Freshwater Habitat (COLD), GWR, and WILD (Santa Ana RWQCB 2025c).

Figure 3.10-1
Subwatersheds



- EMPSP Boundary
- Ontario City Boundary
- County Boundary
- Rail Network
- Chino Creek Watershed
- Middle Santa Ana River Watershed

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: USGS 2012

Date: 12/8/2025

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The EPA denotes surface water bodies on its list of Water Quality Limited Segments pursuant to Section 303(d) of the Clean Water Act. For 303(d) listed water bodies, a limit is established that defines the maximum amount of pollutants that can be received by that water body. Listed impaired water bodies to which stormwater from the City drains and their associated pollutants of concern are presented in Table 3.10-1, *Listed Impaired Water Bodies*.

Table 3.10-1 Listed Impaired Water Bodies

Name	Pollutants of Concern
Cucamonga Creek, Reach 1	Zinc, copper, cadmium, lead
San Antonio Creek	pH
Chino Creek, Reach 2	Indicator bacteria, pH
Chino Creek, Reach 1B	Toxicity, pyrethroids, bifenthrin, nutrients, indicator bacteria, chemical oxygen demand
Prado Basin Management Zone	pH
Prado Park Lake	Microcystins, nutrients, indicator bacteria

Sources: SWRCB 2025b.

Once a water body has been placed on the 303(d) list of impaired waters, states are required to develop a TMDL threshold to address each pollutant causing impairment. A TMDL defines how much of a pollutant a water body can tolerate and still meet water quality standards. A TMDL has been approved by the EPA for indicator bacteria in Chino Creek Reach 2, Chino Creek Reach 1B and Prado Park Lake.

Groundwater

The City of Ontario obtains its groundwater from the Chino Groundwater Basin. The Chino Basin is one of the largest groundwater basins in southern California and encompasses approximately 200 square miles of the Upper Santa Ana River watershed. It lies in portions of San Bernardino, Riverside, and Los Angeles counties. The Chino Basin has approximately 6 million acre-feet of water in storage and an estimated one million acre-feet of additional unused storage capacity. Since 1978, the Chino Basin has been managed via adjudication by the Chino Basin Watermaster. The Chino Basin Watermaster has determined the safe yield for the basin and has assigned individual pumping allocations to each water purveyor to ensure that the total groundwater production does not exceed the safe yield (CBW 2020; CDA 2025). Groundwater supply and management is discussed further in Section 3.19, *Utilities and Service Systems*.

Chino Basin Watermaster 2022 State of the Basin Report

The 2022 State of the Basin Report addresses groundwater supply and demand trends across the Chino Groundwater Basin. The report noted groundwater levels increased by between 10 to 40 feet in the western portion of Ontario and decreased by between 10 to 60 feet in the eastern portion of the City between 2000 and 2022. These groundwater-level changes are consistent with Watermaster groundwater modeling projections and reflect long-term basin management strategies, including desalter production in the southern Basin, controlled overdraft to achieve hydraulic control, subsidence management and mandatory supplemental water recharge in Management Zone 1, expanded use of recycled water and alternative water supplies, and facility improvements to enhance recharge of stormwater, recycled, and imported waters (CBW 2023).

Groundwater Quality

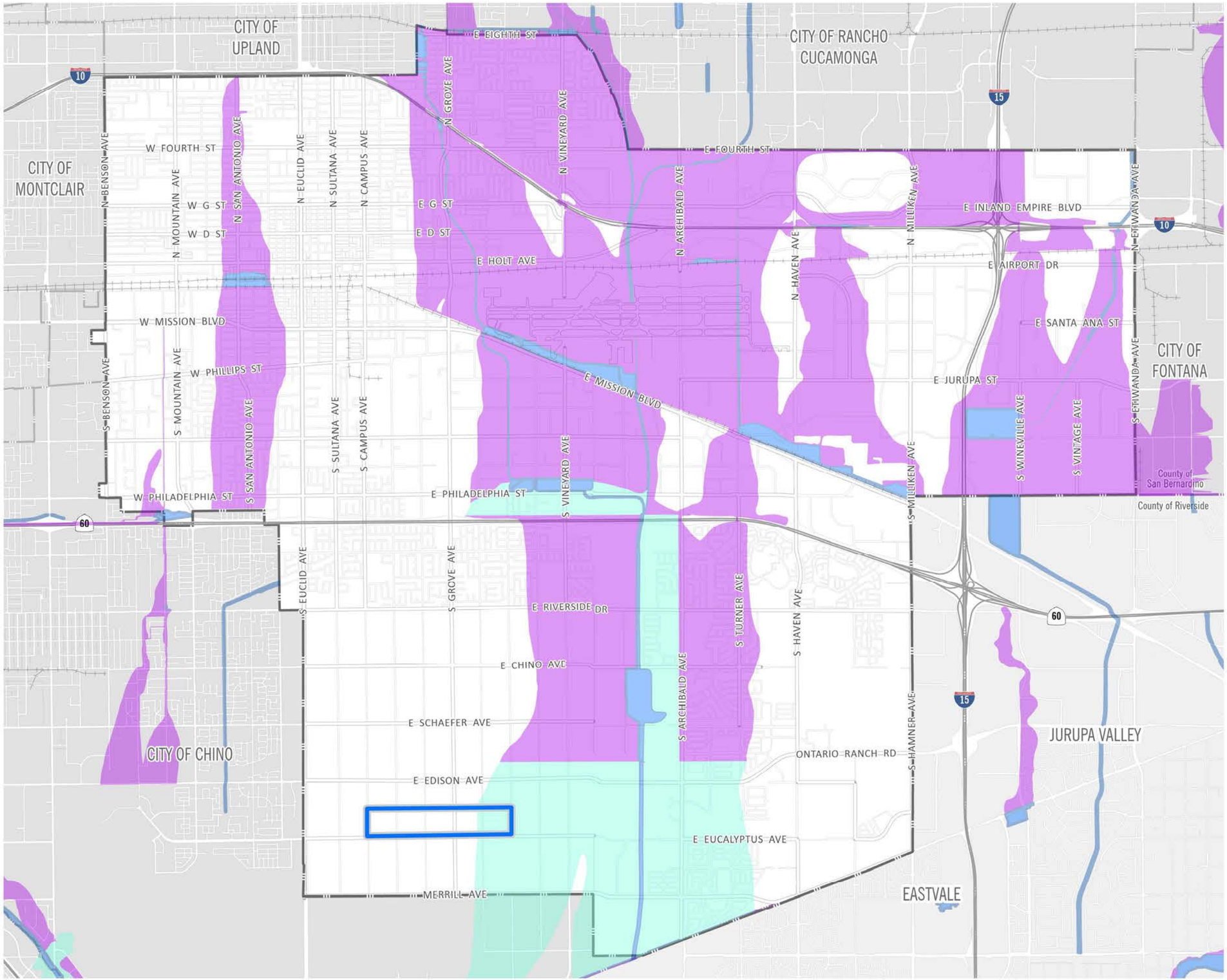
The groundwater quality in Chino Basin is described to have better quality in the northern portion of the basin where recharge occurs. Salinity, measured as total dissolved solids, exceeds 500 milligrams per liter, and nitrate concentrations exceed 50 milligrams per liter south of Riverside Drive (CBW 2023). This spatial pattern of water quality, where lower salinity and nitrate levels correspond with areas of active recharge in the northern basin and higher concentrations occur in the south, indicates that recharge processes help dilute and improve groundwater quality. There also are several groundwater contamination plumes that affect the City of Ontario's groundwater supply—General Electric Flatiron, Alger Manufacturing Inc., General Electric Jet Engine Test Cell Plume, South Archibald, and Milliken Landfill (CBW 2023). See Section 3.9, *Hazards and Hazardous Materials*, which discusses the effect of groundwater contamination on potable water supply for the City.

Flood Zones

FEMA identifies floodplain zones to assist cities with mitigating flooding hazards through land use planning. FEMA also outlines specific regulations for any construction within a 100-year floodplain. The 100-year floodplain is defined as an area that has a one percent chance of being inundated during a 12-month period. FEMA also prepares maps for 500-year floods, which means that in any given year, the risk of flooding in the designated area is 0.2 percent (FEMA 2020).

The portions of the City that are within the 100-year floodplain and 500-year floodplain are shown on Figure 3.10-2, *Flood Hazard Zones*. There are some portions of the City that are adjacent to areas with reduced flood risk due to levee within the 100-year floodplain.

Figure 3.10-2
Flood Hazard Zones



- EBPSP Boundary
- Ontario City Boundary
- County Boundary
- Rail Network

Flood Zone
- FEMA 100-Year Floodplain
- FEMA 500-Year Floodplain
- Area with Reduced Flood Risk Due to Levee

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025, FEMA 2025 Date: 2/17/2026

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Dam Inundation

Dam and levee failure can result from several causes, such as earthquakes, rapidly rising floodwaters, and structural design flaws (Ontario 2023). There are three dams that provide flood protection and water storage north of the City, and dam failure could potentially inundate parts of Ontario. These dams include (Ontario 2023):

- **San Antonio Dam.** An embankment flood control and debris dam located along San Antonio Creek in San Bernardino County, approximately 6.5 miles northwest of Ontario. Dam construction was completed in 1956 and is owned and maintained by the USACE, which continues to monitor and improve the structure. The dam is 3,850 feet long, 160 feet above the foundation, and 130 feet above the riverbed. The reservoir behind the dam is usually dry but can fill up to 11,880 acre-feet of water after large flooding events. San Antonio Dam is classified as a High Urgency of Action dam by the USACE.
- **Jurupa Basin.** A 29-foot-high earthen dam built in 2001 by the County of San Bernardino Department of Public Works. With a 7,000-foot crest length, this dam impounds up to 1,680-acre feet of water and is considered to have an extremely high downstream hazard classification. This basin is located west of Mulberry Avenue; east of Etiwanda Avenue; immediately north of Jurupa Avenue; and south of Santa Ana Avenue in the City of Fontana (IEUA 2001).
- **Hickory Basin.** A 19-foot-high earthen dam built in 2001 by the County of San Bernardino Department of Public Works. With a 4,600-foot crest length, this dam impounds up to 220-acre feet of water, a significant downstream hazard. This basin is located south of Whittram Road; east of Etiwanda Avenue; and west of Cottonwood Avenue. (IEUA 2001).

The western and southern portions of the City are in the dam inundation zone for the San Antonio Dam, shown on Figure 3.10-3*, Dam Inundation Zones*. The Hickory and Jurupa Basin inundation zones only affect small areas of the City east of I-15.

There are no State or local restrictions for development in dam inundation zones; however, each dam owner is required to prepare an emergency action plan (EAP) and coordinate its response to a dam break with local authorities. The EAP is required to include warning and notification procedures that typically involve the Standard Emergency Management System, the San Bernardino County Sheriff's Department, the County, the Ontario Police Department, and the Ontario Fire Department.

Seiches and Tsunamis

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin such as a reservoir, harbor, lake, or storage tank. Seiches can be created by winds, earthquakes, or tsunamis. Bodies of water such as bays, harbors, lakes, reservoirs, or large aboveground storage

tanks can experience seiches. There are twelve (12) active reservoirs, combined for a total capacity of 75 million gallons (MG) (Ontario 2021). The nearest body of water is the San Antonio Dam, approximately 6.5 miles to the northwest. A seiche at San Antonio Dam would cover a much smaller area than a catastrophic failure of the dam, and it is highly unlikely that any flood waters would reach the City. Additionally, seismic activity at enclosed aboveground water tanks in the City are unlikely to result in a seiche. Seismic seiche generation requires sufficient water volume and geometry to sustain standing wave motion and is generally evaluated in larger water bodies in hazard analyses (USGS 2025).

A tsunami is a great sea wave produced by undersea disturbances such as tectonic displacement or large earthquakes. The project site is approximately 30 miles from the ocean and therefore not at risk of flooding from a tsunami.

SPECIFIC PLAN

The existing topography of the Specific Plan area is relatively flat with a north-to-south sheet flow drainage pattern. The Specific Plan area currently receives flows from properties to the north. The Specific Plan area is located within three City of Ontario Master Drainage Plan (MDP) areas: Area XII, Area XIII, and Area XIV. There currently are no improved drainage facilities other than earthen ditches located within the Specific Plan area.

3.10.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, “Environmental Checklist Form,” of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to hydrology if it would:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

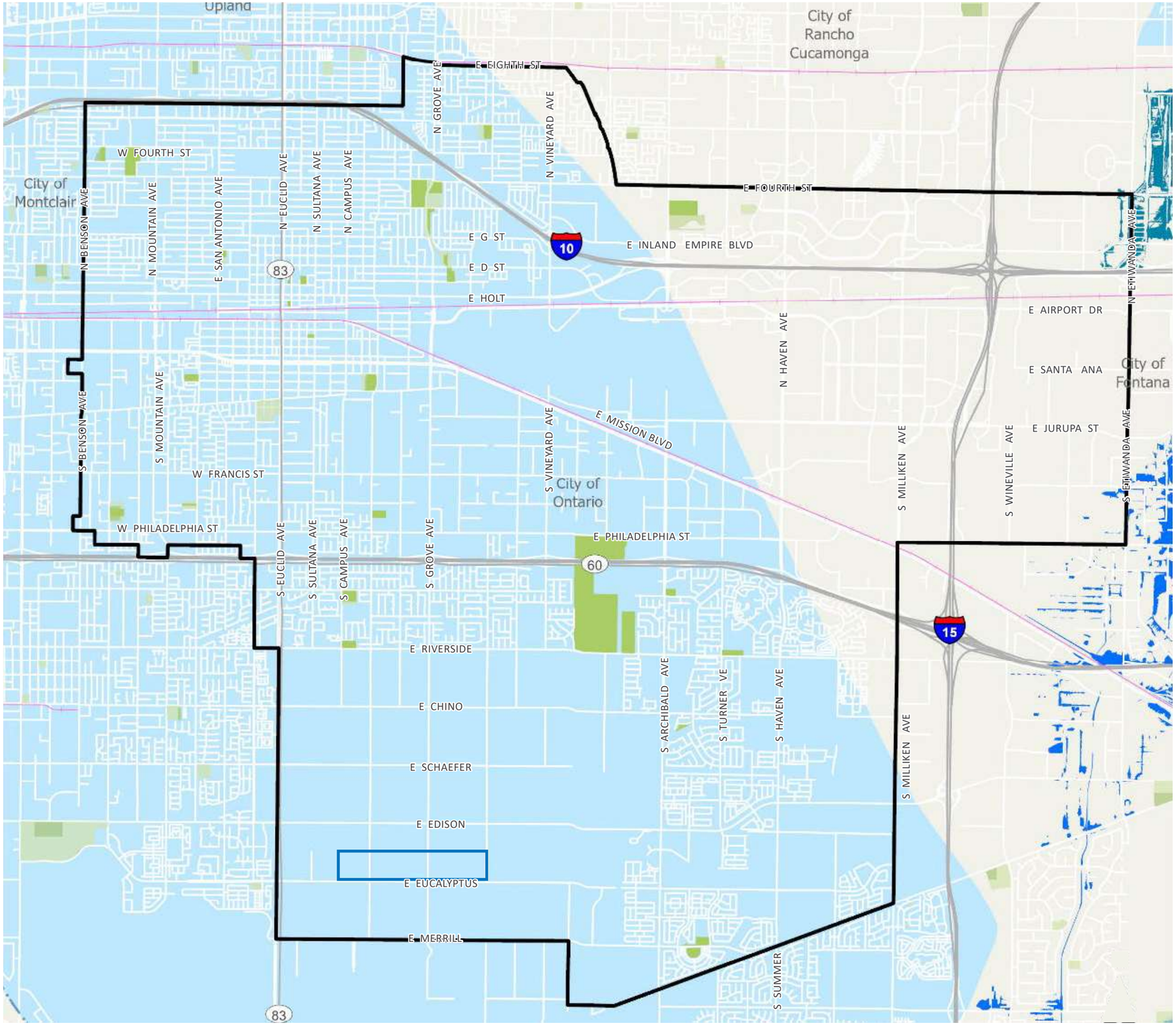
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

    i) Result in a substantial erosion or siltation on- or off-site.

    ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.

Figure 3.10-3

Dam Inundation Zones



EBPSP Boundary

Ontario City Boundary

Rail Line

Park

Dam Inundation Areas

San Antonio Dam

Hickory Basin

Jurupa Basin

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 0.5 1 Miles

Source: The City of Ontario 2023

Date: 10/30/2025

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iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

iv) Impede or redirect flood flows.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

METHODOLOGY

Specific Plan

Information from the Specific Plan's Preliminary Hydrology Calculations, Water Quality Management Plan (WQMP), Water Supply Assessment (WSA), and FEMA Flood Insurance Rate Maps (FIRMs) were utilized in the analyses of the Specific Plan's potential impacts to hydrology and water quality. Hydrologic and hydraulic calculations were performed per the San Bernardino County Rational Method program (AES Software). The Specific Plan's preliminary WQMP was prepared in accordance with the requirements of State of California Water Resources Control Board Order No. 2013-0001-DWQ.

3.10.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.10.5 Environmental Impacts

2022 CERTIFIED EIR (APPROVED PROJECT)

The Certified EIR concluded that the approved project would increase impervious surfaces in the City and surface-water flows into drainage systems within the watershed. The Certified EIR also identified that the approved project would increase pollutant concentrations during construction activities. The approved project would comply with federal, state, and local regulations, and stormwater infrastructure would be designed to accommodate flows in accordance with the San Bernardino County Hydrology Manual. Additionally, construction and post-construction related pollutant discharges would be minimized through implementation of BMPs specified in the Statewide CGP and the County's Technical Guidance Document for Water Quality Management Plans.

The Certified EIR identified that the increase of impervious surfaces in the City would not hinder the groundwater supply or recharge efforts of the Chino Basin Watermaster. Lastly, the Certified EIR identified that portions of the City are in the 100-year flood hazard zone, but the City would require structures to be above the base flood elevation. Portions of the City are within the inundation area for the San Antonio Dam, but the probability of catastrophic failure is low, especially when coupled with existing emergency evacuation procedures. The Certified EIR concluded that with compliance with state, County, and local regulations, all hydrology and water quality impacts would be less than significant.

PROPOSED PROJECT

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

The Certified EIR identified less than significant impacts related to water quality from development activities associated with the approved project.

Policy Plan Amendment

Construction

The proposed project involves the designation of commercial, industrial, and residential land uses in Ontario, as well as continued redevelopment and large amounts of infill development. The potential buildout of the proposed project would increase the number of populations, dwelling units, non-residential building square footage, and employment compared to the approved project (refer to Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*). Buildout in accordance with the proposed project would result in an increase in construction activities, which could impact water quality and waste discharge throughout the City of Ontario.

Clearing, grading, excavation, and construction activities associated with proposed project have the potential to impact water quality through soil erosion and by increasing the amount of silt and debris carried in runoff. Additionally, the use of construction materials, such as fuels, solvents, and paints, may present a risk to surface water quality. Finally, the refueling and parking of construction vehicles and other equipment on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the storm drain system.

To minimize these potential impacts, future development associated with proposed project would require compliance with the SWRCB CGP (Order WQ 2022-0057-DWQ). The SWRCB mandates that projects that disturb one or more acres of land must obtain coverage under the Statewide CGP. The CGP also requires that prior to the start of construction activities, the

project applicant must file PRDs with the SWRCB, which includes notice of intent, risk assessment, site map, annual fee, signed certification statement, and SWPPP.

A SWPPP requires the incorporation of BMPs to control sediment, erosion, and hazardous materials contamination of runoff during construction and prevent contaminants from reaching receiving water bodies. The construction contractor is always required to maintain a copy of the SWPPP at the site and implement all construction BMPs identified in the SWPPP during construction activities. Prior to the issuance of a grading permit, the project applicant is required to provide proof of filing of the PRDs with the SWRCB, which include preparation of SWPPP.

In addition, the City of Ontario requires that an ESCP be submitted prior to grading plan approval and the issuance of a grading permit (Ontario 2017). Implementation of the erosion control plan would address any potential erosion issues associated with proposed grading and site preparation activities associated with future buildout under the proposed project. Submittal of the PRDs, implementation of the SWPPP, and the erosion control plan throughout the construction phase of the proposed project would address anticipated and expected pollutants of concern as a result of construction activities.

While the proposed project would accommodate additional development intensity and associated construction activity, compliance with existing state and local regulatory requirements—such as the CGP, preparation and implementation of a SWPPP, and submittal of ESCP —would ensure that construction-related pollutants are effectively managed. The City's established regulatory framework, combined with BMPs, would continue to minimize potential erosion, sedimentation, and contaminant discharges during construction.

Operation

Pollutants commonly generated during the post-construction phase of urban development include sediment, metals, nutrients, pesticides, hydrocarbons, and other contaminants associated with vehicular use, landscaping, and impervious surfaces. Under the proposed project, future development would continue to comply with the City's adopted stormwater quality policies and applicable regional and state water quality regulations. Specifically, the Policy Plan Amendment incorporates policies ER-1.5, ER-1.6, and ER-1.7 from the approved project, which direct the City to protect and enhance water quality through coordinated water resource management, implementation of LID strategies, and management of urban runoff in accordance with RWQCB requirements:

- **ER-1.5: Water Resource Management.** Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.

- **ER-1.6: Urban Run-off Quantity.** We encourage the use of low impact development strategies, to intercept run-off, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems.

- **ER-1.7: Urban Run-Off Quality.** We require the control and management of urban runoff, consistent with Regional Water Quality Control Board regulations.

In addition, new development under the proposed project would be required to comply with NPDES Permit No. CAS618036 through the preparation of a WQMP. Each WQMP must identify and integrate BMPs to minimize pollutant discharges and protect receiving waters during the operational phase. These measures include:

- **Site Design BMPs:** Incorporation of permeable surfaces, preservation of natural drainage features such as swales, and use of detention and retention basins to reduce runoff volumes and promote infiltration.

- **Source Control BMPs:** Minimizing pollutant exposure through impervious paving in fueling and trash storage areas, directing run-on away from pollutant sources, implementing spill containment, and ensuring proper waste handling.

- **Non-structural BMPs:** Public education, employee training, operational restrictions (e.g., prohibiting fertilizer, pesticide, and waste discharges to streets or storm drains), and routine inspection and maintenance programs.

- **Treatment Control BMPs:** On-site pollutant removal through vegetated biofiltration swales, infiltration systems, and hydrodynamic separators, designed in accordance with the San Bernardino County Technical Guidance Document for WQMPs (Santa Ana RWQCB 2013).

These regulatory mechanisms and engineering controls would ensure that urban runoff is managed to meet or exceed applicable water quality standards. Implementation of these requirements would minimize pollutant loads to the City's storm drain system and prevent degradation of surface water or groundwater quality.

The SEIR evaluates whether the proposed project would result in new or more severe operational water quality impacts compared to the approved project. While the proposed project would accommodate additional development intensity and associated increases in impervious surfaces, all new development would remain subject to the same comprehensive regulatory framework governing stormwater quality. Mandatory preparation and implementation of project-specific WQMPs, adherence to LID principles, and enforcement of NPDES permit requirements would continue to ensure that post-construction discharges are effectively controlled and treated prior to entering the storm drain system.

Although the proposed project could incrementally increase the potential for pollutant generation, compliance with existing regulations, City policies, and RWQCB standards would prevent violations of water quality objectives or substantial degradation of water resources.

The proposed project would not result in new or substantially more severe operational water quality impacts compared to the approved project and that was identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Construction

Construction of the Specific Plan would require compliance with the CGP, which requires the preparation and implementation of a SWPPP. Additionally, the City requires the implementation of an ESCP, which would ensure that appropriate BMPs are implemented to prevent, to the maximum extent practicable, pollutants from reaching the City's storm drain system. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydroseeding. Submittal, review, and approval of the ESCP by the City are required prior to the issuance of grading permits for development.

Mandatory compliance with the CGP, SWPPP, and ESCP would ensure that implementation of the Specific Plan would not result in a violation of any water quality standards or waste discharge requirements during construction activities.

Operation

The applicant would be required to implement a Water Quality Management Plan (WQMP) to demonstrate compliance with the City's NPDES municipal stormwater permit, and to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters. As identified within the preliminary WQMP (Appendix H2), the Specific Plan has been designed to include onsite structural-source control BMPs, as well as operational-source controls. Submittal, review, and approval of the WQMP by the City are required prior to the issuance of grading permits for development.

The Specific Plan would be required to comply with all State, County, and local regulations regarding stormwater runoff during operations. Compliance with these existing requirements would ensure water quality standards and waste discharge requirements would not be exceeded, and surface water and groundwater quality would not be degraded. Impacts would be **less than significant**. The 2022 Certified EIR did not identify any significant water quality

impacts. Accordingly, the Specific Plan would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HYD-1: Compliance with existing regulations, City policies, and RWQCB standards would prevent violations of water quality objectives or substantial degradation of water resources associated with the proposed project.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hydrology and water quality impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The 2022 Certified EIR identified less than significant impacts related to groundwater recharge and supply for the approved project.

Policy Plan Amendment

Buildout of proposed project is forecast to increase residential units by 7,225 and increase nonresidential square footage by 4,334,416 square feet compared to the approved project. Future development would increase the amount of impermeable surfaces in the City and reduce the amount of permeable surfaces available for groundwater recharge. Projects considered for approval under the proposed project, like the approved project, would have to meet the following requirements for limiting impacts to groundwater recharge:

- BMPs for compliance with NPDES regulations, for instance, preservation of existing vegetation.
- Preparation of project-specific hydrology studies estimating project impacts on drainage, in accordance with procedures in the San Bernardino County Technical Guidance Document for WQMPs (2013).

In addition, TOP 2050 includes policies that would promote infiltration of runoff and groundwater recharge, including Policies ER-1.5 and ER-1.6. Policy ER-1.5 prioritizes environmental justice areas in coordination with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater. Policy ER-1.6 encourages the use of LID and green infrastructure to intercept runoff, slow discharge rates, increase infiltration, and reduce discharge volumes to traditional storm drain systems. Groundwater supply and management are discussed further in Section 3.19, *Utilities and Service Systems*.

The Chino Basin Watermaster Rules & Regulations require monitoring, reporting, and limiting groundwater extractions to ensure sustainable yield of the basin (CBW 2022). New or modified wells must comply with Watermaster rules and state/county permitting requirements, ensuring that project operations would not substantially decrease groundwater supplies or interfere with groundwater recharge in a manner that impedes sustainable groundwater management.

With the implementation of policies that promote LID and infiltration for new development projects and compliance with the Chino Basin Watermaster's safe yield restrictions, the potential for the proposed project to substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the project may impede sustainable groundwater management of the basin, is considered less than significant.

The Chino Groundwater Basin is adjudicated and is considered by DWR to be a very low priority groundwater basin (GE 2025). Each water purveyor has an allotted amount of water that can be pumped from the basin so that the safe yield is not exceeded. The City has access to additional water supplies that can accommodate the proposed increase in growth. Buildout of the proposed project would not interfere with sustainable management of the groundwater basin.

Therefore, this impact is **less than significant**. The proposed project would not result in new or substantially more severe impacts to groundwater supply or recharge compared to the approved project and impacts identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Construction

Direct additions or withdrawals of groundwater are not proposed by the Specific Plan. Further, construction would not involve substructures or other intrusions at depths that would significantly impair or alter the direction or rate of flow of groundwater.

Operation

Water is provided to the Specific Plan area by the Ontario Municipal Utilities Company (OMUC). According to the Specific Plan's Water Supply Assessment (WSA) prepared by the OMUC, the projected operational water demand for the Specific Plan is 572.6 acre-feet per year (AFY). The OMUC has determined that it can meet Citywide water demands (including the Specific Plan) during normal, dry year, and multiple dry years through 2045 (OMUC 2025)

Groundwater which may be consumed by the Specific Plan, and the service area as a whole, would be recharged pursuant to the OMUCs policies and programs. The Specific Plan area is not a designated groundwater recharge area. The Specific Plan does not propose or require facilities or operations that would otherwise adversely affect designated recharge areas.

Based on the preceding, the potential for the Specific Plan to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that sustainable groundwater management of the basin may be impeded is considered **less than significant**.

The 2022 Certified EIR did not identify any significant groundwater supply or recharge impacts. Accordingly, the Specific Plan would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HYD-2: Buildout of the proposed project would not interfere with sustainable management of the groundwater basin.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hydrology and water quality impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

c) 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 through the addition of impervious surfaces, in a manner that would:

i) Result in a substantial erosion or siltation on- or off-site?

ii) Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite?

iii) 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?

iv) Impede or redirect flood flows?

The 2022 Certified EIR identified less than significant impacts related to increased surface runoff, flooding, stormwater drainage, and flood flows for the approved project.

Policy Plan Amendment

Erosion and Siltation

Similar to the approved project, future development associated with the proposed project would involve site improvements that require grading, excavation, and soil exposure during construction, with the potential for erosion or siltation to occur. If not controlled, the transport of these materials to local waterways could temporarily increase suspended sediment concentrations and release pollutants attached to sediment particles. To minimize this impact, future projects under the proposed project would be required to comply with the requirements in the State's Construction General Permit, including preparation of a notice of intent and SWPPP prior to the start of construction activities (see Impact a). The SWPPP would describe the BMPs to be implemented during the project's construction activities. The implementation of the BMPs during the construction phase would include the following measures to minimize erosion and siltation:

- Minimize disturbed areas of the site.
- Install on-site sediment basins to prevent off-site migration of erodible materials.
- Implement dust control measures, such as silt fences and regular watering of open areas.
- Stabilize construction entrances/exits.
- Install storm drain inlet protection measures.

- Install sediment control measures around the site, including silt fences or gravel bag barriers.

In addition, the City of Ontario requires preparation of an erosion and sediment control plan and implementation of BMPs to control erosion, debris, and construction-related pollutants. This would further reduce the potential for erosion and siltation during the construction phase.

For post-construction, projects approved under the proposed project would be required to control stormwater discharges under NPDES Permit No. CAS618036 through preparation of a WQMP identifying BMPs for reducing or eliminating runoff (see Impact a). Additionally, the Policy Plan Amendment would follow policies ER-1.5 through ER-1.7 which collectively direct the City to incorporate strategies to capture, slow, or treat run-off that would reduce the potential for erosion and siltation during the operational phase of future development projects. Collectively, implementation of BMPs outlined in SWPPPs, erosion and sediment control plans, WQMPs, and TOP 2050 policies would address anticipated erosion and siltation impacts.

Flooding On- and Off-Site

Buildout of proposed project is forecast to increase residential units by 7,225 and increase non-residential square footage by 4,334,416 square feet compared to the approved project (refer to Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*). Future development would increase the amount of impermeable surfaces in the City, which could result in future on- and off-site flooding.

As discussed above, under “Erosion and Siltation,” future development projects would implement BMPs outlined in SWPPPs to reduce flooding impacts due to runoff during construction and BMPs included in WQMPs to reduce the potential for post-construction flooding impacts. The City’s standard conditions of approval for new development also require the preparation of hydrology studies and drainage analyses that document the peak runoff rates from the developed site and evaluate the capacity of the storm drain system to accept these flow rates.

Additionally, the Policy Plan Amendment would continue and implement the following TOP policies:

- **ER-1.6. Urban Run-off Quantity.** We encourage the use of low impact development strategies, to intercept run-off, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems.

- **ER-1.7. Urban Run-off Quality.** We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.

- **S-2.1. Entitlement and Permitting Process.** We require hydrological studies prepared by a state-certified engineer when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient.

- **S-2.5 Stormwater Management.** We maintain the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces.

- **S-2.6 Use of Flood Control Facilities.** We encourage joint use of flood control facilities as open space or other types of recreational facilities.

These policies direct the City to incorporate strategies to capture, slow, or treat runoff and to reduce the flooding potential down-gradient of new development. These policies would reduce the potential for on- and off-site flooding during the operational phase of future development projects.

Surface Runoff and Capacity of Storm Drain System

There are three major regional drainage channels that convey stormwater runoff from the City's storm drain system—San Antonio Channel, Cucamonga Channel, and Day Creek Channel. There are also several flood retentions and spreading basins in the City that are used to retain flood flows and recharge the Chino Groundwater Basin.

Projects considered for approval under the proposed project would be required to comply with the City's standard conditions of approval for new development under Resolution No. 2017-027, such as prepare project-specific hydrology and hydraulic studies following the methodology in the San Bernardino County Hydrology Manual, which describes the approach for estimating stormwater runoff and peak flow rates, for the 100-year storm event (San Bernardino County 1986). In compliance with the MS4 Permit and San Bernardino County Stormwater Program, new development projects would also be mandated to install stormwater treatment BMPs that retain the 2-year, 24-hour rainfall event (Santa Ana RWQCB 2013).

Furthermore, new development under the Policy Plan Amendment would continue and comply with TOP 2050 policies, such as Policy ER-1.6, which encourages the use of LID strategies to intercept runoff, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems. In addition, Policy S2-5 would maintain the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding, thus reducing the impacts of any increases in surface water flows that enter the storm drainage systems.

Although the proposed project would result in an increase in impervious surfaces and potentially increase surface runoff, development in the City would follow the same regulations as identified in the Certified EIR for the approved project, such as preparing a hydrology study and drainage analysis, following the San Bernardino County Stormwater Program, and continuing to follow TOP 2050 policies.

Flood Flows

As shown in Figure 3.10-2, there are 100-year and 500-year flood zones throughout the City. FEMA periodically updates its FIRMs to incorporate improved topographic data, updated hydrologic and hydraulic modeling, and revised flood risk information. As a result, floodplain boundaries may shift between map versions. These updates do not necessarily indicate an increase in flood risk but reflect improved mapping accuracy. Future development under the proposed project would be required to comply with applicable flood hazard regulations and policies based on the most current FEMA mapping.

Flood hazards are among the most significant environmental concerns in the Ontario Ranch area. New development within Ontario Ranch is assumed to implement the Ontario Master Plan of Drainage, which outlines the regional facilities needed to manage stormwater and reduce flood risk. The San Bernardino County Flood Control District's comment letter identifies a parcel (APN 1052-161-03), which is owned by the District and cannot be developed at this time because it is currently occupied by the Grove Basin flood control facility, which provides flood protection for downstream properties (see full comment letter in Appendix A). This indicates that regional drainage improvements, including the Grove Basin project, are active components of flood management within Ontario Ranch.

In addition, the Policy Plan Amendment would not change policies established in the approved project. Therefore, the City would take the following actions to reduce impacts of potential developments within 100-year and 500-year flood zones:

- **S-2.1: Entitlement and Permitting Process**. We require hydrological studies prepared by a state-certified engineer when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient.

- **S-2.2: Floodplain Mapping**. We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.

- **S-2.3: Facilities that Use Hazardous Materials**. We comply with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of onsite hazardous materials to be located in the 100-year flood zone or 500-year flood zone

unless all standards of elevation, flood-proofing, and storage have been implemented to the satisfaction of the Building Department.

- **S-2.4: Prohibited Land Uses**. We prohibit the development of new essential and critical facilities in the 100-year floodplain and discourage the development of new essential and critical facilities in the 500-year floodplain unless all standards of elevation and flood proofing demonstrate that a facility can be safe and operational during a flood event, implemented to the satisfaction of the Building Department.
- **S-2.5: Stormwater Management**. We maintain the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces.

In addition to these policies, the Ontario Municipal Code, Chapter 13, Flood Damage Prevention Program, requires that a development permit be obtained prior to development in a special flood hazard area to ensure that the site is reasonably safe from flooding and flood hazards. The City requires that all new structures in a special flood hazard area have elevations above the base flood elevation.

Summary

Implementation of TOP 2050 policies and existing regulations would ensure less than significant impact associated with erosion and siltation, flooding on- and off-site, surface runoff and capacity of the storm drain system, and flood flows. The proposed project would not result in a new or a substantial increase in magnitude of impacts related to flood hazards compared to the approved project and impacts identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Construction

During site preparation activities, any existing groundcover would be removed from the Specific Plan area, exposing the area to increased wind and water erosion potential. Further, construction site runoff may carry increased loads of sediment, heavy metals and petroleum hydrocarbons (from machinery) which could degrade water quality. As previously mentioned, in accordance with NPDES requirements, the applicant would be required to prepare and implement an ESCP to alleviate potential erosion, sedimentation and stormwater discharge contamination impacts.

The applicant would also be responsible for compliance with the CGP by filing a Notice of Intent to Commence Construction Activities. Under the CGP, discharge of materials other than stormwater is prohibited. The CGP stipulates further that the applicant shall prepare, retain at the construction site, and implement a SWPPP which identifies the sources of sediments and other pollutants that affect the quality of stormwater discharge, and implement practices to reduce sediment and other pollutants to stormwater discharge. SWPPP requirements include identification of construction and post-construction BMPs that would act to reduce sediments and other pollutants.

Implementation of the SWPPP and compliance with applicable NPDES and RWQCB requirements would ensure that potential construction-source erosion and water quality impacts of the Specific Plan are reduced to levels that would be less than significant.

Operation

The Specific Plan would implement a storm drainage system to convey stormwater runoff. The storm drainage system would include a series of detention and underground filtration systems. Water quality features within the proposed system include hydrodynamic separators and biofiltration units. Flows would then be routed to existing City storm drain lines located in Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue. In larger storm events, the underground detention systems, located downstream of the underground infiltration systems and upstream of the City's storm drain lines would detain excess runoff. Final design, configuration, and locations of proposed drainage system improvements will be reviewed and approved by the City prior to, or concurrent with, application for grading permits.

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

Recognizing the potential hazards of such urban runoff, the EPA has issued regulations which require municipalities to participate in the NPDES program. Compliance with applicable NPDES requirements and performance standards would be achieved through implementation of the WQMP. To ensure adequate and appropriate treatment of stormwater discharges, the stormwater management concept and associated WQMP would implement water quality BMPs that would treat stormwaters onsite prior to release to the regional stormwater system or infiltration to groundwater.

In combination, implementation of the SWPPP, on-site stormwater management system and associated WQMP, and compliance with NPDES Permit requirements, act to protect local and regional water quality by preventing or minimizing potential stormwater pollutant discharges to the watershed.

The Specific Plan would construct portions of four City MDP facilities, including portions of the Walker Storm Drain System, Grove Storm Drain System, Bon View Storm Drain System, and the Campus Storm Drain System. To assess the capacity of these facilities to accommodate flows from the Specific Plan, the design flow rates were compared to the rates that would be expected from the developed Specific Plan, as presented in Table 3.10-2, *Flow Rates for MDP Facilities to be Constructed by the Specific Plan*.

Table 3.10-2 Flow Rates for MDP Facilities to be Constructed by the Specific Plan

Storm Drain System Name	MDP Facility Name	Design Flow Rate (ft^3/second)	Proposed Condition Flow Rate (ft^3/second)[1]
Walker Storm Drain System	WLKR-XII-1	928	947.3
Grove Storm Drain System	GROV-XIII-1	1050	1025.6
Bon View Storm Drain System	BNVW-XIV-1	746	727.6
Campus Storm Drain System	MERL-XIV-2	124	129.5

Source: Appendix H1

1 It is noted that proposed condition flow rates include flows from properties located to the north, outside of the Specific Plan boundary.

As shown in this table, the proposed flow rate of WLKR-XII-1 would be 19.3 cubic foot per second (ft^3/s) higher than the design flow rate. This increase represents approximately 2 percent of the design flow rate. Additionally, the proposed flow rate of MERL-XIV-2 would be 5.5 ft^3/s higher than the design flow rate. This increase represents approximately 4 percent of the design flow rate. The RWQCB allows for 10 percent error on hydromodification criteria. As such, the increases under the proposed condition are within the acceptable range for hydrological error tolerances and are considered negligible. Proposed flow rates for all other facilities would be less than their respective design flow rates.

Summary

The Specific Plan would incorporate necessary drainage and stormwater management systems, and would comply with stormwater system design, construction, and operational requirements mandated under the City Development Code, and with regulations established by other agencies, including the RWQCB and California Department of Water Resources. Based on the preceding, the Specific Plan would not alter the existing drainage pattern of the site in a manner

that would result in substantial erosion, water quality, flooding, or downstream capacity impacts. Impacts would be **less than significant**.

Similarly, the 2022 Certified SEIR did not identify any significant impacts in this regard. Accordingly, the Specific Plan would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified SEIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HYD-3: Implementation of BMPs outlined in project SWPPPs, erosion and sediment control plans, WQMPs, and adherence to TOP policies would address hydrology and water quality impacts related to erosion and flooding.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hydrology and water quality impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

The 2022 Certified EIR determined that the approved project would result in less-than-significant impacts related to flood hazards, tsunamis, seiches, or dam inundation.

Policy Plan Amendment

Flood Hazard

As shown in Figure 3.10-2, portions of the city are in the 100-year and 500-year floodplains. FEMA periodically updates its Flood Insurance Rate Maps (FIRMs) using improved topographic and hydrologic data, which may shift floodplain boundaries. These updates primarily reflect enhanced mapping accuracy rather than increased flood risk.

Development associated with the proposed project would continue to implement existing City flood hazard policies, including:

- **S-2.2: Floodplain Mapping**. We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.

- **S-2.3: Facilities that Use Hazardous Materials**. We comply with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of onsite hazardous materials to be located in the 100-year flood zone or 500-year flood zone unless all standards of elevation, flood-proofing, and storage have been implemented to the satisfaction of the Building Department.

Future development under the proposed project would be required to comply with the most current FEMA flood hazard regulations and applicable City policies.

Tsunami

The City is located approximately 30 miles inland from the Pacific Ocean and is not subject to tsunami inundation hazards.

Seiche

There are no large natural water bodies within or adjacent to the city that could generate a seiche during seismic activity. Existing reservoirs and aboveground storage tanks are enclosed and engineered to prevent sloshing or overflow, minimizing any potential for seiche-related impacts.

Dam Inundation

The western and southern portions of the City are in the dam inundation zone of San Antonio Dam (see Figure 3.10-3). The dam is owned and operated by the USACE and functions as a flood control and debris dam for San Antonio Creek. Additionally, there are 2 debris basins in the surrounding areas that impact small areas of the City east of I-15.

The probability of dam failure is very low (Ontario 2023). Dam owners are required to maintain emergency action plans that include procedures for damage assessment and emergency warnings. An EAP identifies potential emergency conditions at a dam and specifies preplanned actions to help minimize property damage and loss of life should those conditions occur. EAPs contain procedures and information that instruct dam owners to issue early warning and notification messages to downstream emergency management authorities, such as the Ontario Fire Department. Because the likelihood of dam or debris basin failure is low and emergency response and notification procedures are in place, the potential for the release of pollutants due to inundation is less than significant.

The proposed project would not increase exposure to flood zones, tsunami, seiche, or dam inundation hazards beyond what was evaluated in the 2022 Certified EIR. With continued implementation of applicable City policies, FEMA regulations, and emergency management procedures, impacts related to the release of pollutants due to project inundation would remain less than significant. Therefore, this impact is **less than significant**. The proposed project would not increase exposure to flood hazards compared to the approved project and impacts identified in the Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Dam Inundation

The Specific Plan area is located within the dam inundation zone of San Antonio Dam.

According to the 2022 Certified EIR, the probability of dam failure is very low, and Ontario has never been impacted by a major dam failure. In addition, dam owners are required to maintain Emergency Action Plans (EAPs) that include procedures for damage assessment and emergency warnings. An EAP identifies potential emergency conditions at a dam and specifies preplanned actions to help minimize property damage and loss of life should those conditions occur. EAPs contain procedures and information that instruct dam owners to issue early warning and notification messages to downstream emergency management authorities, such as the Ontario Fire Department (Ontario 2022).

Flood Hazard, Tsunami, and Seiche

The Specific Plan area is not within a 100-year floodplain, nor are there nearby water bodies or streams that would result in flooding at the Specific Plan area (Ontario 2023). The Specific Plan area is located approximately 30 miles inland; as such, tsunamis are not a concern at the Specific Plan area. The nearest large body of surface water (Lake Norconian) is located approximately 5.5 miles southeast of the Specific Plan area. At this distance, seiches are not a concern.

Based on the preceding, the potential for risk release of pollutants due to inundation is considered less than significant. The 2022 Certified EIR did not identify any significant inundation impacts. Accordingly, the Specific Plan would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HYD-4: With continued implementation of applicable City policies, FEMA regulations, and emergency management procedures, impacts related to the release of pollutants due to project inundation would be less than significant.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hydrology and water quality impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The 2022 Certified EIR identified less than significant impacts related to consistency with a water quality control plan or sustainable groundwater management plan.

Policy Plan Amendment

The City's groundwater supplies are from the Chino Groundwater Basin, which is adjudicated and managed by the Chino Basin Watermaster. The Chino Basin is exempt from legislative requirements under the Sustainable Groundwater Management Act (SGMA) because it is an adjudicated basin and is not required to prepare a groundwater sustainability plan (DWR 2025b; CBW 2016).

During construction, adherence to the State Construction General Permit, implementation of a SWPPP, and compliance with the City's Erosion and Sediment Control Plan would ensure that surface water and groundwater quality are not adversely affected. During long-term operation, development under the proposed project would be required to comply with the Santa Ana River Basin Plan and the NPDES Permit No. CAS618036. Projects would prepare WQMPs identifying BMPs for the prevention of stormwater pollution, including site design, source control, and treatment measures.

Development projects in the City would also continue to implement Policy ER-1.5, which prioritizes coordination with local agencies to protect water quality, prevent pollution, and remediate contaminated surface water and groundwater, particularly within environmental justice areas. Implementation of this policy further supports consistency with regional and state water quality objectives.

Through compliance with applicable regulatory requirements and continued implementation of Policy ER-1.5, the proposed project would not conflict with or obstruct implementation of the Basin Plan or any groundwater management plan. The proposed project would not result in new or more severe impacts related to consistency with a water quality control plan or sustainable groundwater management plan compared to those identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Adherence to the State CGP, implementation of the SWPPP, and adherence to the City's ESCP requirements would ensure that surface and groundwater quality are not adversely impacted during construction. In addition, installation of on-site treatment facilities such as hydrodynamic separators and biofiltration units would ensure that water quality is not impacted during operations. As a result, site development will not obstruct or conflict with the implementation of the Santa Ana River Basin Water Quality Control Plan. The Specific Plan area currently uses groundwater from onsite groundwater wells for the irrigation of crops and other agricultural-related uses, which would cease with implementation of the Specific Plan. All onsite groundwater wells would be abandoned per the California Department of Water Resources Standards and completion of a DWR Well Completion Form. Upon development, the Specific Plan area would be connected to the City's public water supply and there would be no onsite wells for use of groundwater. The City manages both the potable and non-potable supplies to ensure withdrawals from the Chino Groundwater Basin do not exceed the safe yield for the Basin, as per the Chino Basin Watermaster's Optimum Basin Management Program (OBMP). Therefore, the Specific Plan would not obstruct or conflict with the OBMP and impacts would be less than significant.

Implementation of the SWPPP and WQMP would ensure the Specific Plan would not conflict with a water quality control plan or sustainable groundwater management plan. Impacts in this regard would be less than significant. The 2022 Certified SEIR did not identify any significant conflicts with groundwater management or controls plans. Accordingly, the Specific Plan would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified SEIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact HYD-5: Compliance with applicable regulatory requirements and TOP 2050 policies would ensure that the proposed project would not conflict with or obstruct implementation of the Basin Plan or any groundwater management plan.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant hydrology and water quality impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and mitigation measures are not required.

3.10.6 Cumulative Impact Analysis

Proposed Project

Cumulative impacts to hydrology, drainage, flooding, and water quality are considered for the Chino Creek subwatershed and the Middle Santa Ana River subwatershed, which are part of the larger Santa Ana River Watershed. The land use changes of the Policy Plan Amendment are comprehensive and encompasses the land use changes associated with the EBPSP and the concurrent Zoning changes. Therefore, cumulative impacts for the proposed project are described below.

Development in the City of Ontario and other projects in these watersheds would increase impervious areas, thus increasing runoff and flows into storm drainage systems. Within San Bernardino County, other projects would be required to prepare hydrology and hydraulic studies in accordance with the County Hydrology Manual and analyze stormwater flows that result from the 100-year storm event to ensure that the capacities of the storm drain systems are not exceeded. Additionally, other projects would be required to comply with MS4 permits applicable in those watersheds. The Santa Ana RWQCB MS4 permit applies to portions of three counties in the Santa Ana Basin. Other projects' compliance with the requirements of the Santa Ana RWQCB MS4 permit, the San Bernardino County Stormwater Program, and San Bernardino County Hydrology Manual guidance would reduce cumulative impacts to hydrology and drainage to less than significant and would not be cumulatively considerable.

If projects in the watersheds are within 100-year flood zones, they would be mandated to comply with National Flood Insurance Program requirements. Cumulative impacts to hydrology, drainage, and flooding would be less than significant, and impacts of the proposed project would not be cumulatively considerable.

Cumulative projects could generate pollutants that would contaminate stormwater. Compliance with the MS4 permit includes implementation of site design and source control BMPs that reduce the potential for pollutants to enter runoff and treatment control BMPs that remove pollutants from stormwater. Cumulative water quality impacts would be less than significant after compliance with such permits, and project impacts would not be cumulatively considerable.

The proposed project would not result in new or more severe cumulative impacts related to hydrology and water quality compared to those identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Cumulative Impacts: Cumulative water quality, hydrology, drainage, and flooding impacts would not be cumulatively considerable.

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3.11 LAND USE AND PLANNING

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential impacts to land use in the City of Ontario from implementation of TOP 2050 Policy Plan Amendment and EBPSP (proposed project) compared to the current TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR. Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities; division of neighborhoods or communities; or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on whether implementation of the proposed project would result in direct physical impacts to the environment associated with land use and consistency with land use policies and plans. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this Draft SEIR.

The Policy Plan Amendment impacts are based on the proposed land use plan, described in detail in Chapter 2, *Project Description*, and shown on Figure 2-5, *Proposed TOP 2050 Land Use Plan,* and Figure 2-6*, Proposed TOP 2050 Land Use Plan with Areas of Change*. TOP 2050 goals and policies have been evaluated to determine their consistency with other relevant sections of TOP 2050 Policy Plan Amendment.

In addition, compatibility of the proposed land use changes for the Policy Plan Amendment and the EBPSP with the existing land uses in the surrounding area is discussed in this section. TOP 2050 Policy Plan Amendment and EBPSP are also evaluated for consistency with the Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide and the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal.

There were several comment letters received in response to the NOP related to changes in the TOP 2050 land use designation and zoning as a result of the proposed project. The relevant issues raised in those comment letters are addressed throughout this section. For a summary of the comment letters, refer to Table 1-1 in Chapter 1, *Introduction*, or to Appendix A for the full comment letters.

3.11.1 Regulatory Framework

STATE

Housing Accountability Act

The Housing Accountability Act requires that cities approve applications for residential development that are consistent with a city's general plan and zoning code development standards without reducing the proposed density. Examples of objective standards are those that are measurable and have clear criteria that are determined in advance, such as numerical setback, height limit, universal design, lot coverage requirement, or parking requirement.

Senate Bill 330: Housing Crisis Act of 2019

Among other changes that promote housing, the Housing Crisis Act of 2019 strengthened the Housing Accountability Act by stating that a housing development project that complies with the objective standards of the general plan and zoning ordinance must be approved by the city, unless the city is able to make written findings based on the preponderance of the evidence in the record that: (1) the city has already met its Regional Housing Needs Assessment (RHNA) requirement; (2) there is an impact to the public health and safety that cannot be mitigated; (3) the property is agricultural land; (4) approval of the project would violate State or federal law and this violation cannot be mitigated; or (5) the project is inconsistent with the zoning and land use designation and not identified in the general plan housing element RHNA inventory.

Senate Bill 166: No Net Loss Law

SB 166 builds on existing laws and regulations to ensure a local agency meets its allocated housing units for lower- and moderate-income households. This bill requires adequate housing development capacities to be available throughout the housing element planning period to meet the unmet RHNA needs. SB 166 prevents a local jurisdiction from permitting an identified lower- and moderate-income residential housing site to develop another use or a lower density residential development. If a site identified for housing development is permitted for another use or developed at a lower density, and this prevents the local agency from meeting its RHNA for lower- and moderate-income residential housing, the local agency must identify another site for housing development within 180 days that will meet the RHNA.

REGIONAL

Southern California Association of Governments

SCAG is a regional council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, which encompass over 38,000 square miles. SCAG is the federally recognized metropolitan planning organization for this region and a forum

for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's metropolitan planning organization, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives, as discussed below.

Regional Transportation Plan/Sustainable Communities Strategy

SCAG adopted its current RTP/SCS, "Connect SoCal 2024," in April 2024. The document provides the long-range vision for the SCAG region (SCAG 2024). Connect SoCal 2024 expands land use and transportation strategies established in previous cycles of the RTP/SCS to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal 2024 contains plans and projections for the region's future. Like other RTPs/SCSs, Connect SoCal 2024 provides a policy framework for preparing local plans and handling issues of regional significance, such as land use and housing, open space and biological habitats, water, energy, air quality, solid waste, transportation, security and emergency preparedness, economy, and education. Connect SoCal 2024 also strives to achieve broader regional objectives, such as encouraging diverse housing construction in areas supported by multiple transportation options; promoting development of complete streets that prioritize safe opportunities to walk, bike, and pursue other forms of active transportation; leveraging new transportation technologies and data-driven solutions to efficient travel; and promoting conservation of natural lands. Connect SoCal 2024 advances regional planning by incorporating an integrated approach between SCAG, state and local governments, transportation commissions, resources agencies and conservation groups, the private sector, and the general public (SCAG 2024).

San Bernardino Council of Governments

The San Bernardino Council of Governments represents 24 cities and towns, including Ontario. It fosters intergovernmental communication and coordination, undertakes comprehensive regional planning with an emphasis on transportation, provides for citizen involvement in the planning process, and supplies technical services to its member governments. The City of Ontario is a member jurisdiction of the San Bernardino Council of Governments, and a participating agency in SCAG's Connect SoCal.

LOCAL

City of Ontario Development Code

The City of Ontario Development Code is designed to assist in the implementation of the goals and policies of TOP in order to promote and protect the public health, safety, and general

welfare in the community. Development Code Chapter 5 (Zoning and Land Use) establishes zoning designations and development standards to regulate orderly development. Currently, the Ontario Development Code identifies 7 special policy overlay zones: Agriculture (AG), Euclid Avenue (EA), Emergency Shelter (ES), Multimodal Transit Center (MTC), Interim Community Commercial (ICC), and Affordable Housing (AH), and Chino Airport (CNO). The land uses and regulations allowed in each of these overlay zones are outlined in Chapter 5 of the Ontario Development Code (Ontario 2025).

Ontario International Airport Land Use Compatibility Plan

State law allows local jurisdictions within San Bernardino County to be responsible for airport land use compatibility planning under the "Alternative Process" in place of a county administered ALUC. Under the provisions of the Alternative Process the City of Ontario is the designated agency having responsibility for airport compatibility planning for Ontario International Airport (ONT). The ONT Land Use Compatibility Plan (ALUCP) was adopted on April 19, 2011, by the Ontario City Council to promote compatibility with surrounding land uses and amended in July 2018. The ALUCP provides guidance to local jurisdictions that may be affected by ONT and the objective of the Plan is to promote compatibility between the airport and the land that surrounds it to avoid future compatibility conflicts (Ontario 2025). Figure 3.9-2, *Airport Safety Zones*, in Section 3.9, *Hazards and Hazardous Materials*, maps the compatibility zones and land uses surrounding the ONT.

The Ontario International Airport–Inter Agency Collaborative (ONT-IAC) was formed through a Cooperative Agreement by all Affected Agencies to maintain local jurisdictional control of land use planning for areas within the ONT Airport Influence Area. The Affected Agencies include the City of Chino, City of Fontana, City of Montclair, City of Ontario, City of Rancho Cucamonga, City of Upland and San Bernardino County. The ONT ALUCP contains the ONT-IAC operational framework and identifies 3 framework components: 1) a technical group (ONT-IAC Technical Staff Group) comprised of senior staff members from the Affected Agencies to review projects for consistency with the ALUCP; 2) an appeals body (ONT-IAC Mediation Board) to resolve consistency evaluation disputes; and 3) an administrative function managed by the City of Ontario.

Chino Airport Master Plan

The City of Ontario is also within the Chino Airport Influence Area. The Chino Airport is south of the City of Ontario across Merrill Avenue and is owned and operated by San Bernardino County. The City of Chino adopted its own Airport Comprehensive Land Use Plan (ACLUP) in November 1991. The Chino Airport Master Plan (AMP) was adopted by the County of San Bernardino in 2006. The 1991 Chino ACLUP does not reflect the 2006 Chino AMP nor does it reflect the 2011 Caltrans Airport Land Use Planning Handbook. Public Utilities Code Section 21670.1(c) requires local jurisdictions that are under the “alternative process” to “rely upon” the California Airport

Land Use Planning Handbook published by Caltrans Division of Aeronautics in October 2011, for preparing Compatibility Plans and to utilize the Handbook's height, land use, noise, safety, and density criteria. Although the City of Ontario does not have the formal responsibility under the "alternative process" to prepare a compatibility plan for Chino Airport, the City of Ontario has adopted the Chino Airport Overlay Zone that addresses Chino Airport's impacts on Ontario, consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook (Caltrans 2011). Figure 3.9-2, *Airport Safety Zones*, in Section 3.9, *Hazards and Hazardous Materials*, maps the compatibility zones and land uses surrounding Chino Airport within the City of Ontario.

3.11.2 Existing Conditions

POLICY PLAN AMENDMENT

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. Figure 2-4, *Current Land Use Plan*, and Table 2-1, *Approved TOP 2050 Land Use Designation,* in Chapter 2, *Project Description*, show the existing land uses of Ontario. The City has a total population of 184,404 residents, the majority of whom live in the developed lands north of Riverside Drive (DOF 2025). This area was the City's boundary prior to the annexation of Ontario Ranch (formerly known as the New Model Colony) in 1999 and is called the Original Model Colony (OMC). Ontario Ranch 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 Ontario Ranch continues to develop, these contracts would expire or would be terminated.

Existing residential areas tend to be in the older portions of the City west of Grove Avenue and north of Riverside Drive, and scattered throughout Ontario Ranch. 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 ONT and the business parks and industrial areas surrounding the airport; and around the Ontario Mills commercial and entertainment complex. Industrial and employment-based centers are prominent in Ontario, especially in the eastern portions of the City and areas surrounding the ONT and Chino Airport in Ontario Ranch. In these areas, 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, the Cucamonga-Guasti Regional Park in northern Ontario, with the Grand Park Phase 1 and the Ontario Sports Empire in southern Ontario.

SPECIFIC PLAN

On-Site Land Uses

The majority of the Specific Plan area is currently utilized as active dairy facilities, including dry lots, milking parlors, feed storage facilities, and associated residential uses. Other land uses include storage and minor maintenance of semitrailer trucks, storage and distribution of krill oil and soy sauce, tire storage, and small animal keeping.

The site is relatively flat, with variable topography on-site in the form of berms, fill material stockpiles, and a water retention basin. The site has been subjected to roughly a century of anthropogenic disturbances associated with these historic and ongoing land uses (Appendix D).

Surrounding Uses

Surrounding land uses are described below and illustrated in Figure 3.1-2 in Section 3.1, *Aesthetics*.

North: Dairy farms and residences, similar to existing land uses within the Specific Plan area, are adjacent to the site on the north.

South: Eucalyptus Avenue borders the Specific Plan area to the south, beyond which are industrial/business park uses, a fire station, and a dairy farm and residence.

East: Dairy farms and residences are east of the site, across Walker Avenue.

West: Additional dairy/agricultural uses are west of the site across Campus Avenue.

General Plan Designations

The current General Plan designations of the site include Medium Density Residential (with Affordable Housing Overlay), Mixed Use with Chino Airport Overlay (and Affordable Housing Overlay), and Open Space–Parkland.

The Medium Density Residential designation is intended for single and multi-family attached and detached residences, including townhouses, stacked flats, courtyard homes, and small lot single-family subdivisions. The Mixed Use designation is envisioned to primarily accommodate employee-intensive office, entertainment facilities, live-work, and supporting retail uses. The Affordable Housing Overlay identifies housing opportunities in the City to implement required rezone programs in compliance with State housing element law. The Open Space–Parkland designation allows recreational facilities, such as tot-lots, parks, golf courses, and sports complexes and joint-use facilities with schools, utilities, and drainage facilities.

Zoning Designation

The City of Ontario's Zoning Map designates the Specific Plan area's zoning as Specific Plan with an Agricultural Overlay and Affordable Housing Overlay. The Agricultural Overlay serves to accommodate the continuation of agricultural uses within the City, on an interim basis, until such time that development is slated to occur. The Affordable Housing Overlay facilitates housing opportunities within the City by implementing required rezone programs in compliance with State Housing Element law.

Airport Considerations

Although the Specific Plan area is in the ONT Airport Influence Area, it is outside any identified safety, airspace protection, and noise impact zones. All properties within the ONT Influence Area are subject to a real estate transaction disclosure notice (Ontario 2018).

The Specific Plan area is also in the Chino Airport (CNO) Influence Area. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance in the 2011 Caltrans Airport Land Use Planning Handbook. (SBC ALUC 1991) As such, in 2022, the City of Ontario adopted the CNO Overlay District, which provides maps, criteria, and policy language to guide development within the Chino Influence Area, consistent with the 2011 Caltrans Airport Land Use Planning Handbook.

As illustrated in Figure 3.9-2, *Airport Safety Zones*, the majority of the Specific Plan area is within CNO Safety Zone 6 (low risk), with a very small portion of the southeastern corner within Safety Zone 4 (moderate risk). Uses permitted by the EBPSP are allowed in both of these safety zones (Ontario 2022).

3.11.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to land use if it would:

a) Physically divide an established community.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

METHODOLOGY

Specific Plan

The following analysis considers whether the EBPSP would conflict with applicable planning documents, plans, or policies from the City and other agencies that were adopted for the purposes of avoiding or mitigating an environmental effect and whether those conflicts, if any, would cause significant environmental effects. A determination regarding a project's consistency with an applicable plan is made by the Lead Agency. Consistency is achieved where a project furthers the overall objectives and policies of a plan and where it would not obstruct their attainment. EBPSP consistency was analyzed for the following plans: SCAG's 2024-2050 Connect SoCal, the City of Ontario Policy Plan, and City Municipal Code. Additionally, the Specific Plan's consistency with nearby airport requirements was considered.

A project's conflict with a policy is considered significant if such inconsistency would cause significant physical environmental impacts. A policy conflict is not in and of itself considered a significant impact but may be evidence that an underlying physical impact is significant and adverse.

Relevant New and Modified General Plan Policies

There are no new and modified general plan policies applicable to land use and planning.

3.11.4 Environmental Impacts

2022 Certified EIR

The Certified EIR concluded that the approved project would not divide an established community, and is consistent with the ONT and Chino airport land use compatibility plans and the SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal). Implementation of regulatory requirements and standard conditions of approval ensured that no significant impacts would occur.

Proposed Project

a) Would the project physically divide an established community?

Division of an established community commonly occurs with construction and development of physical features that constitute a barrier to easy and frequent travel between two or more constituent parts of a community. For example, a large freeway structure with few crossings

could effectively split a community. The Certified EIR found that the approved project would not conflict with existing land uses and would not divide an established community.

POLICY PLAN AMENDMENT

Implementation of Policy Plan Amendment would guide future growth within the City of Ontario. Table 2-1, *Approved TOP 2050 Land Use Designations*, Table 2-3, *TOP 2050 Policy Plan Amendment Proposed Land Use Summary*, and Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*, in Chapter 2, *Project Description*, detail the buildout statistics associated with the current TOP 2050 and the proposed Policy Plan Amendment.

Implementation of the proposed project would not result in the physical division of an established community. As shown in Figure 2-6, *Policy Plan Amendment: Areas of Change*, the proposed project would redesignate land currently designated for residential to business park, increase residential densities, and allow mixed uses in developed areas primarily on land within the Ontario Ranch that is currently used for agricultural purposes. More specifically, the proposed project would redesignate the area along Holt Boulevard from Business Park to Mixed Use land use and a portion along Grove Avenue from Airport to Industrial. These land use changes are consistent with the existing development pattern and would align with the surrounding land uses. Another concentrated area of land use redesignations would occur on the land south of Edison Avenue from General Commercial, Medium Density Residential, and Mixed Use to Business Park and Open Space–Recreation. In general, these changes would result in a reduction in residential land uses and align with the surrounding land uses. In addition, a new mixed use designation would be added for land surrounding the Ontario Sports Empire to align with recreational uses currently under development. Overall, by providing a mix of compatible uses that support connectivity, accessibility, and cohesive development, the redesignations would not create physical barriers or fragment the area.

Additionally, t TOP 2050 Policy Plan includes policies and programs that promote preservation and enhancement of existing neighborhoods and reduce potential conflicts between adjacent land uses. Therefore, the proposed project would not divide an established community or introduce incompatible land uses.

The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to the division of a community compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

SPECIFIC PLAN

Although the Specific Plan would result a change of land use when compared to existing conditions, the EBPSP would act to implement the amended Policy Plan land use designations

(Business Park and Open Space–Parkland) that are being processed as a companion action to the Specific Plan. The site is zoned Specific Plan, indicating the site's anticipated transition to more urban uses. Additionally, the proposed business park uses would act as a logical transition from the industrial uses currently located to the south of the Specific Plan area toward the park and residential uses envisioned to the north. The Specific Plan would not physically divide an established community. Therefore, this impact is **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact LUP-1: Project implementation would not divide an established community.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant land use and planning impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Pursuant to CEQA, impacts are considered significant if being inconsistent with a plan or policy would result in a physical impact to the environment. The Certified EIR found that buildout of the approved project would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.

Policy Plan Amendment

The preparation of the Policy Plan Amendment must be consistent with the policies and regulations of existing regional and local plans that are meant to prevent environmental impacts related to population growth and land use conflicts.

Consistency with SCAG's Regional Plans and Policies

The consistency of Policy Plan Amendment with SCAG's Connect SoCal is shown in Table 3.11-1, *Policy Plan Amendment Consistency with SCAG Connect SoCal*. Connect SoCal is a major advisory

plan prepared by SCAG that addresses important regional issues like housing, traffic/transportation, water, and air/quality. Connect SoCal serves as an advisory document to local agencies in the Southern California region for their information and voluntary use when preparing local plans and handling local issues of regional significance. Connect SoCal is advisory only and cannot be used for intergovernmental review. The Policy Plan Amendment is consistent with the majority of Connect SoCal's goals (see Section 3.14, *Population and Housing*, for a discussion on consistency with SCAG demographic projections). As shown in this table, the Policy Plan Amendment would be generally supportive of or consistent with the relevant policies and objectives in Connect SoCal 2024.

Table 3.11-1 Policy Plan Amendment Consistency with SCAG Connect SoCal

Connect SoCal Policy/Objective Number	Policy Plan Amendment Consistency Analysis
Mobility: Build and maintain an integrated multimodal transportation network.	**Consistent.** Ontario's Vision is to increase mobility options as the City and region grow. The mobility system would be coordinated with future land use patterns and levels of buildout. Access and connectivity to mobility options would be integrated into neighborhoods, villages, and districts. The Policy Plan Amendment includes updates to the mobility element to the City's multipurpose trails and bikeways to better align with changes under the Policy Plan Amendment. These changes would ensure multimodal transportation network throughout the city.
Communities: Develop, connect and sustain communities that are livable and thriving.	**Consistent.** The Policy Plan Amendment would not result in a reduction in housing capacity and would ensure that land uses are consistent with surrounding development. In addition, the Policy Plan Amendment would evaluate opportunities to reduce the impacts of truck routes on sensitive receptors, thereby promoting a more livable and thriving community.
Environment: Create a healthy region for the people of today and tomorrow.	**Consistent.** The Policy Plan Amendment does not propose changes to the Social Resources Element of TOP 2050, which identifies quality and accessible health care, education, community services, and cultural activities as critical components to achieving Ontario's Vision. The Policy Plan Amendment represents an efficient use of available land within the city, contributes to local and regional economies, and expands and diversifies employment and housing opportunities. As such the Policy Plan Amendment would remain consistent with the environment and social resources in Ontario.

Table 3.11-1 Policy Plan Amendment Consistency with SCAG Connect SoCal

Connect SoCal Policy/Objective Number	Policy Plan Amendment Consistency Analysis
Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents.	**Consistent.** The Policy Plan Amendment does not propose any changes to the Community Economics Element as included in the TOP 2050, which outlined goals and policies for decision-making in Ontario that incorporate the full short-term and long-term economic and fiscal implications of proposed City Council actions. As such, the Policy Plan Amendment would remain consistent with the economic environment in Ontario.

Sources: SCAG 2024.

Airport Plans

Airport operations and their accompanying noise and safety hazards require careful land use planning on adjacent lands to ensure the safety of residents and passengers, and to protect Ontario businesses and property owners from the potential hazards that could be created by airport operations. The Federal Aviation Administration and Caltrans Division of Aeronautics provide guidance for land use safety near airports. With adherence to these guidelines, high concentrations of people are not exposed to potential airplane accidents along runways or near airports while airplanes are departing and arriving. There are also guidelines on the placement of housing, schools, and other sensitive land uses near airports because of the noise pollution caused by airplanes.

Ontario International Airport

Ontario International Airport (ONT) provides regional air service for domestic and international commercial and cargo operations and includes the necessary support facilities for both major and smaller airlines. ONT operates as a medium-hub, full-service airport serving major U.S. and international destinations. The City of Ontario has adopted an Airport Land Use Compatibility Plan (ALUCP) for ONT in accordance with the Caltrans Division of Aeronautics' California Airport Land Use Planning Handbook.

The Policy Plan Amendment would redesignate the area along Holt Boulevard from Business Park to Mixed Use land use and a portion along Grove Avenue from Airport to Industrial land use. Although the Policy Plan Amendment would redesignate land uses near ONT, any future development facilitated by these changes would remain subject to meet the applicable safety zone restrictions, noise compatibility requirements, and airspace protection policies of the adopted ALUCP. The Land Use Element of the existing TOP 2050 requires that all new development surrounding ONT be consistent with the adopted ALUCP and comply with the

standards and recommendations of Federal Aviation Administration (FAA) Part 77, as adopted through Ordinance 2758 of the Ontario Municipal Code.

A consistency determination analysis for ONT was prepared by the City of Ontario, which found that TOP 2050 is consistent with the ALUCP for ONT (ONT–IAC 2018) (Appendix G6). The Policy Plan Amendment would be consistent with the existing policies related to the ONT in the Land Use Element; therefore, the Policy Plan Amendment would remain consistent with the approved project.

Chino Airport

Chino Airport is operated by the San Bernardino County Department of Airports and functions as a reliever airport for ONT and San Bernardino International Airport. The airport encompasses approximately 1,100 acres and serves private, business, and corporate tenants and customers throughout the Inland Empire. The City of Ontario is also within the Chino Airport Influence Area. The Chino Airport is south of the City of Ontario across Merrill Avenue. The City of Chino adopted its own Airport Comprehensive Land Use Plan (ACLUP) in November 1991. The Chino Airport Master Plan (AMP) was adopted by the County of San Bernardino in 2006. The 1991 Chino ACLUP does not reflect the 2006 Chino AMP nor does it reflect the 2011 Caltrans Airport Land Use Planning Handbook. Public Utilities Code Section 21670.1(c) requires local jurisdictions that are under the "alternative process" to "rely upon" the California Airport Land Use Planning Handbook published by Caltrans Division of Aeronautics in October 2011, for preparing Compatibility Plans and to utilize the Handbook's height, land use, noise, safety, and density criteria. Although the City of Ontario does not have the formal responsibility under the "alternative process" to prepare a compatibility plan for Chino Airport, the City of Ontario has adopted the Chino Airport Overlay Zone and Reference I: Chino Airport Land Use Compatibility Plan that addresses Chino Airport's impacts on Ontario, consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook (Caltrans 2011). Figure 3.9-2, *Airport Safety Zones*, in Section 3.9, *Hazards and Hazardous Materials*, maps the compatibility zones and land uses surrounding Chino Airport within the City of Ontario.

Land uses within the Chino Airport Overlay Zone include Medium Density Residential, Mixed Use, Business Park, Industrial, and Open Space–Recreation. The Policy Plan Amendment would redesignate land south of Edison Avenue from General Commercial, Medium Density Residential, and Mixed Use to Business Park and Open Space–Recreation. In general, these changes would result in a reduction of residential land use within the safety zones of Chino Airport. Future projects within this area would be required to comply with the conditions of the Chino Airport Overlay Zone , Reference I: Chino Airport Land Use Compatibility Plan and the 2011 Caltrans Airport Land Use Planning Handbook, that include standards governing allowable land uses, maximum population density, maximum site coverage, height restrictions, and notification/disclosure requirements based on noise contours and the runway protection,

approach, and Part 77 zones established by the FAA (Caltrans 2011). The Policy Plan Amendment does not include any changes to policies or plans related to Chino Airport; therefore, the Policy Plan Amendment would remain consistent with the approved project. As such, impacts would be **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

This section includes an analysis of the EBPSP's consistency with TOP 2050, the City's Development Code, and SCAG's Connect SoCal. Additionally, the Specific Plan's consistency with nearby airport requirements is discussed.

The Ontario Plan

As part of the Policy Plan Amendment being processed in conjunction with the EBPSP, the land use designations for the site would be changed as shown in Table 3.11-2, *Land Use Designations: Affected Acreage*.

Table 3.11-2 Land Use Designation: Affected Acreage

Current Land Use Designation	New Land Use Designation	Acreage Affected
Medium Density Residential (with Affordable Housing Overlay)	Business Park	47.74 acres
Mixed Use (with Chino Airport Overlay and Affordable Housing Overlay)	Business Park	81.70 acres
Open Space–Parkland	Business Park	19.18 acres
Total		**148.62 acres**[1]

1 The remaining Specific Plan acreage is designated as Open Space–Parkland and would be unaffected by the Policy Plan Amendment.

The Specific Plan would be implemented consistent with these land use designations, as amended. The following Table 3.11-3, *EBPSP Policy Plan Consistency Analysis*, provides an analysis of the EBPSP's consistency with applicable TOP 2050 policies. As demonstrated, no conflicts would occur.

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
Land Use Element	
LU-1: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.	
LU-1.1: Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, foster the development of transit, and support the expansion of the active and multimodal transportation networks throughout the City.	**Consistent**. The Specific Plan area is located in the Ontario Ranch area of the City, which is an area planned for future growth. The City's Master Plans for water, sewer, and storm drainage identify planned infrastructure facilities to support growth in this area. The developer(s) of the EBPSP would be required to participate in the installation of the Master Planned infrastructure. Additionally, streets within the Specific Plan area would be designed to be safe and accessible to accommodate different modes of non-vehicular transportation.
LU-1.2: Sustainable Community Strategy. We integrate state, regional, and local Sustainable Community /Smart Growth principles into the development and entitlement process.	**Consistent**. The EBPSP features numerous sustainable features. The Specific Plan encourages non-motorized circulation by employees and visitors via its provision of an integrated network of sidewalks, bikeways, and trails. In accordance with Policy Plan Exhibit M-02, Multipurpose Trails & Bikeway, Class II bike lanes would be provided along both sides of Campus Avenue and Walker Avenue. Additionally, the Specific Plan area would also include an 8-foot multi-purpose trail along Eucalyptus Avenue, Grove Avenue and Walker Avenue. All development in the Specific Plan area would be required to conform to the California Green Building Standards Code (CALGreen Code), and the Specific Plan includes energy efficiency guidelines. In addition, the EBPSP includes a rooftop solar energy system which would generate enough electricity to meet 45% of annual electricity demand. The plant palette for the Specific Plan area consists of water-efficient species native to southern California or naturalized to the arid southern California climate, and the use of turf would be minimized. As such, the EBPSP is consistent with this policy.
LU-1.3: Adequate Capacity. We require adequate infrastructure and services for all development.	**Consistent**. The developer(s) of the EBPSP would be required to install adequate roadway and utility infrastructure improvements to meet the demands of the Specific Plan while maintaining adequate service

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
	levels for existing, surrounding development. Refer to SEIR Section 2.0, *Project Description*, for a detailed analysis of the adequacy of the Specific Plan's infrastructure improvements.
LU-1.4: Multimodal Mobility. We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on active transportation, transit, electric vehicles, and multimodal transportation opportunities	**Consistent**. The EBPSP would offer numerous opportunities for nonvehicular circulation, including multi-purpose trails, bikeways, and sidewalks. Class II bike lanes would largely be provided along both sides of Campus Avenue, between Riverside Drive and Holt Avenue, and along Walker Avenue, between Euclid Avenue and Hamner Avenue. Additionally, the Specific Plan would include an 8-foot multi-purpose trail along Eucalyptus Avenue, Grove Avenue, and Walker Avenue to encourage connectivity and circulation by employees, visitors, and the passersby that is not completely dependent on a motorized vehicle. Additionally, bike storage facilities would be required to be installed in each building to further promote alternative transportation.
LU-1.5: Jobs-Housing Balance. We coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.	**Consistent**. The EBPSP would construct roadway and utility improvements in accordance with the City's infrastructure master plans. Furthermore, the Specific Plan area would generate employment opportunities for residents and reduce the need for residents in the region to commute to other regions for employment opportunities.
LU-1.6: Complete Community. We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers, and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.	**Consistent.** The EBPSP land use plan provides business park uses that would accommodate a variety of employment uses arranged in a sensible and efficient manner that allow ease of access and complement the surrounding community. The 36.15 acres of parkland would provide recreational amenities for residents of and visitors to the City of Ontario. The business park uses are intended to attract local, national, and international businesses and would assist in diversifying the mix of employment opportunities available in the City. Potential retail uses would serve both on-site uses and the broader community.

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
LU-2: Compatibility between a wide range of uses and resultant urban patterns and forms.	
LU-2.1: Land Use Decisions. We minimize adverse impacts on adjacent properties when considering land use and zoning requests.	**Consistent**. The Development Standards and Design Guidelines presented in the Specific Plan would act to minimize or preclude potential adverse impacts affecting adjacent properties. Proposed roadway improvements would allow for improved vehicle travel in the vicinity. Additionally, business park uses proposed by the EBPSP would act as a logical transition between the industrial uses currently being constructed to the south of the Specific Plan area and the park and residential uses envisioned to the north.
LU-2.2: Buffers. We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is required when new uses could negatively impact environmental justice areas.	**Consistent**. The EBPSP provides conceptual streetscapes for Eucalyptus Avenue, Campus Avenue, Walker Avenue, and Public Street 'A'; primary and secondary corner treatments at Specific Plan entry points; and landscaped screening walls between truck courts and parking areas and adjacent public rights-of-way. Implementation of these features would provide a visual buffer between on-site/off-site uses. Additionally, the Specific Plan includes Open Space–Parkland along the northern boundary to separate the business park uses from the residential uses planned to the north. As such, the EBPSP is consistent with this policy.
LU-2.3: Hazardous Uses. We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials.	**Consistent**. Building occupants within the Specific Plan area would be required to comply with all local and State requirements for using, storing, producing, or transporting toxic substances, air emissions, other pollutants, or hazardous materials.
LU-2.5: Regulation of Uses. We regulate the location, concentration, and operation of uses that have impacts on surrounding land uses.	**Consistent**. Refer to Policy LU-2.1, above.
LU-2.6: Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community character.	**Consistent**. Water, sewer, storm drain, and dry utility improvements would be located underground and out of view, with the exception of stormwater inlets and channels that are required to be exposed at the surface. Roadway infrastructure improvements would be designed to be landscaped with a combination of evergreen and deciduous trees, including flowering varieties; shrubs; and groundcovers in an aesthetically

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	pleasing manner to establish the Specific Plan's design theme.
LU-2.8: Transitional Areas. We require development in transitional areas to protect the quality of life of current residents.	**Consistent**. The Specific Plan stipulates landscaping and building setbacks along all of the Specific Plan's perimeter streets that separate the Specific Plan area from adjacent properties. Additionally, the proposed business park uses would act as a logical transition from the industrial uses currently being constructed south of the Specific Plan area to the park and residential uses envisioned in the north. Trucks traveling to and from the Specific Plan area would be required to utilize the City's approved truck routes, thereby minimizing exposure of nearby residents to truck-related impacts. Development within the Specific Plan area would comply with the Design Guidelines in Chapter 6 of the Specific Plan, which would provide for a high-quality, attractive, and contemporary environment.
LU-2.9: Methane Gas Sites. We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks.	**Consistent.** As detailed in SEIR Section 3.9, *Hazards and Hazardous Materials*, laboratory testing of on-site soils concluded that none of the samples contained contaminants above the thresholds established by the EPA or DTSC for commercial/industrial land uses. Nonetheless, Mitigation Measure HAZ-1-SP is included to preclude impacts related to potential unknown soil/soil vapor contamination within the Specific Plan area.
LU-4: Development that provides short-term value only when the opportunity to achieve our Vision can be preserved.	
LU-4.2: Interim Development. We allow development in urban, mixed use, and transit-oriented Place Types that is not immediately reflective of our ultimate Vision for the Place Type, provided it can be modified or replaced when circumstances are right to support development aligned with the Place Type Vision. We will not allow development that impedes,	**Consistent**. The central theme of the Ontario Vision is "[a] sustained, community-wide prosperity which continuously adds value and yields benefits." The open space/park area would introduce and sustain recreational amenities in the long term for use by City residents and visitors. The phased development of the business park uses would attract new businesses, provide employment opportunities for residents, contribute to the City's tax base, and construct circulation and utility infrastructure improvements that

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

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precludes, or compromises our ability to achieve our Vision.	are critical to allow for the growth of the region. As such, implementation of the Specific Plan would help the City achieve its Vision by continuously adding value, yielding benefits, and contributing to the prosperity of the City and the Inland Empire region.
LU-4.3: Infrastructure Timing. We require that the necessary infrastructure and services be in place prior to or concurrently with development.	**Consistent**. Chapter 7, *Implementation Plan*, of the EBPSP includes a development phasing plan that requires infrastructure needed to support the buildout of the Specific Plan to be adequately phased concurrently with development.
LU-5: Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.	
LU-5.5: Airport Compatibility Planning for ONT. We create and maintain the Airport Land Use Compatibility Plan for ONT.	**Consistent**. The land uses provided by the EBPSP would be consistent with the Airport Land Use Compatibility Plan (ALUCP) requirements for the Ontario International Airport. Furthermore, future development on the Specific Plan property would be required to comply with the Development Standards and Design Guidelines established in the Specific Plan, as well as the applicable requirements of the City of Ontario Development Code, which would preclude any potential inconsistencies with the Ontario International Airport ALUCP.
LU-5.7: ALUCP Consistency with Land Use Regulations. We comply with state law that requires general plans, specific plans, and all new development to be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public-use airport.	**Consistent**. The land uses provided by the EBPSP would be consistent with the Airport Land Use Compatibility Plan (ALUCP) requirements for both the Ontario International Airport and the Chino Airport. All proposed development would be reviewed by the Airport Land Use Commission in the Development Plan review process.
LU-5.8: Chino Airport. We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.	**Consistent**. The land uses provided by the EBPSP would be consistent with the Airport Land Use Compatibility Plan (ALUCP) requirements for the Chino Airport. Proposed development within the Specific Plan area would be reviewed by the Airport Land Use Commission in the site plan review process.

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Housing Element	
H-1: Stable neighborhoods of quality housing, ample community services and public facilities, well-maintained infrastructure, and public safety that foster a positive sense of identity.	
H-1.4: Historical Preservation. We support 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.	**Consistent**. As detailed in Section 3.5, *Cultural Resources*, no historical resources would be impacted by the EBPSP.
Parks and Recreation Element	
PR-1: A system of safe and accessible parks that meets the needs of the community.	
PR-1.9: Phased Development. We require parks be built in new communities before a significant proportion of residents move in.	**Consistent**. The EBPSP does not include the creation of new residential units, but includes 36.15 acres of the City's Grand Park, providing amenities such as pedestrian paths, gathering areas, turf areas, and botanical gardens. Phasing of Specific Plan development is discussed in Chapter 7, *Implementation Plan*, of the EBPSP.
PR-1.15: Trail Connectivity. We strengthen and improve equestrian, bike, and multipurpose trail connections within the City and work to improve trail connections into adjacent jurisdictions.	**Consistent**. The EBPSP would include an 8-foot-wide multi-purpose trail along Eucalyptus Avenue and 13-foot-wide multi-purpose trails along Grove Avenue and Walker Avenue to encourage connectivity and circulation by employees, visitors, and passersby that is not completely dependent on a motorized vehicle. The multi-purpose trail system in the Specific Plan area implements the multipurpose trail system shown in Exhibit M-3, Multipurpose Trails & Bikeway Corridor Plan, of the Policy Plan.
Environmental Resources Element	
ER-1: A reliable and cost-effective system that permits the City to manage its diverse water resources and needs.	
ER-1.3: Conservation and Sustainable Water Supply. We work with regional water providers and users to conserve water and ensure sustainable local water supplies as more frequent droughts reduce long term local and regional water availability	**Consistent.** The Specific Plan proposes a drought-tolerant plant palette and water-efficient irrigation system design to minimize the water demands of planned development. In addition, implementing development projects would be required to comply with the water-efficiency mandates of the California

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	Green Building Standards Code, including the provision of water-efficient fixtures.
ER-1.4: Supply-Demand Balance. We require that available water supply and demands be balanced.	**Consistent**. Section 3.19, *Utilities and Service Systems*, evaluates the potential impacts related to water supply based on the results of a Water Supply Assessment. As concluded, implementation of the EBPSP would not obstruct the City's ability to meet water demands of its customers in normal, single dry, and multiple dry years.
ER-1.5: Water Resource Management. Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.	**Consistent.** As discussed in Section 3.10, *Hydrology and Water Quality*, implementation of the Specific Plan would not result in new, substantial sources of urban runoff, nor would it violate applicable stormwater quality requirements. Also, the EBPSP area includes permeable surfaces (e.g., Open Space–Parkland, landscaped areas, water quality/infiltration basins) that would allow surface water to percolate and contribute to recharge of the aquifer.
ER-1.6: Urban Run-off Quantity. We encourage the use of low impact development strategies, including green infrastructure, to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.	**Consistent.** Please refer to Policy ER-1.5, above.
ER-1.7: Urban Run-off Quality. We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.	**Consistent.** Please refer to Policy ER-1.5, above.
ER-1.8: Wastewater Management. We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.	**Consistent.** All sewer conveyance infrastructure needed to serve the Specific Plan area would be installed in accordance with City design standards. Accordingly, implementation of the EBPSP would not violate any applicable waste discharge requirements.
ER-3: Cost-effective and reliable energy system sustained through a combination of low impact buildings, site and neighborhood energy conservation, and diverse sources of energy generation that collectively helps to minimize the region's carbon footprint.	
ER-3.3: Building and Site Design. We require new construction to incorporate energy efficient building and site design strategies, which could include	**Consistent.** The EBPSP Design Guidelines encourage all new construction to utilize design features, fixtures, appliances, and heating and cooling controls to conserve energy and water. In addition, all

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The Ontario Plan Policy	Consistency
appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.	development would be required to comply with the California Green Building Standards Code.
ER-3.6: Generation- Renewable Sources. We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.	**Consistent.** The EBPSP proposes a rooftop solar energy system which generates enough electricity to meet 45% of annual electricity demand.
ER-4: Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.	
ER-4.1: Land Use. We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.	**Consistent.** The EBPSP would provide employment land uses in close proximity to major transportation corridors (Interstate 10, Interstate 15, State Route 60, State Route 83, State Route 71, and State Route 91) and near bus rapid transit (BRT) corridors along Edison Avenue/Ontario Ranch Road and Euclid Avenue. Therefore, the Specific Plan area provides local employment opportunities for residents and serves to improve the regional jobs-housing balance. Additionally, the Specific Plan area provides an integrated system of sidewalks, bikeways, and multi-purpose trails on internal and perimeter roadways to encourage non-vehicular modes of transportation.
ER-4.3: Greenhouse Gases (GHG) Emissions Reductions. We will reduce GHG emissions in accordance with regional, state, and federal regulations.	**Consistent.** As discussed in Section 3.8, *Greenhouse Gas Emissions*, the Specific Plan would be consistent with applicable regional, State, and federal regulations related to the reduction of GHG emissions and would not obstruct implementation of any GHG reduction plans/programs.
ER-4.8: Tree Planting. We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect.	**Consistent.** The EBPSP is not located within an environmental justice area; regardless, numerous trees would be planted within the Specific Plan area, and in particular, along roadway street frontages, near building entrances, and in passenger car parking lots. In addition, trees would be planted in the Open Space–Parkland planning areas.
ER-5: Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.	
ER-5.1: Habitat Conservation Areas. We support the protection of biological resources through the establishment,	**Consistent.** As presented with SEIR Section 3.4, *Biological Resources*, the site consists of disturbed and developed land that has been subject to a variety of anthropogenic disturbances which have eliminated the

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restoration, and conservation of high-quality habitat areas.	natural plant communities that once grew there. No native plant communities or natural communities of special concern are present within or adjacent to the Specific Plan area.
ER-5.2: Entitlement and Permitting Process. We comply with state and federal regulations regarding protected species.	**Consistent.** SEIR Section 3.4, *Biological Resources*, includes Mitigation Measures BIO-1-SP through BIO-3-SP which require pre-construction surveys for nesting birds, burrowing owl, and roosting bat species, thus precluding significant impacts to protected species that may occur on-site.
ER-5.3: Right to Farm. We support the right of existing farms to continue their operations within the Ontario Ranch.	**Consistent.** As shown in Table 5-1, Permitted Uses, of the EBPSP, existing agricultural and dairy farms in the Specific Plan area are permitted uses in all Planning Areas.
ER-5.4: Transition of Farms. We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses.	**Consistent.** Please refer to Policy ER-5.3, above.
Community Economics Element	
CE-1: A complete community that provides for all incomes and stages of life.	
CE-1.1: Jobs-Housing Balance. We pursue improvement to the Inland Empire's balance between jobs and housing by promoting job growth that reduces the regional economy's reliance on out-commuting.	**Consistent.** The EBPSP would provide approximately 138 acres of new employment-generating land uses in close proximity to existing and planned residential land uses. The Specific Plan would provide an estimated 1,590 employees and would assist efforts to promote job growth and improve the balance between jobs and housing in the Inland Empire.
CE-1.12: Circulation. We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles.	**Consistent.** BRT corridors are located along Edison Avenue and Euclid Avenue, in close proximity to the Specific Plan area. The EBPSP would construct a bus turnout near the intersection of Grove Avenue and Eucalyptus Avenue in anticipation of future Omnitrans service. Additionally, the Specific Plan area would provide Class II bikeways along Walker Avenue and Campus Avenue. Sidewalks would be provided along all streets within the Specific Plan area.

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CE-2: A City of distinctive neighborhoods, districts, corridors, and centers where people choose to be.	
CE-2.1: Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.	**Consistent.** The EBPSP would provide for the development of a high-quality and contemporary business park. The Specific Plan's Design Guidelines establish criteria for architecture, lighting, signage, and landscape design to promote the development of an attractive business park with timeless design features, for an inviting place to work and conduct business. The adjacency of the park and retail development would enhance the attractiveness of the Specific Plan area.
CE-2.2: Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will compete well with their competition within the region.	**Consistent.** Implementing development projects within the Specific Plan area would be reviewed and approved pursuant to the provisions of the City's Subdivision Ordinance and Development Plan Review process. This provides for review by the City's Planning Department, which would require the development to demonstrate how appropriately unique, functional, and sustainable places would be created. Furthermore, development projects in the Specific Plan area would be required to be designed in accordance with the architectural and landscape Design Guidelines established in Chapter 6, Design Guidelines, of the EBPSP, which would result in a unique, aesthetically attractive, and contemporary business park that would be highly competitive with similar developments in the region.
CE-2.4: Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.	**Consistent.** Development projects in the EBPSP would be required to be designed in accordance with the architectural and landscape design guidelines in Chapter 6, Design Guidelines, of the Specific Plan, which would result in a unique, aesthetically attractive, and contemporary business park that reflects high-quality architectural design.
Mobility Element	
M-1: A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.	
Policy M1-1: Roadway Design and Maintenance. We require our roadways to: • Comply with federal, state, and local design and safety standards;	**Consistent**. The Specific Plan proposes roadway improvements consistent with the City of Ontario Master Plan of Streets and Highways, as described in EBPSP Chapter 4, Infrastructure Plan. Perimeter and internal streets would be constructed to City standards

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• Meet the needs of multiple transportation modes and users; • Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; • Be maintained in accordance with best practices; • Be compatible with the streetscape and surrounding land uses; and Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies.	and designed to accommodate vehicles, pedestrians, and bicyclists through the inclusion of sidewalks, Class II bike lanes, and multi-purpose trails. Roadway designs include parkways and landscaping to support circulation and enhance compatibility with adjacent land uses. Maintenance responsibilities are outlined in EBPSP Chapter 7, Implementation Plan.
Policy M1-2: Mitigation of Impacts. We require development to mitigate its traffic impacts.	**Consistent**. The EBPSP mitigates potential VMT impacts to the extent feasible. Additionally, the Traffic Analysis identifies improvements and fair share contributions to be assessed of the EBPSP.
Policy M1-4: Complete Streets. We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.	**Consistent.** The Specific Plan establishes a multimodal circulation network that includes sidewalks, Class II bike lanes, and multi-purpose trails along major roadways such as Campus Avenue and Walker Avenue, as described in EBPSP Chapter 4, Infrastructure Plan. The plan is designed to accommodate pedestrians, bicyclists, and vehicles through coordinated roadway and non-vehicular improvements. Design guidelines in EBPSP Chapter 6 address pedestrian connectivity and require consistent treatment of sidewalks, parkways, and landscape buffers to support safe and functional circulation throughout the Specific Plan area.
Policy M1-5: Level of Service. Maintain a peak hour Level of Service (LOS) E or better at all intersections. Maintain Level of Service D or better on arterial streets in the City. Develop and maintain a list of locations where LOS E or LOS F are considered acceptable and would be exempt from this level of service policy. Considerations for LOS exemption include	**Consistent.** The Traffic Analysis identifies improvements and fair share contributions to be assessed of the EBPSP to maintain acceptable LOS at affected intersections.

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being restricted by environmental constraints, lacking available right-of-way, deterring an increase in VMT, or degrading other modes of travel (such as bicycle or pedestrian infrastructure).	
Policy M1-6: Reduced Vehicle Miles Traveled. We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.	**Consistent.** Uses internal to the Specific Plan would be connected through internal circulation systems, including sidewalks, bike lanes, and multi-purpose trails, reducing vehicle miles traveled.
M-2: A system of trails and corridors that facilitate and encourage active modes of transportation.	
Policy M2-1: Active Transportation. We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.	**Consistent.** The Specific Plan includes the construction of Class II bike lanes along Campus Avenue and Walker Avenue, as well as multi-purpose trails along Eucalyptus Avenue, Grove Avenue, and Walker Avenue, as detailed in EBPSP Chapter 4, Infrastructure Plan. These facilities are integrated with a network of sidewalks throughout the Specific Plan area to support safe and accessible travel for pedestrians and bicyclists. The circulation improvements are designed to enhance connectivity within the business park and to adjacent areas, consistent with the City's active transportation goals.
Policy M2-2: Bicycle System. We provide off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.	**Consistent.** The EBPSP includes Class II bikeways and multi-purpose trails throughout the circulation network to support bicycle travel. All development in the Specific Plan area would be required to comply with City of Ontario bicycle facility standards, including provisions for bike lanes, trails, and secure bicycle parking and storage.
Policy M2-3: Pedestrian Walkways. We require walkways that promote safe and convenient travel between residential	**Consistent.** The EBPSP includes sidewalks and multi-purpose trails along all major perimeter roadways, including Eucalyptus Avenue, Grove Avenue, Walker

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areas, businesses, schools, parks, recreation areas, and other key destination points.	Avenue, Bon View Avenue, and Campus Avenue, to ensure safe and convenient pedestrian access throughout the area. Internal private drive aisles and public streets would provide additional pedestrian connections between planned business park uses and open space areas. All pedestrian facilities would be constructed in accordance with City standards and designed to promote visibility and safety.
M-2.4 Network Opportunities. We use public rights-of-way and easements such as utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed- use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity. (Link to Community Design Element Urban, Mixed Use, and Transit-oriented Place Types Section)	**Consistent.** The EBPSP utilizes public rights-of-way to establish a connected bicycle and pedestrian network, including sidewalks and multi-purpose trails within the ROWs of Eucalyptus Avenue, Grove Avenue, Walker Avenue, and other major corridors. The EBPSP incorporates parkways, landscape buffers, and trail corridors to expand the public realm and improve non-vehicular connectivity throughout the Specific Plan area in alignment with City goals.
Goal M-4: An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.	
Policy M4-1: Truck Routes. We designate and maintain a network of City truck routes that provide for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.	**Consistent.** Trucks accessing the Specific Plan area would be required to travel along City-designated truck routes. Mandatory use of truck routes would minimize potential conflicts between truck traffic and other motorized and non-motorized transportation modes.
Policy M4-4: Environmental Considerations. We support both local and regional efforts to reduce/eliminate the negative environmental impacts of goods movement	**Consistent.** The EBPSP supports regional goods movement through planned improvements to surrounding roadways. The Specific Plan incorporates circulation and site planning strategies that accommodate truck access and loading while

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through the planning and implementation of truck routing and the development of a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking.	minimizing conflicts with non-vehicular travel. These improvements provide a framework that can support future environmental initiatives related to sustainable goods movement.
Community Design Benefit	
CD-1: A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.	
Policy CD1-3: Existing Neighborhoods. We require the existing character of viable residential and non-residential neighborhoods be preserved, protected and enhanced.	**Consistent.** The EBPSP is designed to preserve and protect the character of surrounding neighborhoods by incorporating a thoughtful land use plan, site design, and buffer treatments. Landscaped setbacks would be located along perimeter roadways to provide a visual and physical buffer between business park uses and adjacent properties. Building orientation, screening walls, and enhanced landscaping would be used to minimize visual and operational impacts on neighboring land uses. EBPSP Design Guidelines and Development Standards would ensure that lighting is directed away from adjacent areas and that loading and service areas are screened from public view, thereby reducing potential edge effects and maintaining compatibility with the surrounding community.
Policy CD1-4: Transportation Corridors. We will enhance our major transportation corridors within the City through landscape, hardscape, signage and lighting. The extent of enhancement should be appropriate to the use, type, and context of each corridor.	**Consistent.** The EBPSP would enhance major transportation corridors through a cohesive streetscape design that includes landscaping, parkways, and multi-purpose trails along Eucalyptus Avenue, Grove Avenue, Walker Avenue, Bon View Avenue, and Campus Avenue. These improvements include a combination of canopy trees, shrubs, and groundcover to frame the corridor edges and provide visual continuity. Class II bike lanes and an internal pedestrian network to promote safe, multimodal travel would also be provided. Entry monuments, consistent signage, and corner treatments would be integrated into the streetscape to reinforce the design character of the business park and create a welcoming environment for employees and visitors. EBPSP Design Guidelines establish architectural and landscape elements appropriate to the context of each corridor.

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Policy CD1-3: Existing Neighborhoods. We require the existing character of viable residential and non-residential neighborhoods be preserved, protected and enhanced.	**Consistent.** The EBPSP is designed to preserve and protect the character of surrounding neighborhoods by incorporating a thoughtful land use plan, site design, and buffer treatments. Landscape setbacks and open space parkland would be located along perimeter roadways to provide a visual and physical buffer between business park uses and adjacent properties. Building orientation, screening walls, and enhanced landscaping would be used to minimize visual and operational impacts on neighboring land uses. EBPSP Design Guidelines and Development Standards would ensure that lighting is directed away from adjacent areas and that loading and service areas are screened from public view, thereby reducing potential edge effects and maintaining compatibility with the surrounding community.
Policy CD1-5: View Corridors. We require all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City's visual identity and a key to geographic orientation. Such views should be free of visual clutter, including billboards and may be enhanced by framing with trees.	**Consistent.** The Specific Plan does not include any design features that would obstruct views along major north-south corridors such as Campus Avenue, Grove Avenue, Bon View Avenue, and Walker Avenue. As outlined in EBPSP Chapter 6, Design Guidelines, and EBPSP Chapter 4, Infrastructure Plan, landscaping (including street trees and parkways) would be installed along these corridors as part of roadway improvements. These enhancements would be implemented concurrently with development to create a cohesive streetscape while maintaining an open visual character consistent with City policies.
CD-2: A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct.	
Policy CD2-1: Quality Architecture. We encourage all development projects to convey visual interest and character through: • Building volume, massing, and height to provide appropriate scale and proportion; • A true architectural style which is carried out in plan, section and elevation through all aspects of the building and site design and	**Consistent.** Future development within the EBPSP area would be guided by the Specific Plan's Design Guidelines (Chapter 6), which promote high-quality architectural design through appropriate building massing, scale, and articulation. The guidelines require a unified architectural theme and consistent application of materials, colors, and detailing across all visible building elevations. While the Specific Plan does not prescribe specific materials, it emphasizes the use of durable and visually appealing finishes appropriate to a modern business park setting. These standards would

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appropriate for its setting; and Exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.	ensure that new development contributes positively to the City's visual character.
Policy CD2-5: Streetscapes. We design new and, when necessary, retrofit 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, street trees, parkways, curbs, street lighting and street furniture.	**Consistent.** As part of implementation of the EBPSP, improvements would be made to existing public streets including Eucalyptus Avenue, Grove Avenue, Walker Avenue, Bon View Avenue, and Campus Avenue, as outlined in EBPSP Chapter 4, Infrastructure Plan. Planned improvements would include the addition of sidewalks, Class II bike lanes, and multi-purpose trails to support safe and efficient travel for pedestrians, bicyclists, and vehicles. Landscaped parkways with trees and other plantings would be provided along all major roadways to enhance the visual character of the street network and reinforce the Specific Plan's design framework as described in EBPSP Chapter 6, Design Guidelines. These enhancements are intended to improve connectivity and promote a cohesive streetscape identity throughout the plan area.
Policy CD2-7: Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.	**Consistent.** The Specific Plan supports sustainable development principles through its location near regional transportation corridors and within close driving distance of existing residential neighborhoods. The land use plan promotes a mix of employment-generating uses intended to serve both the local and regional workforce, aligning with smart growth objectives. As described in EBPSP Chapter 6, Design Guidelines, the landscaping strategy emphasizes the use of drought-tolerant plant species appropriate for the Inland Southern California climate, with an emphasis on low water use and long-term maintenance efficiency. These measures, combined with coordinated site planning and infrastructure improvements, would contribute to reduced resource demand and enhanced environmental performance across the Specific Plan area.
Policy CD2-8: Safe Design. We incorporate defensible space design into new and existing developments to	**Consistent.** The EBPSP serves as the framework for implementing development projects within the Specific

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ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of visibility and accessibility, and use of lighting.	Plan area, and includes design specifications for walls, fences, sidewalks, building entrances, and lighting.
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.	**Consistent.** The landscape concept for the EBPSP incorporates the use of attractive, durable landscaping materials, and an irrigation system designed to keep plant materials in good health while conserving water. Landscaping would be provided throughout the Specific Plan area, including along roadways, within passenger car parking lots, at monuments/entries, within common open space areas, and adjacent to buildings.
Policy CD2-10: Parking Areas. We require all development, including single-family residential, to minimize the visual impact of surface, structured, and garage parking areas visible from the public realm in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include: 1. Surface parking: Shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field. 2. Structured parking: facade articulation, screening, appropriate lighting, and landscaping. Garage parking: providing access to single-family residential garages through alley access, recessing garages from the frontage to emphasize front doors or active living spaces.	**Consistent.** Surface parking lots, truck courts, and loading areas would be designed in accordance with the City's Development Code and the Specific Plan's Design Guidelines (Chapter 6), which require the incorporation of landscaping, screening, and clearly defined pedestrian pathways and drive aisles. Additionally, each building's surface parking area would be designed to treat urban runoff through the respective site's storm drain design.
Policy CD2-11: Entry Statements. We encourage the inclusion of amenities, signage and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and	**Consistent.** The EBPSP includes guidelines for building entry treatments, primary and secondary corner treatments, and tenant monument treatments to identify the development and distinguish individual planning areas, in conformance with the intent of Policy

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The Ontario Plan Policy	Consistency
public places that reinforce them as uniquely identifiable places.	CD2-11. The entry treatments, corner treatments, and tenant monuments which are illustrated in EBPSP Chapter 6, Design Guidelines, incorporate landscaping and enhanced signage to provide attractive and distinctive visual statements.
Policy CD2-12: Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.	**Consistent.** The Design Guidelines (Chapter 6 of the Specific Plan) include signage guidelines to ensure that future development would construct clear, concise, easy-to-read signs that reflect and complement the Specific Plan's design theme, provide for safe and efficient circulation of vehicle traffic, and facilitate pedestrian travel. Signs would be of high quality, and the use of distracting sign elements, such as flashing lights or moving parts, is prohibited. Additionally, a sign program would be provided along with the Specific Plan to further provide design standard for signs within the Specific Plan area.
Goal CD3: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.	
Policy CD3.2: Comfortable, Human-Scale Public Realm. We require that public spaces, including streets, parks, and plazas on both public and private property be designed to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.	**Consistent.** The Specific Plan promotes a comfortable, human-scale public realm through the coordinated design of its streetscapes, sidewalks, and multi-purpose trails, as described in EBPSP Chapter 4, Infrastructure Plan, and Chapter 6, Design Guidelines. Sidewalks and trails are integrated throughout the area to enhance pedestrian and bicycle connectivity, while landscaped parkways and consistent setbacks create a visually appealing and walkable environment. These improvements are designed to provide safe, accessible, and aesthetically cohesive connections to the citywide transportation network. Additionally, the Open Space–Parkland planning areas would provide both passive and active open space use for visitors, employees, and surrounding residents of the Specific Plan area.
Policy CD3.3: Complete and Connected Network We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to	**Consistent.** The Specific Plan provides a coordinated and interconnected circulation network for vehicles, bicycles, and pedestrians, as illustrated in EBPSP Chapter 4, Infrastructure Plan, and EBPSP Chapter 6, Design Guidelines. Public roadways and private drive aisles would include sidewalks, Class II bike lanes, and

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.	multi-purpose trails to ensure internal mobility and connectivity to surrounding areas. Improvements along major corridors such as Eucalyptus Avenue, Grove Avenue, and Walker Avenue support access to regional transit and commercial destinations. All future development would be required to comply with City standards for sight visibility, safety, and landscape placement to ensure a comfortable and secure travel experience for all users.
Policy CD 3.4: Context-Aware and Appropriate Design We require appropriate building and site design that complements existing development, respects the intent and identity of the Place Type, and provides appropriate transitions and connections between adjacent uses to ensure compatibility of scale, maintain an appropriate level of privacy for each use, and minimize potential conflicts.	**Consistent.** The Specific Plan establishes building and site design standards that ensure compatibility with surrounding development and land uses, as detailed in EBPSP Chapters 5, Development Regulations, and 6, Design Guidelines. The plan incorporates landscaped setbacks, internal circulation buffers, and screening treatments along perimeter roadways to create appropriate transitions between the business park and adjacent uses. Building height, massing, and orientation are designed to respect the scale of surrounding development and minimize potential land use conflicts, supporting a context-sensitive and visually cohesive environment.
Policy CD 3.5: Active Frontages. We create lively pedestrian streetscapes by requiring primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).	**Consistent.** The Specific Plan incorporates design elements that support active and engaging frontages along key pedestrian corridors. As described in EBPSP Chapter 6, Design Guidelines, primary building entrances are oriented toward public streets or internal circulation routes, with pedestrian connections provided from sidewalks and trails. Landscaping, lighting, and pathway design contribute to a safe and comfortable pedestrian experience, reinforcing the plan's intent to create a cohesive and visually appealing business park environment.
Policy CD 3.6: Managed Infrastructure. We collaborate with developers and property owners to facilitate development that realizes the envisioned character and functionality of the Place Type through the use of green and shared infrastructure within each Place Type.	**Consistent.** The Specific Plan supports coordinated infrastructure planning to achieve the intended character and functionality of a modern business park. As outlined in EBPSP Chapter 4, Infrastructure Plan, the Specific Plan includes shared infrastructure improvements such as integrated roadway systems, stormwater facilities, and utility corridors designed to serve multiple parcels efficiently. The Specific Plan also

Table 3.11-3 EBPSP Policy Plan Consistency Analysis

The Ontario Plan Policy	Consistency
	promotes sustainable practices through the use of drought-tolerant landscaping and multi-purpose trails within public rights-of-way, contributing to a cohesive, functional, and environmentally responsible development pattern.
Goal CD-5: A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages additional public and private investments.	
Policy CD5-1: Maintenance of Buildings and Property. We require all public and privately-owned buildings and property (including trails and easements) to be properly and consistently maintained.	**Consistent.** The Specific Plan defines the responsible parties for maintaining both public and private improvements, including roadways, utilities, landscaping, and pedestrian infrastructure, as outlined in EBPSP Chapter 7, Implementation Plan. A maintenance responsibility matrix is included to ensure long-term upkeep of all improvements, including trails and easements, in accordance with City standards. This framework ensures that all development within the Specific Plan area would be properly and consistently maintained.
Policy CD5-2: Maintenance of Infrastructure. We require the continual maintenance of infrastructure.	**Consistent.** Please refer to Policy CD5-1, above.

Sources: Ontario 2022b.

Ontario Development Code

Upon adoption of the Specific Plan, the EBPSP Development Regulations and Design Standards would apply to the Specific Plan area and would establish the applicable zoning regulations and development standards. The Specific Plan would become the land use implementation tool for the site as a whole. As stated in Ontario Development Code Section 1.01.035, in the event of any conflict between the requirements of the Development Code and the standards contained within an adopted project, the requirements of the project would govern, and when the provisions of a project are silent on a specific matter, the regulations in the Development Code shall apply (Ontario 2020). As such, the EBPSP would not result in conflicts with the Ontario Development Code, and impacts would be less than significant.

SCAG's Connect SoCal

SCAG's Connect SoCal goals are meant to provide guidance for municipalities throughout the SCAG jurisdictional area within the context of regional goals and policies. On April 4, 2024, SCAG's Regional Council adopted the 2024-2050 Connect SoCal (SCAG 2024). Table 3.11-4, *EBPSP Consistency with Connect SoCal*, provides an analysis of the Specific Plan's consistency with applicable policies of the 2024-2050 Connect SoCal. As shown, no conflicts would occur.

Table 3.11-4 EBPSP Consistency with Connect SoCal

2024-2050 RTP/SCS Regional Planning Policies	EBPSP Consistency
Mobility	
Complete Streets	
03. Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).	**No Conflict.** Pedestrian and bicycle circulation would be accommodated within the Specific Plan area through a network of sidewalks, multi-purpose trails, and bike lanes. Additional pedestrian and bicycle facilities would be designed on individual business park building sites at the time buildings are designed and positioned in each planning area as part of implementing development projects.
05. Facilitate the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies, micromobility devices and first/last mile connections to transit and last-mile delivery.	**No Conflict.** The EBPSP would include roadways improvements consistent with City requirements to accommodate site access and maintain acceptable peak hour operations. Additionally, the applicant would be required to pay Developer Impact Fees (DIF) to contribute to regional and local street improvements within the City. Due to the Specific Plan's proximity to the State highway system, uses implemented pursuant to the Specific Plan would facilitate first/last mile delivery for the movement of goods.
Communities	
Priority Development Areas	
34. Seek to realize scale economies or a critical mass of jobs and destinations in areas across the region that can support non- single occupant vehicle (SOV) options and shorter trip distances, combined trips and reduced vehicle miles traveled.	**No Conflict.** The Specific Plan would increase employment opportunities in the Inland Empire area, reducing the need for members of the local workforce to commute outside the area for employment. Additionally, the EBPSP would establish development intensities that could support future transit in the local area.

Table 3.11-4 EBPSP Consistency with Connect SoCal

2024-2050 RTP/SCS Regional Planning Policies	EBPSP Consistency
Environment	
Sustainable Development	
48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience.	**No Conflict.** The EBPSP promotes sustainable development practices that align with California's long-term environmental goals and energy efficiency standards. Section 6.6 of the Specific Plan includes energy efficiency guidelines. In addition to meeting or exceeding the California Green Building Standards Code and Title 24 energy efficiency requirements, future land uses would be required to accommodate solar photovoltaic (PV) systems and use zero-emission equipment for building operations. Compliance with applicable federal and State regulations and requirements, including the provisions of the Title 24 Building Energy Standards, would reduce the Specific Plan's resource consumption and help promote sustainable development.
Air Quality	
51. Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.	The EBPSP would implement measures to reduce operational-source criteria pollutant emissions (refer to Mitigation Measures AIR-5-SP through AIR-12-SP and GHG-1-SP).

Source: SCAG 2024.

Airport Considerations

Although the Specific Plan area is within the ONT Airport Influence Area, it is outside any identified safety, airspace protection, and noise impact zones. All properties within the ONT Airport Influence Area are subject to a real estate transaction disclosure notice (Ontario 2018).

The Specific Plan area is also within the CNO Influence Area. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance in the 2011 Caltrans Airport Land Use Planning Handbook (SBC ALUC 1991). As such, in 2022, the City of Ontario adopted the CNO Overlay District and Reference I: Chino Airport Land Use Compatibility Plan, which provides maps, criteria, and policy language to guide development within the Chino Influence Area, consistent with the 2011 Caltrans Airport Land Use Planning Handbook.

The majority of the Specific Plan area is within CNO Safety Zone 6 (low risk), with a very small part of the southeastern corner in Safety Zone 4 (moderate risk). Uses permitted by the EBPSP are allowed in both of these safety zones, subject to the criteria and policies of Reference I: Chino Airport Land Use Compatibility Plan in Table 3.11-5, *CNO Compatibility Criteria Matrix* (Ontario 2022).

Table 3.11-5 CNO Compatibility Criteria Matrix

Safety Zones	Residential Density Limits	Non-residential Intensity Limits (People per acre)	Open Land Requirement for Entire Zone	Other Criteria	Boundary Determina-tions
Zone 1 Runway Protection Zone	0	0	All Remaining	Avigation Easement and Airspace Review Required	RPZ
Zone 2 Inner Approach/ Departure Zone	0	60 (avg.) 120 (single acre)	25%; preserve open land nearest runway end	Avigation Easement and Airspace Review Required	Safety Zone 2
Zone 3 Inner Turning Zone	dwelling unit per 2-acre lot	100 (avg.) 300 (single acre)	15%; preserve open land along extended runway centerline	Avigation Easement and Airspace Review Required	Safety Zone 3
Zone 4 Outer Approach/ Departure Zone	2 dwelling units per 2-acre lot	150 (avg.) 450 (single acre)	15%; preserve open land along extended runway centerline	Avigation Easement and Airspace Review Required	Safety Zone 4
Zone 6 Traffic Pattern Zone	No Limit	300 (avg.) 1,200 (single acre)	10%; preserve open land every 1/4 to 1/2 mile	Deed Notice and Airspace Review Required	Safety Zone 6

Source: Ontario 2022.

Note: Excerpt from Chino Airport Land Use Compatibility Plan (CNO ALUCP), Table I-1: Compatibility Criteria Matrix, Reference I

As discussed in SEIR Section 3.14, *Population and Housing*, the EBPSP uses have the potential to create up to 1,590 jobs. This would equate to an average of 8.41 people per acre, which would not exceed the non-residential intensity limits for Safety Zones 4 or 6. Even with the addition of visitors to the site, the intensity limits set forth above would not be exceeded. Future land uses implemented pursuant to the EBPSP would not conflict with the regulations for the applicable Safety Zone in which it is located.

Summary

Based on the preceding discussions, the EBPSP would not result in a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts are considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact LUP-2: Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant land use and planning impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Policy Plan Amendment

No mitigation measures were required.

Specific Plan

No mitigation measures were required.

3.11.5 Cumulative Impact Analysis

Cumulative projects in the City would have the potential to result in a cumulative impact if they would, in combination, conflict with existing land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. Projects in the City would utilize TOP 2050 and regional planning documents such as SCAG's Connect SoCal during planning, to the extent that they are applicable. Cumulative projects would be required to

comply with the proposed project or they would not be approved without a general plan amendment. As discussed above, implementation of the proposed project would not conflict with existing land use plans, policies, or regulations. In addition, the proposed project would not physically divide an established community. Therefore, proposed project would not contribute to a significant cumulative impact, and this impact is **less than significant**.

Cumulative Impacts: The proposed project would not result in a cumulatively considerable impact to land use and planning.

3.11.6 References

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3.12 MINERAL RESOURCES

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates potential mineral resource impacts of TOP 2050 Policy Plan Amendment and the EBPSP (proposed project) compared to the current TOP (approved project) and impacts identified in the 2022 Certified EIR. Minerals are defined as any naturally occurring chemical elements or compounds, formed from inorganic processes and organic substances. Minable minerals or an "ore deposit" is defined as a deposit of ore or mineral having a value materially in excess of the cost of developing, mining, and processing the mineral and reclaiming the area.

3.12.1 Regulatory Framework

STATE

Surface Mining and Reclamation Act

California's Surface Mining and Reclamation Act of 1975 (SMARA) was enacted to address the need for a continuing supply of mineral resources, and to prevent or minimize the negative impacts of surface mining to public health, property, and the environment. Requirements for SMARA are codified under Public Resources Code Section 2710, et. seq. Under State law, all mining operations are required to obtain permits prior to commencing operations and to abide by local and state operating requirements. Mining operations are also required to have appropriate reclamation plans in place, provide financial assurances, and abide by State and local environmental laws.

Classification

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 per SMARA. Nonfuel mineral resources include metals such as gold, silver, iron, and copper; industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt and dimension stone; and construction aggregate including 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 SMARA, which requires all city and county general plans to incorporate 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 the parts

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 a joint effort of 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 4 mineral resource zones (MRZ).

- **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 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.

As part of the classification process, an analysis of site-specific conditions is used to calculate the total volume of aggregates in individually identified resource sectors. Resource sectors are MRZ-2 areas of 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.

Designation

Once a classification report has been completed, the State Mining and Geology Board may choose, based on recommendations from the State Geologist, to proceed with the second step in SMARA's mineral land identification process, which is designation of mineral deposits that are of regional or statewide significance. In contrast to classifications, which inventories mineral deposits without regard to land use or land ownership, the purpose of a designation is to identify deposits that are potentially available from a land-use perspective and are of prime importance in meeting future needs of the region or state.

3.12.2 Existing Conditions

POLICY PLAN AMENDMENT

Mineral Resource Zones

Areas with known mineral resources in Ontario are shown in Figure 3.12-1, *Areas of Mineral Resource Significance*. Two areas in the City are classified as MRZ-2. One is in the northwestern part of the City, and the second is along the eastern City boundary (CDOC 1984). These 2 areas total 6,132 acres, or approximately 19 percent of the City's total area (Ontario 2022). The

remaining 81 percent of the City's 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.

Production-Consumption Regions

The City is in 3 P-C Regions. The northwestern portion is in the Claremont Upland Region, the eastern portion is in the San Bernardino Region, and the southwestern portion is in the Orange County-Temescal Region, as shown in Figure 3.12-1. All 3 regions are in the Greater Los Angeles Sand and Gravel Resource Area (Ontario 2022).

Regionally Significant Aggregate Resource Sectors

There is one area in Ontario that is designated by the California Geological Survey as Resource Sectors containing construction aggregate of "regional significance" (Ontario 2022). This area, known as the Day Creek Fan, Mira Loma Area Resource Sector, covers approximately 975 acres, a portion of which lies within the City of Ontario. The Day Creek Fan, Mira Loma Area Resource Sector is in the San Bernardino P-C Region and is divided into three aggregate resource sectors in the City of Ontario, identified as D-2, D-3, and D-5 (refer to Figure 3.12-1).

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. Aggregate resource sectors D-3 and D-5, totaling 385 acres, have been developed entirely with nonmineral uses and only small parcels remain. Portions of aggregate resource sector D-2, which totals approximately 106 acres, have been developed with industrial and warehouse uses (Ontario 2010). Industrial uses in aggregate resource sector D-2 do not necessarily preclude mining activities, but significant structural improvements in this part of the City may inhibit development of the Day Creek Fan, Mira Loma Area Resource Sector, for mineral extraction.

As defined by Section 2726 of SMARA, 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 Section 2762 of SMARA, prior to permitting a use that would threaten the potential to extract minerals in that area, the City 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 Ontario.

SPECIFIC PLAN

As described previously, approximately 19 percent of the City's area is classified as MRZ-2. The remaining 81 percent of the City's area, including the Specific Plan area, is classified as MRZ-3, where the significance of mineral deposits is unknown (CDOC 2024). The location of the Specific Plan area within the City's MRZs is illustrated in Figure 3.12-1.

3.12.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to mineral resources if it would:

a) 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.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

METHODOLOGY

Specific Plan

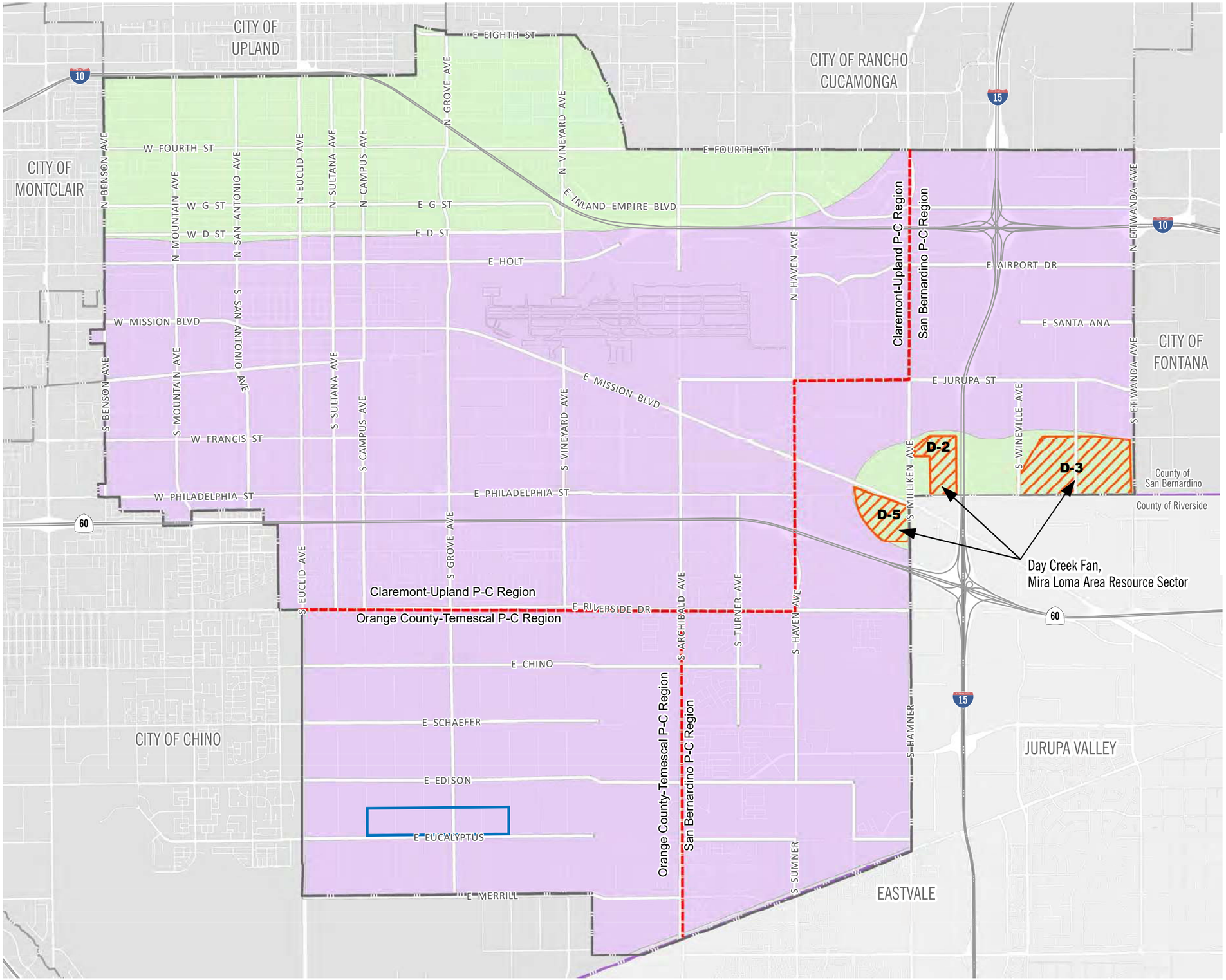
The Department of Conservation's Mineral Resources Data Portal and the EBPSP's Phase I Environmental Site Assessment were reviewed to determine whether there were any past or current mineral resources extraction activities within the Specific Plan area. This information was used to determine the potential to affect any mineral resources.

3.12.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

Figure 3.12-1

Areas of Mineral Resource Significance



- EBPSP Boundary
- Ontario City Boundary
- County Boundary
- Production-Consumption (P-C) Region Boundaries

Aggregate Resource Sectors
- D-2
- D-3
- D-5

Mineral Resource Zones
- MRZ-2
- MRZ-3

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2021, CGS 2007 and 2008

Date: 3/2/2022

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3.12.5 Environmental Impacts

2022 CERTIFIED EIR

The Certified EIR concluded that the approved project would not result in the loss of availability of a known mineral resource due to existing regulations and land uses. Upon implementation of regulatory requirements and standard conditions of approval, impacts of the approved project would be less than significant.

PROPOSED PROJECT

a) 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?

The Certified EIR identified that the approved project's land use plan would not alter existing conditions within areas designated as MRZ-2 and would not result in the loss of availability of known mineral resources in Ontario. As such, impacts were found to be less than significant.

Policy Plan Amendment

As described in Section 3.12.2, *Existing Conditions*, there are two areas in Ontario that are designated MRZ-2, where mineral resources are known or are likely. However, only one of these areas contains mineral resources that are regionally significant (Day Creek Fan, Mira Loma Area Resource Sectors D-2, D-3, and D-5). The remainder of the City is designated MRZ-3, where the significance of mineral deposits is unknown. Development in an MRZ-3 area would not result in significant impacts because mineral resources of statewide or local importance are not identified on the California Geological Survey's P-C maps. Aggregate resource sectors D-3 and D-5 have been completely developed, along with portions of sector D-2.

Prior to permitting a use that would threaten the potential to extract minerals in an MRZ-2 area, the City of Ontario is required under SMARA to prepare a statement specifying its reasons for permitting the proposed use and to consider the importance of these minerals to their market region as a whole and not just their importance to the City.

As shown in Figure 2-5, *Proposed Land Use Plan Map*, in Chapter 2, *Project Description*, the proposed project would primarily modify the planned TOP land use pattern across nearly 1,000 acres in southern Ontario and would not alter the existing land use designations for areas classified as MRZ-2 or aggregate resource sectors. Additionally, the parts of the City that are designated MRZ-2 but are outside of aggregate resource sectors are developed with urban uses and would continue to be designated for urban uses by the proposed project. Areas designated MRZ-2 outside of aggregate resource sectors are not available for extraction of mineral resources, and the proposed project would not result in changes to the existing conditions of

these areas. Therefore, the proposed project would not result in the loss of availability of a known mineral resource in Ontario. Additionally, the proposed project includes Environmental Resources (ER) Element Goal 5, which aims to protect high value habitat and ensure that mineral resource extraction activities that are compatible with adjacent land uses. Thus, the proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As shown in Figure 3.12-1, the Specific Plan area is designated as MRZ-3. Areas designated by the State of California Geologist as MRZ-3 include land that the significance of mineral deposits cannot be determined from the available data. There are no known mineral resources in Specific Plan area. Additionally, the proposed project includes Environmental Resources (ER) Element Goal 5, which aims to protect high value habitat and ensure that mineral resource extraction activities that are compatible with adjacent land uses. Therefore, the EBPSP would not result in the loss of availability of a known mineral resource. **No impacts** are anticipated. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the approved project.

Specific Plan Significance without Mitigation: No Impact.

Impact MIN-1: The proposed project would not 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.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant regional or state mineral resources impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new Mitigation Measures are required.

b) 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 Certified EIR identified that the approved project would not result in the loss of availability of locally important mineral resource recovery sites in Ontario, and impacts were identified as less than significant.

Policy Plan Amendment

As shown in Figure 2-5, the proposed project would primarily modify the planned TOP land use pattern across nearly 1,000 acres in southern Ontario and would not alter the existing land use designations for areas classified as MRZ-2 or aggregate resource sectors. As described previously in impact discussion a), the parts of the City that are designated MRZ-2 but are outside of aggregate resource sectors are developed with urban uses and would continue to be designated for urban uses by the proposed project. Areas designated MRZ-2 outside of aggregate resource sectors are not available for extraction of mineral resources, and the proposed project would not result in changes to the existing conditions of these areas. Additionally, the proposed project includes Goal ER-5, shown below, which aims to protect high value habitat and ensure that mineral resource extraction activities that are compatible with adjacent land uses.

- Goal ER-5: Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.

Therefore, the proposed project would not result in the loss of availability of a locally important mineral resources recovery site. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As discussed above, there are no known mineral resources in the Specific Plan area, nor are there any permitted mining operations within the City. The Specific Plan area is not a mineral resource recovery site, and is currently developed with mostly dairy farms and associated residences. The EBPSP would not result in the loss of availability of locally important mineral resource recovery site. **No impacts** are anticipated. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the approved project.

Specific Plan Significance without Mitigation: No Impact.

Impact MIN-2: The proposed project would not result in the loss of availability of a locally important mineral resource area.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant locally important mineral resources impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new Mitigation Measures are required.

3.12.6 Cumulative Impact Analysis

The area considered for cumulative impacts to mineral resources is the P-C regions overlapping the City of Ontario and extending into other counties within the Greater Los Angeles Sand and Gravel Resources Area: the Claremont-Upland P-C region extends into Los Angeles County; the Orange County-Temescal Region extends into Orange County and Western Riverside County, and the San Bernardino P-C region encompasses San Bernardino and most western Riverside County. Other projects in the referenced areas could be proposed within areas designated by the California Geological Survey as Resource Sectors containing construction aggregate of "regional significance." Development of these projects within these areas of regional or statewide significance could cause loss of availability of known mineral resources valuable to the region; however, such projects would be subject to independent CEQA review, including an evaluation of potential impacts to MRZ areas and mining sites. Implementation of all feasible mitigation measures would be required to reduce any significant impacts identified.

As identified above, the proposed project would not impact mineral resources of statewide, regional, or local value. Specifically, the Specific Plan area is designated as MRZ-3 and does not contain known mineral resource deposits or any locally important mineral resource recovery sites on or within proximity to the Specific Plan area. Additionally, the proposed project includes Goal ER-5, which aims to protect high value habitat and ensure that mineral resource extraction activities that are compatible with adjacent land uses, which would help minimize cumulative impacts. Therefore, the proposed project would not cumulatively contribute to a significant cumulative impact. Impacts are **less than significant**.

Cumulative Impacts: Implementation of the proposed project would not result in cumulative mineral resource impacts.

3.12.7 References

CDOC (California Department of Conservation). 1984. Ontario (Plate 6-8) and Guasti (Plate 6-9) Quadrangles. Accessed September 23, 2025. https://filerequest.conservation.ca.gov/?q=SR_143.

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Ontario, City of. 2022. The Ontario Plan 2050. Final Supplemental Environmental Impact Report. State Clearinghouse No. 2021070364. https://content.ontarioca.gov/sites/default/files/2024-12/Final_DraftSEIR_TOP2050.pdf.

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3.13 NOISE

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential for the TOP 2050 Policy Plan Amendment and EBPSP (proposed project) to result in noise and vibration impacts in the local environment in comparison to the current TOP (approved project) and impacts identified in the 2022 Certified EIR. Specifically, this section summarizes relevant federal, State and local noise guidelines, policies, and standards; reviews noise levels at existing receptor locations, and evaluates potential noise impacts. This evaluation uses procedures and methodologies specified by the Federal Transit Administration (FTA). The traffic noise analysis focuses on traffic noise increases due to the proposed truck route changes within the City.

The analysis for the Policy Plan Amendment is based in part on the noise modeling data included in Appendix I1 in this SEIR. The analysis for the EBPSP component is based on the noise technical study included as Appendix I2 in this SEIR.

One comment letter and one written comment were received in response to the NOP and related to noise impacts due to increased truck traffic and existing and future vibration impacts due to heavy truck traffic along Ontario Ranch Road. The relevant issues raised in those comment letters are addressed throughout this section. For a summary of the comment letters, refer to Table 1-1 in Chapter 1, *Introduction*, or see Appendix A for the entire comment letters.

Terminology

The following are definitions for terms used throughout this section.

- **Sound.** A disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.
- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound on a logarithmic scale.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Equivalent Continuous Noise Level (Leq)**; also called the Energy-Equivalent Noise Level. The value of an equivalent, steady sound level that, in a stated time period (often over an hour) and at a stated location, has the same A-weighted sound energy as the time-varying sound. Thus, the L_{eq} metric is a single numerical value that represents the equivalent amount of variable sound energy received by a receptor over the specified duration.

- **Statistical Sound Level (L_n).** The sound level that is exceeded "n" percent of time during a given sample period. For example, the L_{50} level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period); that is, half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the "median sound level." The L10 level, likewise, is the value that is exceeded 10 percent of the time (i.e., near the maximum) and this is often known as the "intrusive sound level." The L_{90} is the sound level exceeded 90 percent of the time and is often considered the "effective background level" or "residual noise level."

- **Day-Night Sound Level (L_{dn} or DNL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM.

- **Community Noise Equivalent Level (CNEL).** The energy average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added from 7:00 PM to 10:00 PM and 10 dB from 10:00 PM to 7:00 AM. For general community/environmental noise, CNEL and Ldn values rarely differ by more than 1 dB (with the CNEL being only slightly more restrictive, that is, higher than the Ldn value). As a matter of practice, L_{dn} and CNEL values are interchangeable and are treated as equivalent in this assessment.

- **Peak Particle Velocity (PPV).** The peak signal value of an oscillating vibration velocity waveform usually expressed in inches per second (in/sec).

- **Sensitive Receptor.** Noise- and vibration-sensitive receptors include land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples.

Noise and Vibration Fundamentals

Noise is defined as unwanted sound and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as "noisiness" or "loudness." Based on these known adverse effects of noise, the federal government, the State of California, and many local governments have established criteria to protect public health and safety and to prevent disruption of certain human activities.

SOUND FUNDAMENTALS

Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in Hertz [Hz] or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the loudness of sound is the decibel (dB). Changes of 1 to 3 dBA are detectable under quiet, controlled conditions, and changes of less than 1 dBA are usually indiscernible. A 3 dBA change in noise levels is considered the minimum change that is detectable with human hearing in outside environments. A change of 5 dBA is readily discernable to most people in an exterior environment, and a 10 dBA change is perceived as a doubling (or halving) of the sound.

The human ear is not equally sensitive to all frequencies. Sound waves below 16 Hz are not heard at all and are "felt" more as a vibration. Similarly, while people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz. Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is usually used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise is defined as unwanted sound and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government, the State of California, and many local governments have established criteria to protect public health and safety and to prevent disruption of certain human activities.

NOISE FUNDAMENTALS

Noise intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies.

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale, representing points on a sharply rising curve. On a logarithmic scale, an increase of 10 dBA is 10 times more intense than 1 dBA, while 20 dBA is 100 times more intense, and 30 dBA is 1,000 times more intense. A sound as soft as human breathing is about 10 times greater than 0 dBA. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This

phenomenon is known as “spreading loss.” For a single point source, sound levels decrease by approximately 6 dBA for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by on-site operations from stationary equipment or activity at a project site. If noise is produced by a line source, such as highway traffic, the sound decreases by 3 dBA for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases by 4.5 dBA for each doubling of distance.

Time variation in noise exposure is typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called Leq), or alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the L50 noise level represents the noise level that is exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the L2, L8, and L25 values represent the noise levels that are exceeded 2, 8, and 25 percent of the time or 1, 5, and 15 minutes per hour. These “L” values are typically used to demonstrate compliance for stationary noise sources with a city’s noise ordinance, as discussed below. Other values typically noted during a noise survey are the Lmin and Lmax. These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, an artificial dB increment is added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or Day-Night Noise Level (Ldn). The CNEL descriptor requires that an artificial increment of 5 dBA be added to the actual noise level for the hours from 7:00 AM to 10:00 PM and 10 dBA for the hours from 10:00 PM to 7:00 AM The Ldn descriptor uses the same methodology except that there is no artificial increment added to the hours between 7:00 PM and 10:00 PM. Both descriptors give roughly the same 24 hour level with the CNEL being only slightly more restrictive (i.e., higher).

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, and thereby affecting blood pressure, functions of the heart, and the nervous system. In comparison, extended periods of noise exposure above 90 dBA could result in permanent hearing damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 190 dBA will rupture the eardrum and permanently damage the inner ear.

VIBRATION FUNDAMENTALS

Vibration is an oscillatory motion through a solid medium, such as the ground or a building. Vibration is normally associated with activities stemming from operations of railroads or vibration-intensive stationary sources but can also be associated with construction equipment such as jackhammers, pile drivers, and hydraulic hammers.

Amplitude

Vibration amplitudes are usually described in terms of either the peak particle velocity (PPV) or the root mean square (RMS) velocity. PPV is the maximum instantaneous peak of the vibration signal, and RMS is the square root of the average of the squared amplitude of the signal. PPV is more appropriate for evaluating potential building damage. The units for PPV are normally inches per second (in/sec). Typically, groundborne vibration generated by human activities attenuates rapidly with distance from the source of the vibration.

The way in which vibration is transmitted through the earth is called propagation. As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

As with airborne sound, annoyance with vibrational energy is a subjective measure, depending on the level of activity and the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Persons accustomed to elevated ambient vibration levels, such as in an urban environment, may tolerate higher vibration levels. Table 3.13-1, *Human Reaction to Typical Vibration Levels*, shows the human response and the effects on buildings resulting from continuous vibration (in terms of various levels of PPV).

Table 3.13-1 Human Reaction to Typical Vibration Levels

Vibration Level (PPV)	Human Reaction	Effect on Buildings
0.006–0.019 in/sec	Threshold of perception, possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08 in/sec	Vibrations readily perceptible	Recommended upper level of vibration to which ruins and ancient monuments should be subjected
0.10 in/sec	Level at which continuous vibration begins to annoy people	Virtually no risk of “architectural” (i.e., not structural) damage to normal buildings

Table 3.13-1 Human Reaction to Typical Vibration Levels

Vibration Level (PPV)	Human Reaction	Effect on Buildings
0.20 in/sec	Vibrations annoying to people in buildings	Threshold at which there is a risk to "architectural" damage to normal dwellings – houses with plastered walls and ceilings

Source: Caltrans 2020.

Notes: in/sec = inches per second; PPV = peak particle velocity; Caltrans = California Department of Transportation.

3.13.1 Regulatory Framework

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, and local governments have established standards and ordinances to control noise.

FEDERAL

Federal Highway Administration

Proposed federal or federal-aided highway construction projects at a new location, or the physical alteration of an existing highway that significantly changes the horizontal or vertical alignment or increases the number of through-traffic lanes, require an assessment of noise and consideration of noise abatement per 23 CFR Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise." The Federal Highway Administration (FHWA) has adopted noise abatement criteria for sensitive receivers—such as picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals—when "worst-hour" noise levels approach or exceed 67 dBA Leq (Caltrans 2020).

US Environmental Protection Agency

In addition to FHWA standards, the EPA has identified the relationship between noise levels and human response. The EPA has determined that over a 24-hour period, an Leq of 70 dBA will result in some hearing loss. Interference with activity and annoyance will not occur if exterior levels are maintained at an Leq of 55 dBA and interior levels at or below 45 dBA. These levels are relevant to planning and design and useful for informational purposes, but they are not land use planning criteria because they do not consider economic cost, technical feasibility, or the needs of the community; therefore, they are not mandated.

The EPA also set 55 dBA Ldn as the basic goal for exterior residential noise intrusion; however, other federal agencies, in consideration of their own program requirements and goals, as well as the difficulty of actually achieving 55 dBA Ldn, have settled on the 65 dBA Ldn level as their

standard. At 65 dBA Ldn, activity interference is kept to a minimum, and annoyance levels are still low. It is also a level that can realistically be achieved.

US Department of Housing and Urban Development

The US Department of Housing and Urban Development (HUD) has set the goal of 65 dBA Ldn as a desirable maximum exterior standard for residential units developed under HUD funding (this level is also generally accepted within the State of California). Although HUD does not specify acceptable interior noise levels, standard construction of residential dwellings typically provides 20 dBA or more of attenuation with the windows closed. Based on this premise, the interior Ldn should not exceed 45 dBA Ldn.

Federal Transit Administration

The Federal Transit Administration (FTA) oversees safety measures related to noise and vibration. The FTA's Transit Noise and Vibration Impact Assessment manual indicates that 80 dBA equivalent sound level (Leq) is reasonable criteria for assessing construction noise levels at residential uses (FTA 2018). In the absence of local construction noise limits, the FTA recommends 80 dBA Leq criteria to assess the significance of construction noise levels at residential receivers. Recommended criteria for residential, commercial, and industrial receivers are shown in Table 3.13-2, *FTA Detailed Analysis Construction Noise Criteria*.

Table 3.13-2 FTA Detailed Analysis Construction Noise Criteria

Building/Structural Category	Daytime Leq (8-hour) dBA	Nighttime Leq (8-hour) dBA	30-Day Average Ldn (dBA)
Residential	80	70	75[1]
Commercial	85	85	80[2]
Industrial	90	90	85[2]

Source: FTA 2018.

Notes: dBA = A-weighted decibels; FTA = Federal Transit Administration; Leq = equivalent continuous sound level

1In urban areas with very high ambient noise levels (Ldn greater than 65 dB), Ldn from construction operations should not exceed existing ambient + 10 dB.

24-hour Leq, not Ldn.

The FTA also provides criteria for acceptable levels of groundborne vibration for various types of buildings. Structures amplify groundborne vibration; wood-frame buildings, such as typical residential structures, are more affected by ground vibration than heavier buildings. The level at which groundborne vibration is strong enough to cause architectural damage has not been determined conclusively, but the standards recommended by the FTA are shown in Table 3.13-3, *FTA Construction Vibration Damage Criteria*.

Table 3.13-3 FTA Construction Vibration Damage Criteria

Building/Structural Category	Peak Particle Velocity (PPV) (in/sec)	Approximate Vibration VdB
I. Reinforced-concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Nonengineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Source: FTA 2018.

Notes: VdB = vibration decibels; in/sec = inches per second; PPV = peak particle velocity; FTA = Federal Transit Administration

STATE

General Plan Guidelines

The State of California, through its General Plan Guidelines, discusses how ambient noise should influence land use and development decisions and includes a table of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable uses at different noise levels, expressed in CNEL (LCI 2017). A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use and needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. The general plan guidelines provide cities with recommended community noise and land use compatibility standards that can be adopted or modified at the local level based on conditions and types of land uses specific to that jurisdiction.

California Building Code

The California Building Code (CBC) is Title 24 of the California Code of Regulations. CBC Part 2, Volume 1, Chapter 12, Section 1206.4, Allowable Interior Noise Levels, requires that interior noise levels attributable to exterior sources not exceed 45 dBA in any habitable room. The noise metric is evaluated as either Ldn (the day-night average sound level) or CNEL (the community noise equivalent level), whichever is consistent with the noise element of the local general plan.

The State of California's noise insulation standards for non-residential uses are codified in the California Code of Regulations, Title 24, Part 11, California Green Building Standards Code (CALGreen). CALGreen noise standards are applied to new or renovation construction projects in California to control interior noise levels resulting from exterior noise sources. Proposed

projects may use either the prescriptive method (Section 5.507.4.1) or the performance method (Section 5.507.4.2) to show compliance. Under the prescriptive method, a project must demonstrate transmission loss ratings for the wall and roof-ceiling assemblies and exterior windows when located within a noise environment of 65 dBA CNEL or higher. Under the performance method, a project must demonstrate that interior noise levels do not exceed 50 dBA Leq(1hr).

Airport Noise Standards

California Code of Regulations Title 21, Subchapter 6, Airport Noise Standards, establishes 65 dBA CNEL as the acceptable level of aircraft noise for persons living in the vicinity of airports. Noise-sensitive land uses are generally incompatible in locations where the aircraft exterior noise level exceeds 65 dBA CNEL unless an aviation easement for aircraft noise has been acquired by the airport proprietor or the residence is a high-rise with an interior CNEL of 45 dBA or less in all habitable rooms and an air circulation or air conditioning system, as appropriate. Assembly Bill (AB) 2776 requires any person who intends to sell or lease residential properties in an airport influence area to disclose that fact to the person buying the property.

REGIONAL

Ontario International Airport Authority

The City of Ontario and San Bernardino County formed the Ontario International Airport (ONT) Authority in August 2012 by enacting a joint powers agreement (Ontario 2018). The Ontario International Airport Land Use Compatibility Plan (ALUCP) was adopted on April 19, 2011, by the Ontario City Council to promote compatibility with surrounding land uses and was amended in July 2018. The ALUCP provides guidance and promotes compatibility between the airport and the land that surrounds it to avoid potential compatibility conflicts (Ontario 2018). The ONT ALUCP identifies noise compatibility zones in the form of airport noise contour graphics that are intended to prevent development that is incompatible with airport operations.

Chino Airport

The City of Ontario is also within the Chino Airport Influence Area. Chino Airport (CNO) is south of the City of Ontario across Merrill Avenue and is owned and operated by San Bernardino County. The City of Chino adopted its own Airport Comprehensive Land Use Plan (ACLUP) in November 1991. The Chino Airport Master Plan (AMP) was adopted by the County of San Bernardino in 2006. The 1991 Chino ACLUP does not reflect the 2003 Chino AMP nor does it reflect the 2011 Caltrans Airport Land Use Planning Handbook. Public Utilities Code Section 21670.1(c) requires local jurisdictions that are under the “alternative process” to “rely upon” the California Airport Land Use Planning Handbook published by Caltrans Division of Aeronautics in October 2011, for preparing Compatibility Plans and to utilize the Handbook’s height, land use, noise, safety, and density criteria. Although the City of Ontario does not have

the formal responsibility under the "alternative process" to prepare a compatibility plan for Chino Airport, the City of Ontario has adopted the Chino Airport Overlay Zone that addresses Chino Airport's impacts on Ontario, consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook (Caltrans 2011). Figure 3.9-2, *Airport Safety Zones*, in Section 3.9, *Hazards and Hazardous Materials*, maps the compatibility zones and land uses surrounding Chino Airport within the City of Ontario.

LOCAL

The Ontario Plan 2050

TOP 2050 goals, policies, and programs that are relevant to noise are primarily in the Safety Element. The Safety Element aims to limit the exposure of the community to excessive noise levels by guiding decisions concerning land use and location of new roads and transportation facilities. The City's land use compatibility standards, shown in Table 3.13-4, *Ontario Noise Level Exposure and Land Use Compatibility Guidelines*, provide urban planners with a tool to gauge the compatibility of land uses relative to existing and future noise levels.

Table 3.13-4 Ontario Noise Level Exposure and Land Use Compatibility Guidelines

Land Use Categories		Community Noise Equivalent Level (CNEL)			
Category	**Uses**	**Clearly Acceptable[1]**	**Normally Acceptable[2]**	**Normally Unacceptable[3]**	**Clearly Unacceptable[4]**
Residential / Lodging	Single Family / Duplex	<60	60-65	65-70	70-85
	Multifamily	<60	60-65	65-75	75-85
	Mobile Homes	<60	60-65	—	65-85
	Hotel / Motel	<65	65-70	70-80	80-85
Public / Institutional	Schools / Hospitals	<60	60-65	65-70	70-85
	Churches / Libraries	<60	60-65	65-70	70-85
	Auditoriums / Concert Halls	<55	55-60	60-70	70-85
Commercial	Offices	<65	65-75	75-80	80-85
	Retail	<70	70-75	75-80	80-85
Industrial	Manufacturing	<70	70-75	75-85	—
	Warehousing	<70	70-80	80-85	—

Table 3.13-4 Ontario Noise Level Exposure and Land Use Compatibility Guidelines

Land Use Categories		Community Noise Equivalent Level (CNEL)			
Category	**Uses**	**Clearly Acceptable[1]**	**Normally Acceptable[2]**	**Normally Unacceptable[3]**	**Clearly Unacceptable[4]**
Recreational / Open Space	Parks / Playgrounds	<65	65-70	70-75	75-85
	Golf Course / Riding Stables	<65	65-70	70-75	75-85
	Outdoor Spectator Sports	<60	60-65	65-70	—
	Outdoor Music Shells / Amphitheaters	—	<60	60-65	65-85
	Livestock / Wildlife Preserves	<70	—	70-75	75-85
	Crop Agriculture	<55-85	—	—	—

Source: Ontario 2022a.

1. No special noise insulation required, assuming buildings of normal conventional construction.

2. Acoustical reports will be required for major new residential construction. Conventional construction with closed windows and fresh air supply systems of air conditions will normally suffice.

3. New construction should be discouraged. Noise/aviation easements required for all new construction. If new construction does proceed, a detailed analysis of noise reduction requirements must be made, and necessary noise insulation features included.

4. No new construction should be permitted.

City of Ontario Municipal Code

The City of Ontario enforces noise limits through its Municipal Code Chapter 29, Noise, Section 5.29. The Ontario Municipal Code provides exterior noise standards that limit noise exposure to sensitive receptors, as summarized in Table 3.13-5, *Ontario Exterior Noise Standards*.

Table 3.13-5 Ontario Exterior Noise Standards

Noise Zone	Land Use	Allowed Equivalent Noise Level, Leq	
		7:00 AM to 10:00 PM	10:00 PM to 7:00 AM
I	Single-Family Residential	65 dBA	45 dBA
II	Multi-Family Residential, Mobile Home Parks	65 dBA	50 dBA
III	Commercial Property	65 dBA	60 dBA
IV	Residential Portion of Mixed Use	70 dBA	70 dBA
V	Manufacturing and Industrial, Other Uses	70 dBA	70 dBA

Source: Ontario Municipal Code Section 5.29.

Notes: dBA = A-weighted decibels

The following supplemental standards shall apply to this table:

The noise limits summarized in Table 3.13-5 shall not exceed 1) the noise standard for the applicable zone for any 15-minute period (L25) and 2) a maximum instantaneous noise level equal to the value of the noise standard plus 20 dBA for any period of time (Lmax).

- In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.
- The Noise Zone IV (residential portion of mixed use) standard shall apply to that portion of residential property falling within 100 feet of a commercial property or use, if the noise originates from that commercial property or use.
- If the measurement location is on a boundary between two different noise zones, the lower noise level standard applicable to the noise zone shall apply.
- Per Section, 5-29.11, the noise standards assigned to Noise Zone I (single-family residential) also apply to the outdoor use area of any school, day care center, hospital or similar health care institution, library, or museum while it is in use.

Exemptions

Section 5-29.06, Exemptions, of the Noise Chapter exempts:

- Any activity conducted on public property, or on private property with the consent of the owner, by any public entity or its officers, employees, representatives, agents, subcontractors, permittees, licensees or lessees that the public entity has authorized are exempt from the provisions of this chapter. This includes, without limitation, sporting and recreational activities that are sponsored, co-sponsored, permitted or allowed by the City or any school district within the City's jurisdictional boundaries. This also includes, without limitation, occasional outdoor gatherings, public dances, shows or sporting and entertainment events, provided such events are conducted pursuant to an approval,

authorization, contract, lease, permit or sublease by the appropriate public entity, specifically the planning commission or City Council.

- Occasional outdoor gatherings, public dances, show, sporting, and entertainment events, provided said events are conducted pursuant to a permit or license issued by the appropriate jurisdiction relative to the staging of said events.
- Noise sources associated with construction, repair, remodeling, demolition, or grading of public rights-of-way or during authorized seismic surveys.
- All mechanical devices, apparatus, or equipment associated with agriculture operations provided that:
- Operations do not take place between 8:00 PM and 7:00 AM.
- Such operations and equipment are utilized for the protection or salvage of agricultural crops during periods of potential or actual frost damage or other adverse weather conditions.
- Such operations and equipment are associated with agricultural pest control through pesticide application, provided the application is made in accordance with permits issued by or regulations enforced by the California Department of Agriculture.

Construction Noise

As stated above, noise sources associated with construction, repair, remodeling, demolition or grading of a public right-of-way is exempt from the provisions of the Municipal Code. Section 5-29.09 addresses construction noise and states that no person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment, or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a police or code enforcement officer, on any weekday except between the hours of 7:00 AM and 6:00 PM or on Saturday or Sunday between the hours of 9:00 AM and 6:00 PM

3.13.2 Existing Conditions

POLICY PLAN AMENDMENT

Sensitive Receptors

Certain land uses, such as residences, schools, and hospitals, are particularly sensitive to noise and vibration. Sensitive noise receptors include residences, senior housing, schools, places of worship, and recreational areas. These uses are regarded as sensitive because they are where

citizens most frequently engage in activities which are likely to be disturbed by noise, such as reading, studying, sleeping, resting, working from home, or otherwise engaging in quiet or passive recreation. Commercial and industrial uses are not particularly sensitive to noise. Non-residential structures are still analyzed for potential vibration impacts, such as architectural damage to a structure due to construction or demolition activities in close proximity.

Traffic Noise

On-road vehicles are the most prominent source of noise in the proposed project area. Traffic noise levels were estimated using a version of the FHWA traffic noise prediction model (FHWA-RD-77-108). Segment volume data, vehicle mix, and day, evening, and night percentage splits were provided by Fehr & Peers. Figure 3.13-1, *Existing Traffic Noise Contours*, provides a graphical representation. Appendix I1 contains the inputs and outputs used in existing traffic noise modeling.

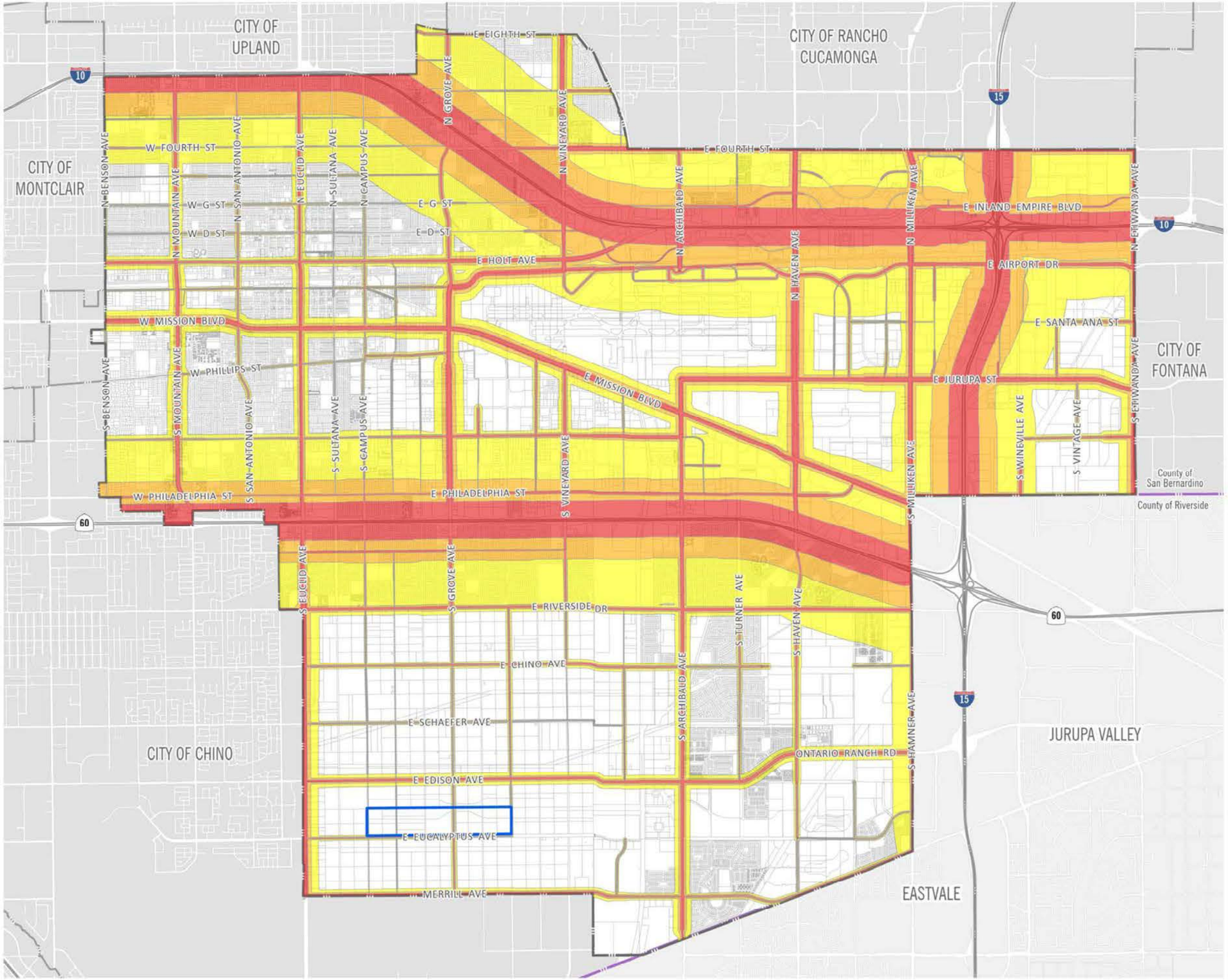
Aircraft Noise

Figure 3.13-2, *Airport Noise Contours*, shows the ALUCP noise contours based on the latest data provided by the City of Ontario and Chino Airport Master Plan for ONT and CNO, respectively. The noise contours are elongated in an east-west orientation aligned with the tarmacs. Currently sensitive uses, such as residential, are within the 65 dBA CNEL noise contour. The 65 dBA airport noise contour for CNO does not extend into the City.

Rail Noise

Railroad operations are also a substantial source of noise in some parts of the City. Day-night average noise levels vary by the number of trains per day along a given rail line, the timing and duration of train pass-by events, and whether or not trains must sound their warning whistles near “at-grade” crossings. Train warning whistles typically generate maximum noise levels of 105 to 110 dBA at 100 feet. Existing railroad noise levels were estimated using the Federal Transit Administration (FTA) CREATE rail noise model and the Federal Rail Administration (FRA) Grade Crossing Horn Model. Current freight and passenger train traffic on the rail lines in Ontario were estimated based on the number of locomotives and rail cars published by the Metrolink website, Union Pacific (UP) Los Angeles and Alhambra Subdivision videos, and FRA crossing and accident data. (FRA 2026; Amtrak 2026, Metrolink 2026).

Figure 3.13-1
Existing Traffic Noise Contours



Existing Noise Contours
- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70+ dBA CNEL
- Ontario City Boundary
- County Boundary
- EBPSP Boundary

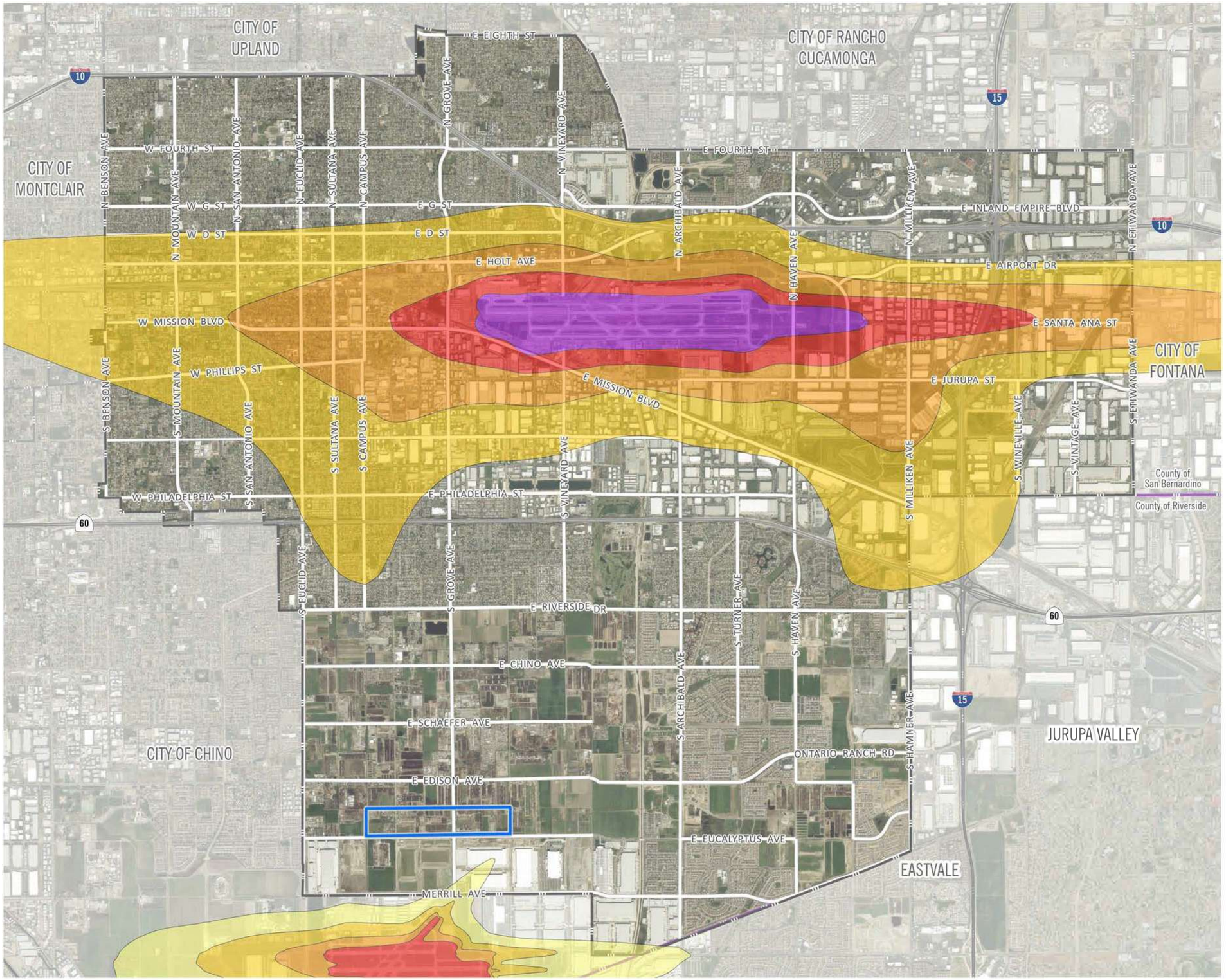
2·0·5·0
THE ONTARIO PLAN
SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: Fehr & Peers 2025; PlaceWorks 2025 Date: 2/19/2026

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Figure 3.13-2
Airport Noise Contours



EBPSP Boundary
Ontario City Boundary
County Boundary

Ontario Airport Noise Contours
- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70-75 dBA CNEL
- 75+ dBA CNEL

Chino Airport Noise Contours 2028
- 55-60 dBA CNEL
- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70+ dBA CNEL

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2020, 2022; Riverside County ALUCP 2020

Date: 2/19/2026

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Table 3.13-6, *Existing Railroad Noise Levels*, contains the calculated distances to the 65 dBA CNEL contours from existing railroad noise, both from the main lines and within a quarter mile of grade crossings where horn warnings are required.

Table 3.13-6 Existing Railroad Noise Levels

Operator	Subdivision	Distance (feet) to 65 dBA CNEL Contour (Main Line)	Distance (feet) to 65 dBA CNEL Contour (Within ¼ Mile of Grade Crossing)
UP	Los Angeles	200	368
UP	Alhambra	490	509
UP	Spurs	8	71
SCRRA	San Gabriel	45	139
UP	Los Angeles	200	368

Source: Calculated using the FTA CREATE Model and FRA Grade Crossing Horn Model. See Appendix I1.
Notes: UP = Union Pacific; SCRAA = Southern California Regional Rail Authority

Stationary Noise

Stationary sources of noise occur on all types of land uses. Residential uses generate noise from landscaping, maintenance activities, and air conditioning systems. Commercial uses generate noise from heating, ventilation, and air conditioning (HVAC) systems; loading docks; and other sources. Industrial uses may generate noise from HVAC systems, loading docks, and machinery. Noise generated by residential or commercial uses is generally short and intermittent. Industrial uses may generate noise on a more continual basis. Nightclubs, outdoor dining areas, gas stations, car washes, fire stations, drive-throughs, swimming pool pumps, school playgrounds, athletic and music events, and public parks are other common noise sources.

Vibration

Commercial and industrial operations in the plan area can generate varying degrees of ground vibration, depending on the operational procedures and equipment. Such equipment-generated vibrations spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the vibration source depends on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. In addition, substantial vibration levels can be generated at close distances to existing railroad lines and heavily travelled roadways at high rates of speed consisting of heavy truck traffic in the plan project area.

SPECIFIC PLAN

Noise Monitoring

To assess the existing noise level environment, 24-hour noise level measurements were taken at 7 locations in the vicinity of the Specific Plan area (see Appendix I2, Exhibit 5-1). The receiver locations were selected to describe and document the existing noise environment. The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible. Table 3.13-7, *EBPSP Ambient Noise Levels*, provides the ambient noise level measurements in the Specific Plan area.

Table 3.13-7 EBPSP Ambient Noise Levels

Location	Description	Energy Average Noise Level (dBA L_{eq})		CNEL
		Daytime	Nighttime	
L1	Located near the residence at 14353 Bon View Ave.	69.8	62.9	71.5
L2	Located near the residence at 14333 Bon View Ave.	64.9	57.6	66.4
L3	Located north of the site near the residence at 14117 S. Grove Ave.	69.4	60.8	70.6
L4	Located north of the site near the residence at 8377 Edison Ave.	69.9	60.0	70.5
L5	Located north of the site near the residence at 14350 Walker Ave.	59.8	51.4	61.2
L6	Located south of the site near the residence at 7566 Eucalyptus Ave.	62.3	52.5	62.8
L7	Located west of the site near the residence at 7511 Eucalyptus Ave.	49.9	47.7	54.9

Sources: Appendix I2

3.13.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to noise if it would:

a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

b) Generate excessive groundborne vibration or groundborne noise levels.

c) For a project within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, if the project would expose people residing or working in the project area to excessive noise levels.

THRESHOLD GUIDANCE

Construction Noise Thresholds

The City of Ontario does not have an established construction noise threshold; therefore, the FTA's criteria for temporary construction noise is used. The FTA recommends a noise limit of 80 dBA Leq at property lines of receiving noise-sensitive receptors. A significant impact would occur if daytime construction noise would exceed 80 dBA Leq at noise-sensitive receptors (e.g., residential).

Since there are no measurable construction noise level limits set by the City of Ontario, thresholds from adjacent municipalities were reviewed. The City of Los Angeles recently proposed an update to its guidance, in accordance with CEQA, for assessing impacts from construction noise and vibration to account for reasonable expectations regarding construction noise and vibration during daytime and nighttime hours, and also include absolute maximum noise levels to protect human health (see Appendix I).

Daytime Construction. Construction activities between 7 AM and 7 PM Monday through Friday and between 8 AM and 6 PM on Saturdays would be limited to a maximum noise level of 80 dBA Leq, 8-hour at sensitive uses (at the property line with outdoor uses or at the exterior of the building), including outdoor public recreational areas. This threshold is based on the recommended criteria in the FTA Manual.

Nighttime Construction. For construction activities between 7 PM and 7 AM Monday through Friday, between 6 PM and 8 AM on Saturdays, and anytime on Sundays or national holidays, noise levels at sensitive uses would not exceed 5 dBA above the ambient noise level at the receptor. Mat pour activities (and other types of concrete pour, which require an extended continuous pour beyond the allowable construction hours) that are required to occur during nighttime hours for less than 5 days are exempt from this provision.

Nighttime-Absolute Noise

- Maximum 55 dBA Leq (Equivalent Continuous Sound Pressure Level) for sensitive uses within older buildings that would have operable windows that may be open;
- Maximum 65 dBA Leq for sensitive uses with windows closed that are not operable and are single-glazed;
- Maximum 70 dBA Leq for sensitive uses that have newer construction (i.e., the structures have been designed to ensure that an interior 45 dBA is obtained with double- paned windows). Certain mat pour activities are exempt from this provision.

Transportation and Operational Noise Thresholds

A project will normally have a significant effect on the environment related to traffic noise if it would substantially increase the ambient noise levels for adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 to 3 dBA under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an outdoor environment. Based on this, the following thresholds of significance, similar to those recommended by the Federal Aviation Administration (FAA), are used to assess traffic noise impacts at sensitive receptor locations. A significant impact would occur if the traffic noise increase at sensitive receptors would exceed:

- 1.5 dBA for ambient noise environments of 65 dBA CNEL and higher.
- 3 dBA for ambient noise environments of 60 to 64 CNEL.
- 5 dBA for ambient noise environments of less than 60 dBA CNEL.

For the EBPSP, a significant impact would occur if the traffic noise increase at non-sensitive receptors would exceed:

- 3 dBA for ambient noise environments of 75 dBA CNEL and higher.

Stationary Noise Thresholds

As discussed in Section 3.13.1.2, Regulatory Background, the City's exterior noise standards are established in the Municipal Code, Chapter 29, Noise, Section 5.29 (Table 3.13-5). For the purposes of this analysis, these exterior noise standards are used to determine potentially significant stationary noise impacts.

Vibration Thresholds

The City of Ontario does not provide a quantified vibration perception (human annoyance) standard, nor does it establish a specific vibration damage standard. Structural damage is based on the PPV of the vibrations, and the criteria for assessing damage are based on building

material. Vibration annoyance is evaluated based on vibration velocity levels (Lv) measured in units of VdB. The FTA criterion for acceptable vibration damage levels for various types of buildings are shown in Table 3.13-8, *Groundborne Vibration Damage Criteria*.

Table 3.13-8 Groundborne Vibration Damage Criteria

Building/Structural Category	Peak Particle Velocity (PPV) (in/sec)
I. Reinforced-concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Nonengineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

Source: FTA 2018.

Notes: in/sec = inches per second; PPV = peak particle velocity; FTA = Federal Transit Administration

According to FTA's *Transit Noise and Vibration Impact Assessment Manual*, a vibration velocity (VdB) of 75 to 80 VdB will annoy individuals. Table 3.13-9, *Human Response to Different Levels of Groundborne Vibration and Noise*, presents the human response to different levels of ground-borne vibration and noise.

Table 3.13-9 Human Response to Different Levels of Groundborne Vibration and Noise

Vibration Velocity Level	Nosie Level		Human Response
	Low Frequency	Mid Frequency	
65 VdB	25 dBA	40 dBA	Approximate threshold of perception for many humans. Low-frequency sound: usually inaudible. Mid-frequency sound: excessive for quiet sleeping areas.
75 VdB	35 dBA	50 dBA	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level annoying. Low-frequency noise: tolerable for sleeping areas. Mid-frequency noise: excessive in most quiet occupied areas.
85 VdB	45 dBA	60 dBA	Vibration tolerable only if there are an infrequent number of events per day. Low-frequency noise: excessive for sleeping areas. Midfrequency noise: excessive even for infrequent events for some activities.

Source: FTA 2018, Table 5-5.

Low Frequency= Approximate noise level when vibration spectrum peak is near 30 hertz (Hz).

Mid Frequency= Approximate noise level when vibration spectrum peak is near 60 Hz.

The nearest buildings adjacent to the Specific Plan area can best be described as non-engineered timber and masonry buildings with a maximum acceptable continuous vibration threshold of 0.2 PPV (in/sec). For purposes of this analysis, the threshold of 75 VdB will be applied to human vibration annoyance.

METHODOLOGY

Policy Plan Amendment

The SEIR noise evaluation was prepared in accordance with the requirements of CEQA to fully disclose new impacts or changes in impacts that would occur because of the proposed project. The net change in traffic noise levels is determined by comparing the approved project average daily traffic (ADT) baseline to the proposed project's ADT volumes using a version of the Federal Highway Traffic Noise Prediction Model (FHWA-RD-77-108). Railroad noise levels were estimated using the FTA CREATE rail noise model and the FRA Grade Crossing Horn Model.

Specific Plan

Ambient Noise

Ambient noise levels were measured during typical weekday conditions over a 24-hour period. The long-term noise readings were recorded using Piccolo Type 2 integrating sound level meter and dataloggers. The Piccolo sound level meters were calibrated using a Larson-Davis calibrator, Model CAL 150. All noise meters were programmed in "slow" mode to record noise levels in "A" weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013.

Construction Noise

To describe construction noise activities, the analysis was prepared using reference construction equipment noise levels from the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM), which includes a national database of construction equipment reference noise emission levels. The RCNM equipment database provides a comprehensive list of the noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustic usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation. Reference noise levels used in the analysis are shown in Table 3.13-10, *Construction Reference Noise Levels*.

Table 3.13-10 Construction Reference Noise Levels

Construction Stage	Reference Construction Equipment	Reference Noise Level @ 50 Feet (dBA L_{eq})	Composite Reference Noise Level (dBA L_{eq})	Reference Power Level (dBA L_w)
Demolition	Concrete Saw	83	86.8	118.4
	Grapple (on backhoe)	83		
	Gradall (Forklift)	79		
Site Preparation	Tractor	80	84.0	115.6
	Backhoe	74		
	Grader	81		
Grading	Scraper	80	83.3	114.9
	Excavator	77		
	Dozer	78		
Building Construction	Crane	73	81.1	112.8
	Tractor	80		
	Welder/Torch	70		
Paving	Paver	74	77.8	109.5
	Dump Truck	72		
	Roller	73		
Architectural Coating	Man Lift	68	79.8	111.4
	Compressor (air)	74		
	Generator	78		

Source: Appendix I2

Nighttime Pours

To estimate the noise levels due to nighttime concrete pour activities, sample reference noise level measurements were taken during a nighttime concrete pour at an unrelated construction site. Short-term nighttime concrete pour reference noise level measurements were taken during the noise-sensitive nighttime hours between 1:00 AM to 2:00 AM at 27334 San Bernardino Avenue in the City of Redlands. The reference noise levels describe the expected concrete pour noise sources that may include concrete mixer truck movements and pouring activities, concrete paving equipment, rear mounted concrete mixer truck backup alarms, engine idling, air brakes, generators, and workers communicating/whistling. To describe the nighttime concrete pour noise levels associated with the construction of the EBPSP, the analysis relies on reference sound pressure level of 67.7 dBA L_{eq} at 50 feet represented by a sound power level (L_w) of 100.3 dBA L_w.

Operational Noise

To estimate operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with operations of the EBPSP. The reference noise level measurements shown in Table 3.13-11, *Operational Reference Noise Levels*, were used to estimate the EBPSP operational noise impacts. It is important to note that the following projected noise levels assume the worst-case noise environment with all noise source activity all operating at the same time. These sources of noise activity will likely vary throughout the day.

Table 3.13-11 Operational Reference Noise Levels

Reference Noise Source	Noise Source Height (Feet)	Min./ Hour		Reference Noise Level (dBA L_{eq}) @ 50 Feet	Sound Power Level (dBA)
		Day	Night		
Loading Dock Activity	8'	60	60	65.7	111.5
Tractor Trailer Storage Activity	8'	60	60	62.8	103.4
Truck Movements	8'	60	60	59.8	93.2
Trash Enclosure Activity	5'	60	30	57.3	89.0
Roof-Top Air Conditioning Units	5' (above roofline)	39	28	57.2	88.9
Drive-Through Speakerphone	3'	60	30	54.8	84.0
Parking Lot Vehicle Movements	5'	60	30	52.6	81.1
Park Activities	5’	60	0	49.4	78.0

Source: Appendix I2

Traffic Noise

The expected roadway noise level increases from vehicular traffic were calculated using a computer program that replicates the FHWA Traffic Noise Prediction Model- FHWA-RD-77-108. This methodology is commonly used to describe the off-site traffic noise levels throughout southern California. The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL) by vehicle type. REMEL represents the maximum sound level (Lmax) of individual vehicle “pass by” events by vehicle type when measured at a “reference distance” of 50 feet from the center of the travel lane.

In California, the national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels. Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium

trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period. Research conducted by Caltrans has shown that the use of soft site conditions is appropriate for the application of the FHWA traffic noise prediction model used in this analysis.

Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. As provided by FTA, ground vibration levels associated with various types of construction equipment are summarized in Table 3.13-12. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential for building damage using the following vibration assessment methods defined by the FTA. To describe the vibration impacts the FTA provides the following equation:
$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$.

Table 3.13-12 Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089
Vibratory Roller	0.210

Source: Appendix I2

Receiver Locations

To describe the potential off-site noise levels, eight receiver locations in the vicinity of the Specific Plan area were identified. Other sensitive land uses in the study area that are located at greater distances than those identified would experience lower noise levels due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the Specific Plan boundary to each receiver location. Receiver locations are described below and illustrated in Figure 3.13-3, *EBPSP Noise Receiver Locations*.

- **Location R1** represents the existing residence at 7697 Edison Avenue, approximately 668 feet north of the site. Since there are no private outdoor living areas (backyard) facing the

site, receiver R1 is placed at the building's façade. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.

- **Location R2** represents the existing residence at 14213 Bon View Avenue, approximately 89 feet north of the site. Since there are no private outdoor living areas (backyard) facing the site, receiver R2 is placed at the building's façade. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

- **Location R3** represents the existing residence at 14117 Grove Avenue, approximately 900 feet north of the site. Since there are no private outdoor living areas (backyard) facing the site, receiver R3 is placed at the building's façade. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.

- **Location R4** represents the existing residence at 8377 Edison Avenue, approximately 639 feet north of the site. Receiver R4 is placed in the private outdoor living area (backyard) facing the site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

- **Location R5** represents the existing residence at 14350 Walker Avenue, approximately 109 feet east of the site. Since there are no private outdoor living areas (backyard) facing the site, receiver R5 is placed at the building's façade. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.

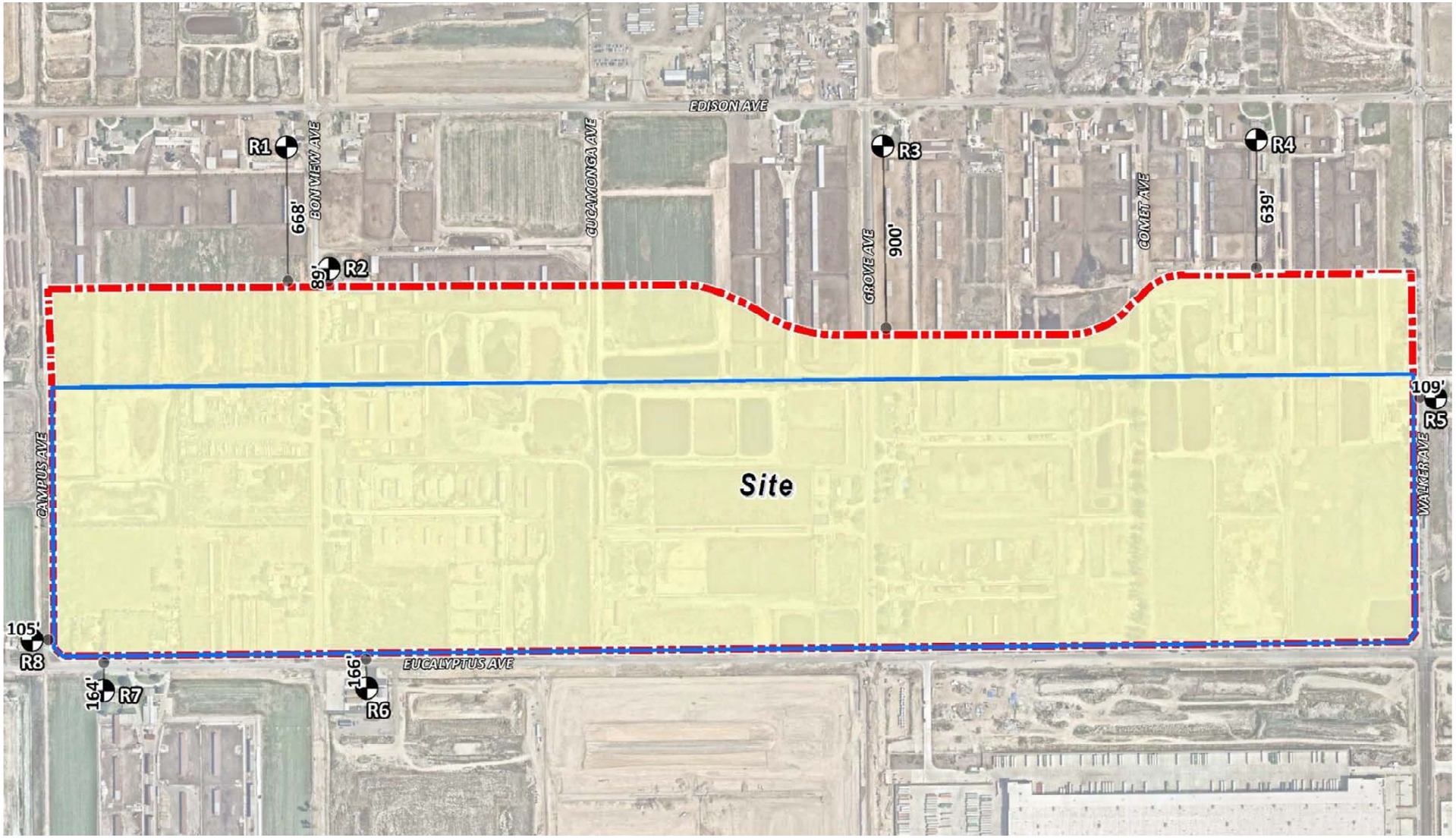
- **Location R6** represents the Ontario Fire Station 11 located at 7721 Eucalyptus Avenue, approximately 166 feet south of the site. R6 is placed at the nearest building façade facing the site. Since there are no private outdoor living areas (backyard) facing the site, receiver R6 is placed at the building's façade. A 24-hour noise measurement was taken near this location, L6, to describe the existing ambient noise environment.

- **Location R7** represents the existing residence at 7566 Eucalyptus Avenue, approximately 164 feet south of the site. Since there are no private outdoor living areas (backyard) facing the site, receiver R7 is placed at the building's façade. A 24-hour noise measurement was taken near this location, L6, to describe the existing ambient noise environment.

- **Location R8** represents the existing residence at 7511 Eucalyptus Avenue, approximately 105 feet west of the site. Since there are no private outdoor living areas (backyard) facing the site, receiver R8 is placed at the building's façade. A 24-hour noise measurement was taken near this location, L7, to describe the existing ambient noise environment.

Figure 3.13-3

EBPSP Noise Receiver Locations



- Site Boundary
- EBPSP Boundary
- Receiver Locations
- Distance from Receiver to Project Site Boundary (in feet)

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 300 600 FT

Source: Urban Crossroads 2025

Date: 01/15/2026

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3.13.4 Relevant New and Modified General Plan Policies

The proposed project includes modifications to the following TOP 2050 policy related to noise.

- **M-4.1 Truck Routes**. We designate and maintain a network of City truck routes that provide for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise- and- vibration- sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.

3.13.5 Environmental Impacts

2022 Certified EIR

The 2022 Certified EIR concluded that implementation of the approved project would not result in long-term operation-related stationary noise impacts and that stationary noise sources as a result of the approved project exceed City noise standards.

The 2022 Certified EIR identified that sensitive land uses within the 65 dBA CNEL (community noise equivalent-level) noise contour of the ONT airport would be exposed to substantial levels of airport-related noise. Mitigation Measure NOI-3-PPA (former MM 12-1) would reduce airport noise impacts to the extent feasible; however, this impact was identified as a significant unavoidable impact of the approved project.

The 2022 Certified EIR identified that construction activities associated with the approved project would expose sensitive uses to strong levels of groundborne vibration and construction noise. In addition, construction activities would substantially elevate noise levels in the vicinity of existing and future sensitive receptors. Mitigation Measures NOI-3-PPA (former MM 12-2) and NOI-1-PPA (former MM 12-4) would reduce construction-related noise and vibration impacts to the extent feasible; however, construction noise and vibration were identified as significant unavoidable impacts of the approved project.

Proposed Project

a) Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

CONSTRUCTION NOISE

The 2022 Certified EIR identified that TOP buildout could result in individual construction developments near noise sensitive receptors and expose receptors to prolong periods of construction activity. Mitigation Measure NOI-1-PPA (former MM 12-4) was identified to reduce construction noise to the extent feasible; however, construction noise impacts of the approved project were identified as significant and unavoidable.

Policy Plan Amendment

Under the proposed project, the primary source of temporary noise within the City would be construction activities associated with new development projects. The proposed project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification. Construction activities would involve both off-road demolition/construction equipment (e.g., excavators, dozers, cranes, etc.), general demolition/construction equipment (e.g., compressors, jack hammers, saws), and transport of workers and equipment to and from construction sites. The dominant equipment noise source is typically the engine, although work-piece noise (such as dropping of materials) can also be noticeable. Table 3.13-13, *Construction Equipment Noise Emission Levels*, lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 feet from the equipment. It is noted that future development under the proposed project could potentially require installation of pile foundations that utilize impact pile drivers or similar equipment that generates high noise levels.

Table 3.13-13 Construction Equipment Noise Emission Levels

Construction Equipment	Typical Noise Levels at 50 feet, dBA	Construction Equipment	Typical Noise Levels at 50 feet, dBA
Air Compressor	80	Pile-Driver (Impact)	101
Backhoe	80	Pile-Driver (Sonic)	95
Ballast Equalizer	82	Pneumatic Tool	85
Ballast Tamper	83	Pump	77
Compactor	82	Rail Saw	90
Concrete Mixer	85	Rock Drill	95
Concrete Pump	82	Roller	85
Concrete Vibrator	76	Saw	76
Crane, Derrick	88	Scarifier	83
Crane, Mobile	83	Scraper	85
Dozer	85	Shovel	82
Generator	82	Spike Driver	77
Grader	85	Tie Cutter	84
Impact Wrench	85	Tie Handler	80
Jack Hammer	88	Tie Inserter	85
Loader	80	Truck	84
Paver	85		

Source: FTA 2018.
dBA = A-weighted decibels.

Table 3.13-14, *Typical Construction Noise Levels at Receptors,* shows construction noise levels for individual construction activities for proposed project phases at varying distances. Program level data for individual developments for TOP 2050 (such as construction equipment, duration, and phasing) is based on equipment list shown in this table and could generate noise levels in excess of 84 dBA Leq at 50 feet. Because multiple phases are proposed, project construction activities could generate noise disturbances for prolonged periods of time at noise-sensitive receptors throughout all phases of the proposed project.

Table 3.13-14 Typical Construction Noise Levels at Receptors

Construction Activity Phase	Noise Levels in dBA Leq				
	RCNM Reference Noise Level	Receptor at 100 feet	Receptor at 200 feet	Receptor at 300 feet	Receptor at 400 feet
Demolition	81	75	69	66	63
Site Prep	82	76	70	66	64
Grading	84	78	72	68	66
Building Construction	76	70	64	60	58
Paving	84	77	71	68	65
Architectural Coating	79	73	67	63	61
Exceeds FTA 80 Leq Standard?		**No**	**No**	**No**	**No**

Source: Appendix I1 (FHWA's CRAM software)

Notes. Distance measurements were taken using Google Earth (2025) from the area of anticipated construction to the property line of the nearest receptors.

dBA Leq = Energy Average Sound Levels

Safety Element Policy S4-1, Noise Mitigation, would help minimize the construction noise impacts through enforcement of the City's Noise Ordinance. This includes Municipal Code Chapter 29, Section 5-29.09, which limits construction, remodeling, digging, grading, demolition, or any other related building activity to between the hours of 7:00 AM and 6:00 PM, Monday through Friday, and 9:00 AM to 6:00 PM on weekends. The proposed project would not result in new or a substantial increase in the magnitude of impacts compared to the approved project. Nevertheless, construction-related noise impacts from the proposed project would be **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

Construction Equipment Noise Level Summary

Each construction stage has a specific equipment mix, depending on the work to be completed during that stage. As a result of the equipment mix, each stage has its own noise characteristics; some stages have higher continuous noise levels than others, and some have higher impact noise levels than others. Figure 3.13-4, *EBPSP Construction Noise Source Locations*, illustrates the boundaries of construction activities. Construction activities are expected to occur in the following stages:

- Demolition
- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

As previously mentioned, the construction noise analysis relies on reference construction equipment noise levels from the FHWA's RCNM, which includes a national database of construction equipment reference noise emission levels. Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the EBPSP construction noise level impacts at the nearest sensitive receiver locations were completed. To account for the dynamic nature of construction activities, the CadnaA construction noise analysis evaluates the noise source activities as multiple moving point sources, or construction crews, within the limits of construction. Construction impacts are based on the loudest activity and the highest noise level calculated at each receiver location, as shown in Table 3.13-15, *Construction Equipment Noise Level Summary*. As shown in this table, the construction noise levels are expected to range from 60.3 to 66.1 dBA L_{eq} at the nearby receiver locations.

Table 3.13-15 EBPSP Construction Equipment Noise Level Summary

Receiver Location	Construction Noise Levels (dBA L_{eq})						
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels
R1	61.0	58.2	57.5	55.3	52.0	54.0	61.0
R2	66.1	63.3	62.6	60.4	57.1	59.1	66.1
R3	60.8	58.0	57.3	55.1	51.8	53.8	60.8
R4	60.3	57.5	56.8	54.6	51.3	53.3	60.3
R5	65.0	62.2	61.5	59.3	56.0	58.0	65.0
R6	64.9	62.1	61.4	59.2	55.9	57.9	64.9
R7	63.6	60.8	60.1	57.9	54.6	56.6	63.6
R8	63.8	61.0	60.3	58.1	54.8	56.8	63.8

Source: Appendix I2

Construction Noise Compliance

To evaluate whether the Specific Plan would generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA Leq is used as a reasonable threshold to assess the daytime construction noise level impacts pursuant to FTA guidance. Table 3.13-16, *EBPSP Construction Noise Compliance*, shows that the noise levels at the nearest receiver locations would satisfy the daytime 80 dBA Leq significance threshold during construction activities.

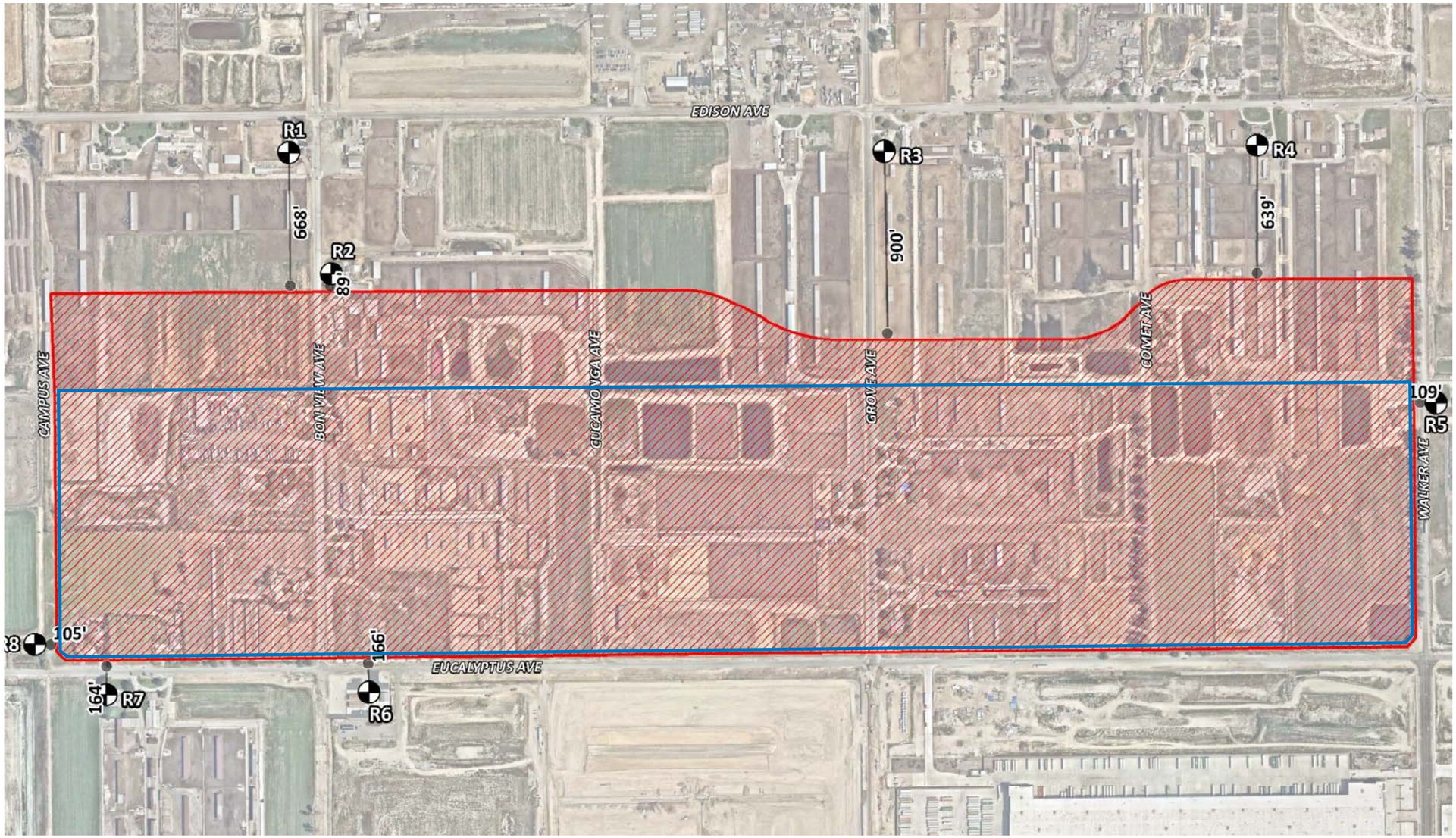
Table 3.13-16 EBPSP Construction Noise Compliance

Receiver Location	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels	Threshold	Threshold Exceeded?
R1	61.0	80	No
R2	66.1	80	No
R3	60.8	80	No
R4	60.3	80	No
R5	65.0	80	No
R6	64.9	80	No
R7	63.6	80	No
R8	63.8	80	No

Source: Appendix I2

Figure 3.13-4

EBPSP Construction Noise Source Locations



Construction Boundary

EBPSP Boundary

Receiver Locations

Distance from Receiver to Project Site Boundary (in feet)

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 300 600 FT

Source: Urban Crossroads 2025

Date: 01/15/2026

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Temporary Construction Noise Increases

To describe the temporary construction noise contributions to the ambient noise environment, the Specific Plan construction noise levels were combined with the existing ambient noise level measurements at the nearest off-site receiver locations. The difference between the combined noise levels is used to describe the construction noise level contributions. Temporary noise level increases that would be experienced at sensitive receiver locations when construction-source noise is added to the ambient daytime conditions are presented in Table 3.13-17, *EBPSP Daytime Construction Noise Increases*. As indicated in this table, the Specific Plan would contribute construction noise increases ranging from 0.5 to 14.1 dBA L_{eq} during the daytime hours at the nearest receiver locations. The construction noise analysis shows that the nearest receiver locations would not exceed the 20 dBA L_{eq} noise significance threshold during construction activities.

Table 3.13-17 EBPSP Daytime Construction Noise Increases

Receiver Location	Typical EBPSP Construction Noise Level	Measure-ment Location	Reference Ambient Noise Levels	Combined EBPSP and Ambient	EBPSP Increase	Increase Criteria	Increase Criteria Exceeded?
R1	61.0	L1	69.8	70.3	0.5	20	No
R2	66.1	L2	64.9	68.6	3.7	20	No
R3	60.8	L3	69.4	70.0	0.6	20	No
R4	60.3	L4	69.9	70.4	0.5	20	No
R5	65.0	L5	59.8	66.1	6.3	20	No
R6	64.9	L6	62.3	66.8	4.5	20	No
R7	65.4	L6	62.3	67.1	4.8	20	No
R8	63.8	L7	49.9	64.0	14.1	20	No

Source: Appendix I2

Nighttime Concrete Pour Analysis

Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and to take advantage of lower air temperatures. Since nighttime concrete pours would take place outside the hours permitted by Section 5-29.09[a] of the City's Municipal Code, the Applicant would be required to obtain authorization from the City. Table 3.13-18, *EBPSP Nighttime Concrete Pour Noise Compliance*, provides the noise levels associated with these activities. As shown in this table, the noise levels associated with the nighttime concrete pour activities are estimated to range from 42.2 to 48.0 dBA Leq and would satisfy the FTA nighttime exterior noise level thresholds at all the receiver locations.

Table 3.13-18 EBPSP Nighttime Concrete Pour Noise Compliance

Receiver Location	Concrete Pour Construction Noise Levels (dBA L_{eq})		
	Exterior Noise Levels	Threshold	Threshold Exceeded?
R1	42.9	70	No
R2	48.0	70	No
R3	42.7	70	No
R4	42.2	70	No
R5	46.9	70	No
R6	46.8	70	No
R7	45.5	70	No
R8	45.7	70	No

Source: Appendix I2

To describe the temporary concrete pour noise contributions, the concrete pour noise levels were combined with the existing nighttime ambient noise levels measurements at the nearest off-site receiver locations, as shown in Table 3.13-19, *EBPSP Nighttime Concrete Pour Noise Increases*. As indicated above, the nighttime concrete pour activities will generate noise increases ranging from 0.0 to 2.1 dBA L_{eq} during the nighttime hours at the nearest receiver locations. As such, the nearest receiver locations would not exceed the nighttime 5 dBA noise increase threshold during nighttime concrete pour activities.

Table 3.13-19 EBPSP Nighttime Concrete Pour Noise Increases

Receiver Location	Typical EBPSP Construction Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined EBPSP and Ambient	EBPSP Increase	Increase Criteria	Increase Criteria Exceeded?
R1	42.9	L1	62.9	62.9	0.0	5	No
R2	48.0	L2	57.6	58.1	0.5	5	No
R3	42.7	L3	60.8	60.9	0.1	5	No
R4	42.2	L4	60.0	60.1	0.1	5	No
R5	46.9	L5	51.4	52.7	1.3	5	No
R6	46.8	L6	52.5	53.5	1.0	5	No
R7	45.5	L6	52.5	53.3	0.8	5	No
R8	45.7	L7	47.7	49.8	2.1	5	No

Source: Appendix I2

Off-Site Improvements

To support Specific Plan development, there would be milling, trenching, and paving for off-site improvements associated with roadway construction and utility installation. These off-site improvements would be constructed mostly within the existing public right-of-way (ROW). It is expected that the off-site construction activities would not take place at any one location for more than several days due to the nature of the linear construction activity. Construction noise from this off-site work would, therefore, be relatively short-term and the noise levels would be reduced as construction work moves linearly along with the selected alignment and farther from sensitive uses.

The loudest phase of construction associated with off-site improvements would likely be demolition/site preparation activities, which would generate similar noise levels compared to the construction noise source activities previously outlined. Using the loudest stage of demolition/site preparation construction activity, Table 3.13-20, *Off-site Improvements Noise Levels*, presents the estimated off-site construction noise levels at distances ranging from 25 to 200 feet. As shown in this table, the off-site construction noise levels are estimated to range from 64.6 to 68.45 dBA Leq. Since the off-site construction activities would not exceed the 80 dBA Leq construction noise level standard, the noise impacts due to these off-site activities would be less than significant.

Table 3.13-20 Off-site Improvements Noise Levels

Distance from Construction	Construction Noise Levels (dBA L_{eq})		
	Construction Noise Levels	Threshold	Threshold Exceeded?
25 Feet	68.4	80	No
50 Feet	67.3	80	No
100 Feet	66.1	80	No
200 Feet	64.6	80	No

Source: Appendix I2

Summary

Based on the preceding discussions, construction of EBPSP land uses and associated infrastructure would not exceed the thresholds set forth in previous Table 3.13-15 through Table 3.13-20. Additionally, increases in ambient noise levels would not exceed applicable thresholds. As such, construction-source noise would not result in a substantial temporary increase in ambient noise levels in the vicinity of the Specific Plan area in excess of established standards. Construction noise impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact NOI-1: Construction activities associated with buildout of the Policy Plan Amendment would result in intermittent, temporary increases in noise levels at sensitive receptors due to construction activities. Construction of the EBPSP would not exceed applicable thresholds or significantly increase ambient noise levels.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the 2022 Certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the 2022 Certified EIR identified in parenthesis [Former MM].

> **Mitigation Measure NOI-1-PPA [Former MM 12-4]:** Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Construction contractors shall implement the following measures for construction activities conducted in the City of Ontario. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans submitted to the City. The City of Ontario Planning and Building Departments shall verify that grading, demolition, and/or construction plans submitted include these notations prior to issuance of demolition, grading, and/or building permits.
>
> - Construction activity is limited to the hours between 7:00 AM and 6:00 PM Monday through Friday and 9:00 AM to 6:00 PM Saturdays and Sundays, as prescribed in Municipal Code Section 5-29.09.
> - During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible.
> - Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.

- Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.
- Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors.
- Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City Planning and Building Departments.
- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.
- Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.
- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.
- Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier and may be lined on the construction side with an acoustical blanket, curtain, or equivalent absorptive material.

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure NOI-1-PPA is applicable to the proposed project. No additional mitigation measures have been identified.

Specific Plan

Construction of the Specific Plan would not result in exceedances of applicable noise thresholds; and therefore, no EBPSP-specific mitigation measures are necessary. In accordance with Policy Plan Mitigation Measure NOI-1-PPA, the listed measures shall be identified on applicable EBPSP construction plans.

Significance After Mitigation

Policy Plan Amendment

Mitigation Measure NOI-1-PPA would reduce potential impacts associated with construction from individual development projects to the extent feasible; however, due to the potential for proximity of construction activities to sensitive uses, the number of construction projects occurring simultaneously, and the potential duration of construction activities, Impact NOI-1 could still result in a temporary substantial increase in noise levels above ambient conditions and exceedance of the 80 dBA Leq threshold. Therefore, project and cumulative impacts would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less than significant impacts for subsequent projects analyzed at the project level.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

OPERATION NOISE

The 2022 Certified EIR identified that TOP buildout would not result in operational noise impacts at noise sensitive receptors due to stationary and traffic noise sources. Future stationary noise sources would be designed to comply with the City's Noise Ordinance, building codes, and subdivision and development code regulations to reduce noise from future development projects. Buildout of the TOP traffic noise would not result in a substantial noise increase in the vicinity of noise-sensitive receptors that would exceed the City's noise standards.

Policy Plan Amendment

Stationary Noise

The proposed project would introduce a variety of new mechanical equipment throughout the project site. This could include rooftop heating, ventilation and air conditioning (HVAC) equipment, chillers, cooling towers, pumps, boilers, air handling units, emergency power equipment, loading and unloading activities, leaf blowers, street sweepers, and parking areas. Stationary noise sources as part of future projects under the TOP would be required to comply with the exterior and interior noise level standards in the City's Municipal Code Section 5.29, shown in Table 3.13-5.

Design features commonly employed to achieve compliance, such as rooftop or ground-mounted equipment enclosures, parapet walls, acoustical screening, and silencers for exhaust and intake openings, would be incorporated as necessary based on final equipment specifications and acoustical evaluation. Due to the size of the project site, much of the mechanical equipment would be at large distances from off-site sensitive receptors and/or would be shielded by intervening structures. Furthermore, the Policy Plan Amendment Safety Element Policy S-4.1 requires implementation of noise mitigation measures based on ordinance and code threshold compliance.

- **Policy S4-1: Noise Mitigation.** We utilize the City's Noise Ordinance, building codes, and subdivision and development codes to mitigate noise impacts.

Individual projects accommodated under the proposed project would not exceed operational noise significance thresholds. Compared to the approved project, the proposed project would not result in new or a substantial increase in magnitude of impacts. Therefore, like the approved project, stationary noise impacts of developments that would be accommodated by the proposed project would be less than significant.

Traffic Noise

Individual projects and activities under the proposed project are expected to affect the community noise environment by generating additional traffic. The proposed project would revise existing truck routes to better accommodate future planned uses, align with adjacent jurisdictions truck routes, and alleviate truck traffic noise levels at existing and future noise sensitive uses. Project truck route traffic noise was analyzed for 203 roadway segments in the City to account for project related daily truck volume increases and decreases along existing and proposed truck route roadway segments. Of the 203 roadway segments analyzed, 34 segments resulted in daily traffic noise level increases, and for some of these roadway segments, a decrease in daily traffic noise levels.

Traffic-source noise levels were calculated using the FHWA-RD-77-108 with traffic data provided by Fehr and Peers. The model calculates the average noise level along specific roadway segments based on traffic volumes, average speeds, roadway geometry, vehicle type, and site environmental conditions. The average vehicle noise rates (energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by Caltrans. Figure 3.13-5, *Project-Related Traffic Noise Contours*, provides a graphical representation. Table 3.13-21, *Project-Related Increase in Traffic Noise*, shows the no-project and with-project predicted noise levels at 100 feet from the nearest travel centerline as well as the predicted traffic noise increase with implementation of the proposed project. This table shows 34 roadway segments analyzed; the other 169 roadway segments analyzed resulted in a less than 1 dBA change in traffic noise with implementation of the proposed project.

Table 3.13-21 Project-Related Increase in Traffic Noise

Roadway	Segment		dBA CNEL at 50 Feet		Buildout Noise Increase, CNEL	Existing Sensitive Receptors	Significant Increase?
	From	To	2050 No Project	2050 with Project			
Mountain Avenue	Holt Blvd	State St	70	66	-4	No	No
Euclid Avenue	Mission Blvd	Phillips St	68	64	-4	Yes	No
Euclid Avenue	SR 60 Pomona Fwy	Walnut St	70	67	-3	No	No
Euclid Avenue	Walnut St	Riverside Dr	71	67	-4	Yes	No
Grove Avenue	5th St	4th St	62	64	2	No	No
Walker Avenue	Ontario Ranch Rd	Eucalyptus Ave	66	70	**4**	**No**	**Yes**
Walker Avenue	Eucalyptus Ave	Merrill Ave	64	69	**5**	**No**	**Yes**
Ontario Avenue	Eucalyptus Ave	Merrill Ave	60	66	**6**	**No**	**Yes**
Archibald Avenue	SR 60 Pomona Fwy	Riverside Dr	74	73	-1	Yes	No
Archibald Avenue	Riverside Dr	Chino Ave	72	71	-1	Yes	No
Archibald Avenue	Chino Ave	Schaefer Ave	71	70	-1	Yes	No
Archibald Avenue	Schaefer Ave	Ontario Ranch Rd	71	70	-1	Yes	No
Archibald Avenue	Ontario Ranch Rd	Eucalyptus Ave	72	70	-2	Yes	No
Archibald Avenue	Eucalyptus Ave	Merrill Ave	71	70	-1	Yes	No
Archibald Avenue	Merrill Ave	the South	68	65	-3	Yes	No
Milliken Avenue	I-10 San Bernardino Fwy	Airport Dr	70	76	**6**	**No**	**Yes**
Milliken Avenue	Santa Ana St	Jurupa St	67	73	**6**	**No**	**Yes**
Milliken Avenue	Jurupa St	Francis St	69	71	**2**	**No**	**Yes**
Milliken Avenue	Mission Blvd	SR 60 Pomona Fwy	69	74	**5**	**No**	**Yes**
Milliken Avenue	Chino Ave	Ontario Ranch Rd	65	67	**2**	**No**	**Yes**

Table 3.13-21 Project-Related Increase in Traffic Noise

Roadway	Segment		dBA CNEL at 50 Feet		Buildout Noise Increase, CNEL	Existing Sensitive Receptors	Significant Increase?
	From	To	2050 No Project	2050 with Project			
Etiwanda Avenue	Ontario Mills Pky	1-10 San Bernardino Fwy	74	71	-3	No	No
Jurupa Street	Milliken Ave	I-15/Ontario Fwy	75	71	-4	No	No
Mission Boulevard	San Antonio Ave	Euclid Ave	69	66	-3	Yes	No
Philadelphia Street	Parco Ave	Baker Ave	65	71	**6**	**Yes**	**Yes**
Edison Ave	Euclid Ave	Campus Ave	70	69	-1	Yes	No
Edison Ave	Campus Ave	Bon View Ave	70	68	-2	Yes	No
Edison Ave	Bon View Ave	Grove Ave	70	69	-1	Yes	No
Edison Ave	Grove Ave	Walker Ave	70	69	-1	Yes	No
Eucalyptus Avenue	Euclid Ave	Campus Ave	68	72	**4**	**Yes**	Yes
Eucalyptus Avenue	Campus Ave	Bon View Ave	67	71	**4**	**Yes**	Yes
Eucalyptus Avenue	Bon View Ave	Grove Ave	66	70	**4**	**No**	Yes
Eucalyptus Avenue	Grove Ave	Walker Ave	64	69	**5**	**No**	Yes
Eucalyptus Avenue	Walker Ave	Vineyard Ave	63	68	**5**	**No**	Yes
Eucalyptus Avenue	Vineyard Ave	Ontario Ave	63	68	**5**	**No**	Yes

Source: Appendix I1. FHWA Highway Traffic Noise Prediction

Notes: Model based on traffic volumes and truck mix use percentages provided by Fehr and Peers.

Bold text signifies a significant increase.

Appendix I1 contains the traffic noise modeling inputs and outputs for all truck route roadway segments analyzed.

For roadways with existing ambient noise environments of 65 dBA CNEL and higher, an increase of 1.5 dBA CNEL or greater would be considered a significant impact. For roadways with existing ambient noise environments of 60 dBA to 64 dBA CNEL, an increase of 3 dBA CNEL or greater would be considered a significant impact. As shown in Table 3.13-21, *Project-Related Increase in Traffic Noise,* with implementation of the proposed project, receptors along Mountain Avenue, Euclid Avenue, Archibald Avenue, Etiwanda Avenue, Jurupa Avenue, Mission Avenue, and Edison Avenue would experience a decrease of -1 dBA to -4 dBA CNEL in daily traffic noise levels. This decrease, or benefit, is attributable to proposed truck route changes. This table also shows that 15 roadway segments of Walker Avenue, Ontario Avenue, Milliken Avenue, Philadelphia Avenue, and Eucalyptus Avenue would experience a significant impact of 2 dBA to 6 dBA CNEL traffic noise increases with buildout of the proposed project. There are no noise-sensitive land uses along Walker Avenue, Ontario Avenue, or Milliken Avenue roadway segments; however, existing noise sensitive land uses are along the impacted roadway segments of Philadelphia Avenue and Eucalyptus Avenue.

Policy Plan Amendment Safety Element Policies S4-2, S4-4, and S4-5 encourage collaboration with other agencies, manage truck traffic, and minimize noise impacts through street design.

- **Policy S4-2: Coordination with Transportation Authorities.** We collaborate with airport owners, FAA, Caltrans, SBCTA, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of, and updates to transportation-related plans to minimize noise impacts and provide appropriate mitigation measures.

- **Policy S4-4: Truck Traffic.** We manage truck traffic to minimize noise impacts on sensitive land uses.

- **Policy S4-5: Roadway Design.** We design streets and highways to minimize noise impacts.

The proposed project would not result in new or a substantial increase in the magnitude of impacts compared to the approved project. Nevertheless, traffic-related noise impacts from the proposed project would be significant.

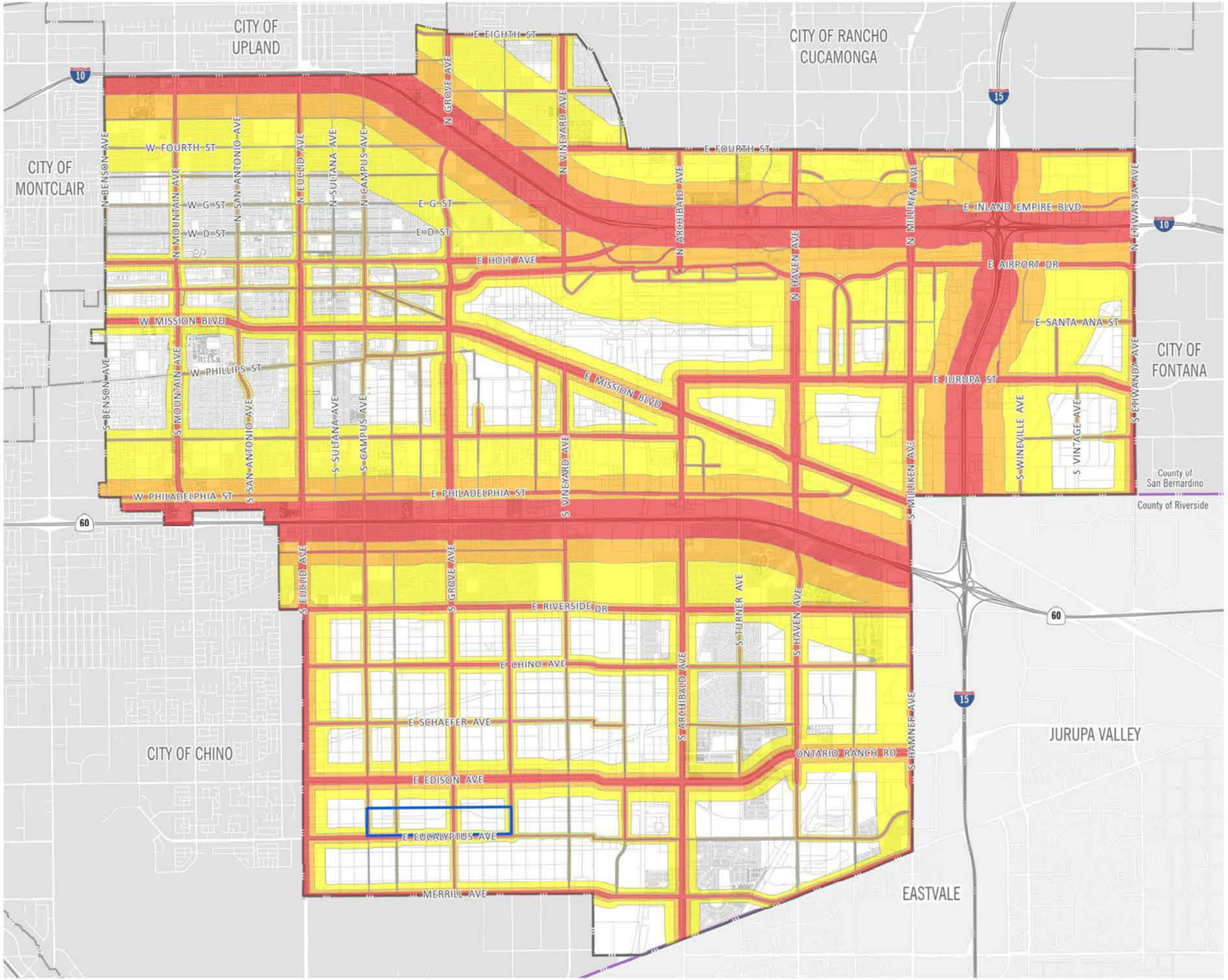
Summary

Stationary noise impacts of the proposed project would not exceed the City's operational noise thresholds; however, traffic noise generated by the proposed project would result in noticeable increase in traffic noise levels above the City's noise standards. Therefore, this impact is **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Figure 3.13-5

Future Project Traffic-Related Noise Contours

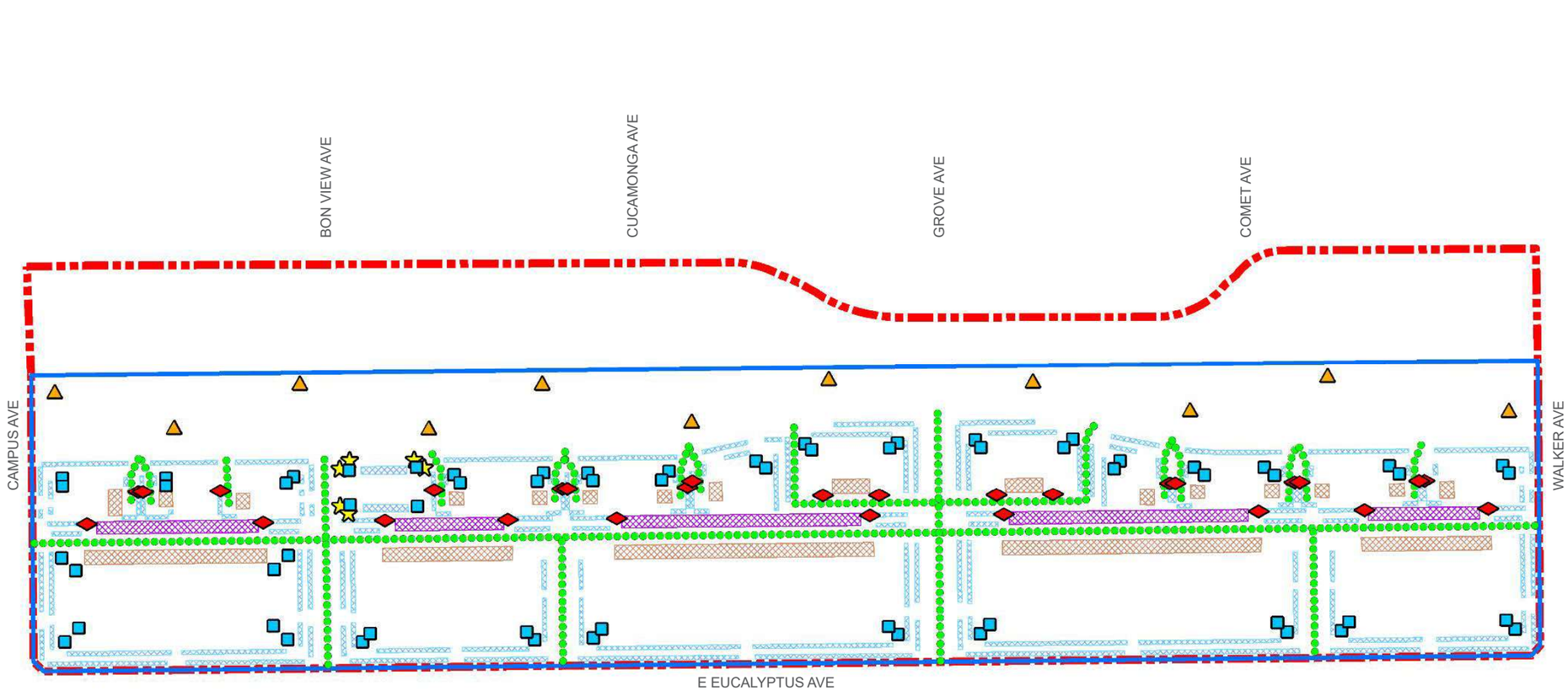


Source: Fehr & Peers 2025; PlaceWorks 2025 Date: 2/19/2026

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Figure 3.13-6

EBPSP Operational Noise Source Locations



- Site Boundary
- EBPSP Boundary
- Tractor Trailer Storage Activity
- Loading Dock Activity
- Parking Lot Vehicle Movements
- Truck Movements
- Park Activities
- Drive-Through Speakerphone
- Trash Enclosure Activity
- Roof-Top Air Conditioning Unit

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 300 600 FT

Source: Urban Crossroads 2025

Date: 01/15/2026

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Specific Plan

Operation

EBPSP-related operational noise sources are expected to include loading dock activity, tractor trailer storage activity, truck movements, trash enclosure activity, roof-top air conditioning units, drive-through speakerphones, parking lot vehicle movements, and park activities. Figure 3.13-6, *EBPSP Operational Noise Source Locations,* illustrates the operational noise source locations.

To present the potential worst-case noise conditions, the following analysis assumes the EBPSP land uses would be operational 24 hours per day, 7 days per week. Table 3.13-22, *EBPSP Daytime Operational Noise Levels*, and Table 3.13-23, *EBPSP Nighttime Operational Noise Levels*, present the daytime (7:00 AM-10:00 PM) and nighttime (10:00 PM-7:00 AM) operational noise levels, respectively, that can be expected at each of the receiver locations. As shown in these tables, the daytime hourly noise levels at the off-site receiver locations are expected to range from 43.3 to 52.8 dBA L_{eq} and the nighttime hourly noise levels are expected to range from 42.7 to 52.7 dBA L_{eq}.

Table 3.13-22 EBPSP Daytime Operational Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA L_{eq})							
	R1	R2	R3	R4	R5	R6	R7	R8
Loading Dock Activity	48.9	52.3	49.0	47.0	47.5	45.2	42.4	37.8
Tractor Trailer Storage Activity	36.0	38.4	29.5	33.6	29.7	30.0	29.5	25.5
Truck Movements	35.2	37.8	34.7	34.5	35.1	36.7	26.0	24.7
Trash Enclosure Activity	29.9	32.6	27.4	29.4	21.7	21.5	20.1	17.4
Roof-Top Air Conditioning Units	33.6	36.4	34.4	32.6	35.9	39.3	36.5	37.9
Drive-Through Speakerphone	21.5	25.8	15.6	10.5	7.8	10.4	5.8	2.8
Parking Lot Vehicle Movements	28.6	31.2	28.6	27.6	33.9	37.2	35.2	39.2
Park Activities	20.0	23.8	19.9	18.8	28.1	6.8	5.8	14.4
Total (All Noise Sources)	49.5	52.8	49.4	47.7	48.3	47.2	44.2	43.3

Source: Appendix I2

Table 3.13-23 EBPSP Nighttime Operational Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA Leq)							
	R1	R2	R3	R4	R5	R6	R7	R8
Loading Dock Activity	48.9	52.3	49.0	47.0	47.5	45.2	42.4	37.8
Tractor Trailer Storage Activity	36.0	38.4	29.5	33.6	29.7	30.0	29.5	25.5
Truck Movements	35.2	37.8	34.7	34.5	35.1	36.7	26.0	24.7
Trash Enclosure Activity	25.9	28.6	23.4	25.5	17.7	17.6	16.1	13.4
Roof-Top Air Conditioning Units	31.2	34.0	32.0	30.2	33.5	36.9	34.1	35.5
Drive-Through Speakerphone	21.5	25.8	15.6	10.5	7.8	10.4	5.8	2.8
Parking Lot Vehicle Movements	28.6	31.2	28.6	27.6	33.9	37.2	35.2	39.2
Park Activities	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total (All Noise Sources)	49.4	52.7	49.3	47.6	48.1	46.9	43.9	42.7

Source: Appendix I2

To demonstrate compliance with local noise regulations, the operational noise levels were evaluated against the City of Ontario exterior noise level standards, as shown in Table 3.13-24, *EBPSP Operational Noise Level Compliance*. As shown in this table, the operational noise levels associated with the EBPSP would not exceed applicable exterior noise level standards (adjusted to reflect the ambient noise levels per Section 5-29.04[a][1] of City of Ontario Municipal Code).

Table 3.13-24 EBPSP Operational Noise Level Compliance

Receiver Location	EBPSP Operational Noise Levels (dBA L_{eq})		Noise Level Standards (dBA L_{eq})		Noise Level Standards Exceeded?	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	49.5	49.4	69.8	62.9	No	No
R2	52.8	52.7	65.0	57.6	No	No
R3	49.4	49.3	69.4	60.8	No	No
R4	47.7	47.6	69.9	60.0	No	No
R5	48.3	48.1	65.0	51.4	No	No
R6	47.2	46.9	65.0	52.5	No	No
R7	44.2	43.9	65.0	52.5	No	No
R8	43.3	42.7	65.0	47.7	No	No

Source: Appendix I2

To describe the EBPSP operational noise level increases, the operational noise levels were combined with the ambient noise levels measurements for the nearby receiver locations. Table 3.13-25, *EBPSP Daytime Operational Noise Increases*, and Table 3.13-26, *EBPSP Nighttime Operational Noise Increases*, present the daytime and nighttime operational noise level

increases that can be expected at each of the receiver locations. As indicated in these tables, the EBPSP would generate daytime operational noise increases ranging from 0.0 to 0.9 dBA L_{eq} and nighttime operational noise increases ranging from 0.2 to 1.7 dBA L_{eq} at the nearest receiver locations. As such, noise increases associated with operations of the EBPSP would not exceed the applicable increase criteria.

Table 3.13-25 EBPSP Daytime Operational Noise Increases

Receiver Location	Total EBPSP Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined EBPSP and Ambient	EBPSP Increase	Increase Criteria	Increase Criteria Exceeded?
R1	49.5	L1	69.8	69.8	0.0	1.5	No
R2	52.8	L2	64.9	65.2	0.3	5.0	No
R3	49.4	L3	69.4	69.4	0.0	1.5	No
R4	47.7	L4	69.9	69.9	0.0	1.5	No
R5	48.3	L5	59.8	60.1	0.3	5.0	No
R6	47.2	L6	62.3	62.4	0.1	5.0	No
R7	44.2	L6	62.3	62.4	0.1	5.0	No
R8	43.3	L7	49.9	50.8	0.9	5.0	No

Source: Appendix I2

Table 3.13-26 EBPSP Nighttime Operational Noise Increases

Receiver Location	Total EBPSP Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined EBPSP and Ambient	EBPSP Increase	Increase Criteria	Increase Criteria Exceeded?
R1	49.4	L1	62.9	63.1	0.2	5.0	No
R2	52.7	L2	57.6	58.8	1.2	5.0	No
R3	49.3	L3	60.8	61.1	0.3	5.0	No
R4	47.6	L4	60.0	60.2	0.2	5.0	No
R5	48.1	L5	51.4	53.1	1.7	5.0	No
R6	46.9	L6	52.5	53.6	1.1	5.0	No
R7	43.9	L6	52.5	53.1	0.6	5.0	No
R8	42.7	L7	47.7	48.9	1.2	5.0	No

Source: Appendix I2

Off-Site Traffic Noise

To assess the off-site transportation CNEL noise level impacts associated with development of the Specific Plan, noise contours were developed for each of the scenarios outlined in the EBPSP

Traffic Analysis (Existing, Opening Year 2031, Horizon Year 2050). The noise contours were used to assess the incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying EBPSP traffic. The noise contours represent the distance to noise levels of constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the study area.

Existing with EBPSP Scenario

Based on the developed noise contours, Table 3.13-27, *Existing with EBPSP (Phase 1) Traffic Noise Increases*, Table 3.13-28, *Existing with EBPSP (Phase 2) Traffic Noise Increases*, and Table 3.13-29, *Existing with EBPSP (Buildout) Traffic Noise Increases*, present the off-site traffic noise increases that would be attributable to the EBPSP for the existing with EBPSP scenario. It is noted that the Existing With EBPSP (Phase 1 through Buildout) condition is provided solely for informational purposes and would not occur, since the Specific Plan would not be fully developed and occupied under Existing conditions.

EBPSP Phase 1 off-site traffic noise increases would range from -0.4 to 2.2 dBA CNEL (see Table 3.13-27).[1] Based on the significance criteria for off-site traffic noise, the noise increase threshold would be exceeded along the following two roadway segments under this scenario:

- Walker Avenue south of Ontario Ranch Road (Segment #9)
- Eucalyptus Avenue east of Euclid Avenue (Segment #17)

Table 3.13-28 shows that EBPSP Phase 2 off-site traffic noise increases would range from -0.4 to 3.2 dBA CNEL. Based on the significance criteria for off-site traffic noise, the same two study area roadway segments (Segments 9 and 17) would continue to experience noise increases in excess of the threshold under this scenario.

[1] It is noted that the City truck route modifications proposed as part of the Policy Plan Amendment may result in certain reductions in with EBPSP traffic volumes, and subsequently, the with EBPSP off-site traffic noise levels.

Table 3.13-27 Existing with EBPSP (Phase I) Traffic Noise Increases

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No EBPSP	With EBPSP	EBPSP Addition	Limit	Exceeded?
1	Euclid Ave (SR-83)	n/o Ontario Ranch Rd	Sensitive	79.8	79.9	0.1	1.5	No
2	Euclid Ave (SR-83)	n/o Eucalyptus Ave	Sensitive	78.8	79.1	0.3	1.5	No
3	Euclid Ave (SR-83)	s/o Eucalyptus Ave	Sensitive	80.6	80.7	0.1	1.5	No
4	Bon View Ave	n/o Ontario Ranch Rd	Sensitive	68.7	68.6	-0.1	1.5	No
5	Bon View Ave	s/o Ontario Ranch Rd	Sensitive	67.3	67.3	0.0	1.5	No
6	Grove Ave	n/o Ontario Ranch Rd	Sensitive	73.7	73.7	0.0	1.5	No
7	Grove Ave	s/o Ontario Ranch Rd	Sensitive	72.3	72.4	0.1	1.5	No
8	Walker Ave	n/o Ontario Ranch Rd	Sensitive	72.4	72.3	-0.1	1.5	No
9	Walker Ave	s/o Ontario Ranch Rd	Sensitive	70.5	72.7	2.2	1.5	Yes
10	Archibald Ave	n/o Ontario Ranch Rd	Sensitive	78.6	78.3	-0.3	1.5	No
11	Archibald Ave	s/o Ontario Ranch Rd	Sensitive	79.8	79.4	-0.4	1.5	No
12	Ontario Ranch Rd	e/o Euclid Ave (SR-83)	Sensitive	75.3	74.9	-0.4	1.5	No
13	Ontario Ranch Rd	w/o Grove Ave	Sensitive	74.4	74.0	-0.4	1.5	No
14	Ontario Ranch Rd	e/o Grove Ave	Sensitive	74.5	74.1	-0.4	1.5	No
15	Ontario Ranch Rd	w/o Archibald Ave	Non-Sensitive	76.3	77.5	1.2	3.0	No
16	Ontario Ranch Rd	e/o Archibald Ave	Sensitive	77.1	77.9	0.8	1.5	No
17	Eucalyptus Ave	e/o Euclid Ave (SR-83)	Sensitive	71.0	72.8	1.8	1.5	Yes
18	Eucalyptus Ave	w/o Grove Ave	Non-Sensitive	69.8	71.8	2.0	n/a	No
19	Eucalyptus Ave	e/o Grove Ave	Non-Sensitive	73.5	74.4	0.9	n/a	No
20	Eucalyptus Ave	e/o Walker Ave	Non-Sensitive	72.9	73.0	0.1	n/a	No

Source: Appendix I2

Table 3.13-28 Existing with EBPSP (Phase 2) Traffic Noise Increase

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No EBPSP	With EBPSP	EBPSP Addition	Limit	Exceeded?
1	Euclid Ave (SR-83)	n/o Ontario Ranch Rd	Sensitive	79.8	80.0	0.2	1.5	No
2	Euclid Ave (SR-83)	n/o Eucalyptus Ave	Sensitive	78.8	79.2	0.4	1.5	No
3	Euclid Ave (SR-83)	s/o Eucalyptus Ave	Sensitive	80.6	80.8	0.2	1.5	No
4	Bon View Ave	n/o Ontario Ranch Rd	Sensitive	68.7	68.6	-0.1	1.5	No
5	Bon View Ave	s/o Ontario Ranch Rd	Sensitive	67.3	67.4	0.1	1.5	No
6	Grove Ave	n/o Ontario Ranch Rd	Sensitive	73.7	73.8	0.1	1.5	No
7	Grove Ave	s/o Ontario Ranch Rd	Sensitive	72.3	72.5	0.2	1.5	No
8	Walker Ave	n/o Ontario Ranch Rd	Sensitive	72.4	72.4	0.0	1.5	No
9	Walker Ave	s/o Ontario Ranch Rd	Sensitive	70.5	73.7	3.2	1.5	Yes
10	Archibald Ave	n/o Ontario Ranch Rd	Sensitive	78.6	78.3	-0.3	1.5	No
11	Archibald Ave	s/o Ontario Ranch Rd	Sensitive	79.8	79.5	-0.3	1.5	No
12	Ontario Ranch Rd	e/o Euclid Ave (SR-83)	Sensitive	75.3	74.9	-0.4	1.5	No
13	Ontario Ranch Rd	w/o Grove Ave	Sensitive	74.4	74.1	-0.3	1.5	No
14	Ontario Ranch Rd	e/o Grove Ave	Sensitive	74.5	74.2	-0.3	1.5	No
15	Ontario Ranch Rd	w/o Archibald Ave	Non-Sensitive	76.3	77.8	1.5	3.0	No
16	Ontario Ranch Rd	e/o Archibald Ave	Sensitive	77.1	78.3	1.2	1.5	No
17	Eucalyptus Ave	e/o Euclid Ave (SR-83)	Sensitive	71.0	73.5	2.5	1.5	Yes
18	Eucalyptus Ave	w/o Grove Ave	Non-Sensitive	69.8	72.8	3.0	n/a	No
19	Eucalyptus Ave	e/o Grove Ave	Non-Sensitive	73.5	75.2	1.7	n/a	No
20	Eucalyptus Ave	e/o Walker Ave	Non-Sensitive	72.9	73.1	0.2	n/a	No

Source: Appendix I2

Table 3.13-29 shows that EBPSP Buildout off-site traffic noise increases would range from -0.4 to 3.7 dBA CNEL. Based on the significance criteria for off-site traffic noise, the same 2 study area roadway segments (Segments 9 and 17) would continue to experience noise increases in excess of the threshold under this scenario.

Opening Year with EBPSP Scenario

Based on the developed noise contours, Table 3.13-30, *Opening Year (2031) with EBPSP Traffic Noise Increases,* present the off-site traffic noise increases that would be attributable to the EBPSP for the opening year scenario. As shown in this table, the Opening Year (2031) off-site traffic noise increases would range from 0.0 to 2.3 dBA CNEL. Based on the significance criteria for off-site traffic noise, the noise increase threshold would be exceeded along the following roadway segment under this scenario:

- Walker Avenue south of Ontario Ranch Road (Segment #9)

Horizon Year with EBPSP Scenario

Based on the developed noise contours, Table 3.13-31, *Horizon Year (2050) with EBPSP Traffic Noise Increases,* present the off-site traffic noise increases that would be attributable to the EBPSP for the opening year scenario. As shown, Horizon Year (2050) off-site traffic noise increases would range from 0.0 to 0.7 dBA CNEL. Noise increases along all roadway segments would not exceed the significance criteria.

Summary

Operational Noise Summary

As shown in Table 3.13-22 through 3.13-26, noise associated with EBPSP operations would not exceed applicable thresholds for daytime or nighttime conditions. Additionally, noise level increases associated with operation of the Specific Plan would not exceed the increase criteria thresholds. Based on the preceding discussions, operational noise impacts of the EBPSP would be **less than significant**. Accordingly, EBPSP operations would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Off-Site Traffic Noise Summary

Based on the information presented in Tables 3.13-27 through 3.13-31, certain roadway segments would experience noise level increases in excess of the significance threshold under Existing with EBPSP (Phase 1 though Buildout) and Opening Year (2031) conditions. The EBPSP would not result in new or a substantial increase in the magnitude of impacts compared to that identified in the 2022 Certified EIR. Nevertheless, this would be a **potentially significant** impact.

Specific Plan Significance without Mitigation: Potentially significant.

Table 3.13-29 Existing with EBPSP (Buildout) Traffic Noise Increases

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No EBPSP	With EBPSP	EBPSP Addition	Limit	Exceeded?
1	Euclid Ave (SR-83)	n/o Ontario Ranch Rd	Sensitive	79.8	80.1	0.3	1.5	No
2	Euclid Ave (SR-83)	n/o Eucalyptus Ave	Sensitive	78.8	79.3	0.5	1.5	No
3	Euclid Ave (SR-83)	s/o Eucalyptus Ave	Sensitive	80.6	80.8	0.2	1.5	No
4	Bon View Ave	n/o Ontario Ranch Rd	Sensitive	68.7	68.7	0.0	1.5	No
5	Bon View Ave	s/o Ontario Ranch Rd	Sensitive	67.3	67.5	0.2	1.5	No
6	Grove Ave	n/o Ontario Ranch Rd	Sensitive	73.7	73.8	0.1	1.5	No
7	Grove Ave	s/o Ontario Ranch Rd	Sensitive	72.3	72.7	0.4	1.5	No
8	Walker Ave	n/o Ontario Ranch Rd	Sensitive	72.4	72.4	0.0	1.5	No
9	Walker Ave	s/o Ontario Ranch Rd	Sensitive	70.5	74.2	3.7	1.5	Yes
10	Archibald Ave	n/o Ontario Ranch Rd	Sensitive	78.6	78.3	-0.3	1.5	No
11	Archibald Ave	s/o Ontario Ranch Rd	Sensitive	79.8	79.5	-0.3	1.5	No
12	Ontario Ranch Rd	e/o Euclid Ave (SR-83)	Sensitive	75.3	74.9	-0.4	1.5	No
13	Ontario Ranch Rd	w/o Grove Ave	Sensitive	74.4	74.2	-0.2	1.5	No
14	Ontario Ranch Rd	e/o Grove Ave	Sensitive	74.5	74.2	-0.3	1.5	No
15	Ontario Ranch Rd	w/o Archibald Ave	Non-Sensitive	76.3	78.1	1.8	3.0	No
16	Ontario Ranch Rd	e/o Archibald Ave	Sensitive	77.1	78.5	1.4	1.5	No
17	Eucalyptus Ave	e/o Euclid Ave (SR-83)	Sensitive	71.0	73.9	2.9	1.5	Yes
18	Eucalyptus Ave	w/o Grove Ave	Non-Sensitive	69.8	73.2	3.4	n/a	No
19	Eucalyptus Ave	e/o Grove Ave	Non-Sensitive	73.5	75.6	2.1	n/a	No
20	Eucalyptus Ave	e/o Walker Ave	Non-Sensitive	72.9	73.1	0.2	n/a	No

Source: Appendix I2

Table 3.13-30 Opening Year (2031) with EBPSP Traffic Noise Increases

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No EBPSP	With EBPSP	EBPSP Addition	Limit	Exceeded?
1	Euclid Ave (SR-83)	n/o Ontario Ranch Rd	Sensitive	80.4	80.6	0.2	1.5	No
2	Euclid Ave (SR-83)	n/o Eucalyptus Ave	Sensitive	79.7	80.0	0.3	1.5	No
3	Euclid Ave (SR-83)	s/o Eucalyptus Ave	Sensitive	81.3	81.4	0.1	1.5	No
4	Bon View Ave	n/o Ontario Ranch Rd	Sensitive	70.7	70.7	0.0	1.5	No
5	Bon View Ave	s/o Ontario Ranch Rd	Sensitive	69.7	69.9	0.2	1.5	No
6	Grove Ave	n/o Ontario Ranch Rd	Sensitive	75.2	75.4	0.2	1.5	No
7	Grove Ave	s/o Ontario Ranch Rd	Sensitive	73.9	74.1	0.2	1.5	No
8	Walker Ave	n/o Ontario Ranch Rd	Sensitive	73.8	73.8	0.0	1.5	No
9	Walker Ave	s/o Ontario Ranch Rd	Sensitive	72.6	74.9	2.3	1.5	Yes
10	Archibald Ave	n/o Ontario Ranch Rd	Sensitive	79.7	79.7	0.0	1.5	No
11	Archibald Ave	s/o Ontario Ranch Rd	Sensitive	80.7	80.8	0.1	1.5	No
12	Ontario Ranch Rd	e/o Euclid Ave (SR-83)	Sensitive	76.4	76.4	0.0	1.5	No
13	Ontario Ranch Rd	w/o Grove Ave	Sensitive	75.6	75.7	0.1	1.5	No
14	Ontario Ranch Rd	e/o Grove Ave	Sensitive	75.6	75.6	0.0	1.5	No
15	Ontario Ranch Rd	w/o Archibald Ave	Non-Sensitive	77.6	78.5	0.9	3.0	No
16	Ontario Ranch Rd	e/o Archibald Ave	Sensitive	78.6	79.4	0.8	1.5	No
17	Eucalyptus Ave	e/o Euclid Ave (SR-83)	Sensitive	73.3	74.8	1.5	1.5	No
18	Eucalyptus Ave	w/o Grove Ave	Non-Sensitive	72.0	74.0	2.0	n/a	No
19	Eucalyptus Ave	e/o Grove Ave	Non-Sensitive	74.8	76.2	1.4	n/a	No
20	Eucalyptus Ave	e/o Walker Ave	Non-Sensitive	73.1	73.4	0.3	n/a	No

Source: Appendix I2

Table 3.13-31 Horizon Year (2050) with EBPSP Traffic Noise Increases

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No EBPSP	With EBPSP	EBPSP Addition	Limit	Exceeded?
1	Euclid Ave (SR-83)	n/o Ontario Ranch Rd	Sensitive	81.1	81.3	0.2	1.5	No
2	Euclid Ave (SR-83)	n/o Eucalyptus Ave	Sensitive	81.4	81.6	0.2	1.5	No
3	Euclid Ave (SR-83)	s/o Eucalyptus Ave	Sensitive	82.4	82.5	0.1	1.5	No
4	Bon View Ave	n/o Ontario Ranch Rd	Sensitive	76.8	76.8	0.0	1.5	No
5	Bon View Ave	s/o Ontario Ranch Rd	Sensitive	77.3	77.4	0.1	1.5	No
6	Grove Ave	n/o Ontario Ranch Rd	Sensitive	80.0	80.0	0.0	1.5	No
7	Grove Ave	s/o Ontario Ranch Rd	Sensitive	78.7	78.8	0.1	1.5	No
8	Walker Ave	n/o Ontario Ranch Rd	Sensitive	78.1	78.1	0.0	1.5	No
9	Walker Ave	s/o Ontario Ranch Rd	Sensitive	79.1	79.8	0.7	1.5	No
10	Archibald Ave	n/o Ontario Ranch Rd	Sensitive	82.5	82.5	0.0	1.5	No
11	Archibald Ave	s/o Ontario Ranch Rd	Sensitive	82.8	82.8	0.0	1.5	No
12	Ontario Ranch Rd	e/o Euclid Ave (SR-83)	Sensitive	79.4	79.5	0.1	1.5	No
13	Ontario Ranch Rd	w/o Grove Ave	Sensitive	78.7	78.8	0.1	1.5	No
14	Ontario Ranch Rd	e/o Grove Ave	Sensitive	78.3	78.3	0.0	1.5	No
15	Ontario Ranch Rd	w/o Archibald Ave	Non-Sensitive	81.2	81.6	0.4	3.0	No
16	Ontario Ranch Rd	e/o Archibald Ave	Sensitive	82.3	82.7	0.4	1.5	No
17	Eucalyptus Ave	e/o Euclid Ave (SR-83)	Sensitive	79.4	79.8	0.4	1.5	No
18	Eucalyptus Ave	w/o Grove Ave	Non-Sensitive	78.2	78.7	0.5	3.0	No
19	Eucalyptus Ave	e/o Grove Ave	Non-Sensitive	78.8	79.2	0.4	3.0	No
20	Eucalyptus Ave	e/o Walker Ave	Non-Sensitive	74.0	74.1	0.1	n/a	No

Source: Appendix I2

Impact NOI-2: Implementation of the Policy Plan Amendment and EBPSP would expose sensitive receptors to substantial permanent traffic noise increases.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant operational noise impacts, and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Policy Plan Amendment

TOP 2050 Policies (see Policies M-1.1 and M-4.1) would reduce roadway noise, to the extent feasible; however, no mitigation measures are available that would reduce the proposed project's substantial increase in traffic noise levels.

Specific Plan

To address potentially significant off-site traffic noise increases along study areas roadway segments, both quiet pavement and off-site noise barriers were considered as potential noise mitigation measures, as discussed below.

Quiet Pavement

The application of quieter pavements reduces traffic noise levels at the tire/pavement interface, which has been shown to be the primary source of traffic noise when vehicles travel faster than about 30 mph. Additionally, quiet pavement does not have the same physical site limitations as barriers and typically has a lower upfront cost. The noise performance of quieter pavement can degrade over time, typically 10 years, resulting in increased maintenance and rehabilitation needs for purposes of noise reduction.

Changing the pavement type of a roadway has been shown to reduce the amount of tire/pavement noise produced at the source under both near-term and long-term conditions. Traffic noise is generated primarily by the interaction of the tires and pavement, the engine, and exhaust systems. For automobile noise, as much as 75 to 90 percent of traffic noise is generated by the interaction of the tires and pavement, especially when traveling at higher speeds. According to research conducted by Caltrans, these types of pavements typically provide noise attenuation of 6 dBA for automobile traffic noise levels.

The effectiveness of reducing traffic noise levels is higher on roadways with low percentages of heavy trucks, since the heavy truck engine and exhaust noise is not reduced by quiet pavement.

This is due to the height of the truck engine exhaust stack above the pavement. Per Caltrans guidance a truck stack height is modeled using a height of 11.5 feet above the road. Based on Calveno REMELs, one heavy truck traveling at 55 mph generates as much noise as approximately 13 autos at the same speed. This is due to a combination of factors including the difference between the noise source height for heavy trucks of 11.5 feet versus autos with a noise source height of less than 2 feet. With the primary off-site traffic noise levels for the EBPSP consisting of heavy trucks with a stack height of 11.5 feet off the ground, the tire/pavement noise reduction benefits associated with quiet pavement would be primarily limited to autos.

Although the use of quiet pavement could theoretically reduce off-site traffic noise levels, such reductions would not provide reliable or meaningful benefits for noise generated by heavy truck traffic. Quiet pavement is primarily effective at reducing tire-on pavement noise at higher speeds and does not substantially reduce noise from truck engines and exhaust stacks. Consequently, quiet pavement would not reduce off-site truck-related traffic noise to less than significant levels.

Off-Site Noise Barriers

While noise barriers are commonly used to reduce the potential traffic noise levels from nearby transportation noise source activities, they are typically developed in coordination with new noise sensitive residential development or as part of a roadway widening project. Even though off-site noise barriers are typically not developed by individual off-site projects that contribute to the cumulative off-site traffic noise levels, off-site noise barriers were considered in the analysis as a potential traffic noise mitigation measure to reduce the EBPSP-related impacts.

However, noise barriers are not considered feasible as barriers would require openings for driveway access to individual residential lots fronting the road, thus greatly reducing their effectiveness. As such, off-site noise barriers would not be expected to lower the off-site traffic noise levels below a level of significance.

Significance After Mitigation

Policy Plan Amendment

Measures applied to individual development projects, such as constructing noise walls, evaluating and installing upgraded windows and doors, or applying rubberized asphalt on impacted roadway segments could reduce potential traffic noise impacts; however, impacted homes are on private property outside of the control of future project developers, so there may be limited admittance onto these properties to construct such walls. The cost versus benefit ratio in relation to the number of households benefited may not be feasible and reasonable in all cases. There are no funding mechanisms and procedures that would guarantee that the

implementation of sound insulation features at each affected home would reduce traffic noise in interior areas. Therefore, project impacts would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less than significant impacts for subsequent projects analyzed at the project level.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

Specific Plan

Due to the infeasibility of both quiet pavement and off-site noise barriers, EBPSP-related off-site traffic noise increases at adjacent noise-sensitive land uses are considered a **significant and unavoidable** impact.

Specific Plan Significance with Mitigation: Significant and unavoidable.

b) Would the project generate excessive groundborne vibration or groundborne noise levels?

CONSTRUCTION VIBRATION

The 2022 Certified EIR identified that TOP buildout could result in individual construction developments near noise sensitive receptors and expose receptors to prolong periods of construction activity. Mitigation Measure NOI-2-PPA (former MM 12-2) was identified to reduce construction vibration to the extent feasible; however, construction vibration impacts of the approved project were identified as significant and unavoidable.

Policy Plan Amendment

Under the proposed project, the primary source of temporary vibration within the City would be construction activities associated with new development projects. The proposed project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification.

Construction activity in the proposed project area would generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures but can achieve the audible and perceptible ranges in buildings close to the construction site. It is

noted that future development under the proposed project could potentially require installation of pile foundations that utilize impact pile drivers or similar equipment that generates high noise levels. Groundborne vibration is almost never annoying to people who are outdoors, so it is usually evaluated in terms of indoor receivers (FTA 2018). Table 3.13-32, *Vibration Levels for Construction Equipment*, lists reference vibration levels for construction equipment.

Table 3.13-32 Vibration Levels for Construction Equipment

Equipment	Approximate RMS Vibration Level at 25 Feet (VdB)	Approximate PPV Vibration Level at 25 Feet (in/sec)
Pile Driver, Impact (Upper Range)	112	1.518
Pile Driver, Impact (Typical)	104	0.644
Pile Driver, Sonic (Upper Range)	105	0.734
Pile Driver, Sonic (Typical)	93	0.170
Vibratory Roller	94	0.210
Large Bulldozer	87	0.089
Caisson Drilling	87	0.089
Loaded Trucks	86	0.076
Jackhammer	79	0.035
Small Bulldozer	58	0.003

Source: FTA 2018.

Notes: in/sec = inches per second; RMS = root-mean-square; PPV = peak particle velocity; VdB = vibration decibel.

As shown in the table, vibration generated by construction equipment has the potential to be substantial since it has the potential to exceed the FTA criteria for architectural damage thresholds shown in the table (e.g., 0.2 in/sec PPV for non-engineered timber and masonry buildings). Construction details and equipment for future project-level developments under the proposed project are not known at this time but may cause vibration impacts. Therefore, this impact is **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. The FTA provides representative ground vibration levels associated with various types of construction equipment. Based on the representative vibration levels, it is possible to estimate the potential vibration levels received at vicinity sensitive receiver locations. As shown in Table 3.13-33, *EBPSP Construction Vibration Levels*, at distances ranging from 89 to 900 feet from construction

activities, construction vibration velocity levels are estimated to range from 0 to 0.031 PPV in/sec. Based on maximum acceptable continuous vibration threshold of 0.2 PPV (in/sec), the typical construction vibration levels would fall below the damage thresholds at all the receiver locations. Therefore, EBPSP-related vibration impacts are considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Table 3.13-33 EBPSP Construction Vibration Levels

Location	Distance to Const. Activity (Feet)	Typical Construction Vibration Levels PPV (in/sec)						Thresholds PPV (in/sec)	Thresholds Exceeded?
		Small bulldozer	Jack-hammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R1	668'	0.000	0.000	0.001	0.001	0.002	0.002	0.2	No
R2	89'	0.000	0.005	0.011	0.013	0.031	0.031	0.2	No
R3	900'	0.000	0.000	0.000	0.000	0.001	0.001	0.2	No
R4	639'	0.000	0.000	0.001	0.001	0.002	0.002	0.2	No
R5	109'	0.000	0.004	0.008	0.010	0.023	0.023	0.2	No
R6	166'	0.000	0.002	0.004	0.005	0.012	0.012	0.2	No
R7	164'	0.000	0.002	0.005	0.005	0.012	0.012	0.2	No
R8	105'	0.000	0.004	0.009	0.010	0.024	0.024	0.2	No

Source: Appendix I2

Specific Plan Significance without Mitigation: Less than significant.

Impact NOI-3: Construction activities associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the 2022 Certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the 2022 Certified EIR identified in parenthesis [Former MM].

Mitigation Measure NOI-2-PPA [Former MM 12-2]: Prior to issuance of a building permit for individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers occurring near sensitive receptors shall be evaluated for potential vibration impacts. Construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.

New Mitigation Measures

Policy Plan Amendment

No additional mitigation measures are available to reduce construction-related vibration.

Specific Plan

The EBPSP would not result in significant construction-related vibration impacts. No mitigation is necessary.

Significance After Mitigation

Policy Plan Amendment

Mitigation Measure NOI-2-PPA would reduce potential impacts associated with construction vibration from individual development projects to the extent feasible. However, due to the potential for proximity of construction activities to sensitive uses, the number of construction projects occurring simultaneously, and the potential duration of construction activities, construction vibration impacts would be **significant and unavoidable**. Therefore, construction

vibration impacts associated with the proposed project would remain significant and unavoidable. It should be noted that the identification of this program-level impact does not preclude the finding of less than significant impacts for subsequent projects analyzed at the project level.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

OPERATION VIBRATION

The 2022 Certified EIR identified that the majority of commercial and industrial uses would not be immediately adjacent to vibration-sensitive uses, the use of heavy equipment associated with industrial activities would occur indoors, and no significant vibration impacts would occur from vibration generated by these uses. The 2022 Certified EIR also identified that potential impacts from on-road vehicles would not generate more than 0.8 in/sec PPV at vibration-sensitive receptors and approved project operational vibration impacts were less than significant.

Policy Plan Amendment

Commercial and Industrial Vibration

Commercial and industrial operations in the City would generate varying degrees of ground vibration, depending on the operational procedures and equipment. Such equipment-generated vibrations would spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the vibration source varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Individual projects accommodated under the proposed project would not exceed operational vibration significance thresholds. Compared to the approved project, the proposed project would not result in new or a substantial increase in magnitude of impacts. Therefore, like the approved project, operational vibration impacts of developments that would be accommodated by the proposed project would be less than significant.

Truck Route Vibration

Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes that heavy trucks and buses generate the highest earth-borne vibrations of normal traffic. Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Its study finds that,

> ... vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inches per second, with the worst

> combinations of heavy trucks and poor roadway conditions (while such trucks were moving at freeway speeds). This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings). (Caltrans 2013)

Truck route operations would generate varying degrees of ground vibration, depending on the truck weight, speed, travel lane distance from sensitive receptors, and roadway condition. As noted from public comments, residential receptors along existing truck routes have experienced heavy truck travel vibration annoyance. Reducing speed limits of heavy trucks and increasing the travel lane distance to sensitive receptors would reduce truck route vibration impacts at existing and future sensitive receptors along the City's truck routes. The proposed project would result in a new, or substantial heavy truck-related vibration annoyance impact compared to the approved project. Therefore, this impact is potentially significant.

Summary

Individual projects accommodated under the proposed project would not exceed operational vibration significance thresholds; however, the proposed project would result in a new, or substantial heavy truck-related vibration annoyance impact compared to the approved project. Therefore, this impact is **potentially significant.**

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

As identified above for the Policy Plan Amendment, individual projects accommodated under the proposed project would not exceed operational vibration significance thresholds. Under long-term conditions, the EBPSP would not include or require equipment or activities that would result in perceptible groundborne vibration beyond the Specific Plan area. Trucks would travel to and from the site along local roadways; however, vibration levels for heavy trucks operating at the posted speed limits on paved surfaces are not generally perceptible beyond the roadway. Therefore, this impact is **less than significant**. The EBPSP would not result in new impacts or an increase in magnitude of impacts compared to that identified in the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant

Impact NOI-4: Heavy truck traffic annoyance along City haul routes associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration annoyance.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant long-term vibration impacts, and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Policy Plan Amendment

TOP 2050 Policy M-1.1 would reduce vibration levels due to heavy truck routes, to the extent feasible, through roadway maintenance. Additionally, the Policy Plan Amendment includes revisions to Policy M-4.1 that would provide safe and efficient transport of goods and minimizing negative impacts to vibration sensitive receptors.

Specific Plan

The EBPSP would not result in significant long-term operational vibration impacts. No mitigation is necessary.

Significance After Mitigation

Policy Plan Amendment

Revisions to Policy M-4.1 of TOP 2050 would reduce vibration annoyance impacts associated with heavy truck travel along City haul routes from individual development projects to the extent feasible. Reducing heavy truck travel speeds provide safe and efficient transport of goods on impacted roadway segments could reduce potential heavy truck vibration annoyance impacts. However, impacted receptors may still perceive an annoyance. Therefore, heavy truck vibration impacts associated with the proposed project would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less than significant impacts for subsequent projects analyzed at the project level.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

c) For a project within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

AIRPORT NOISE HAZARDS

The 2022 Certified EIR identified that TOP buildout could expose noise sensitive uses to excessive noise levels from ONT. No impacts were identified from aircraft noise at CNO. Mitigation Measure NOI-3-PPA (former MM 12-1) was identified to reduce construction aircraft noise to the extent feasible. However, ONT noise impacts of the approved project were identified as significant and unavoidable.

Policy Plan Amendment

The City of Ontario's noise and land use compatibility standards considers a noise environment up to 60 dBA CNEL to be "clearly acceptable" for residential uses. Residential uses in exterior noise environments of up to 65 dBA CNEL are "normally acceptable." Normally acceptable conditions would require an acoustical report for major new residential construction. CBC Part 2, Volume 1, Chapter 12, Section 1206.4, Allowable Interior Noise Levels, requires that interior noise levels attributable to exterior sources not exceed 45 dBA in any habitable room.

The 2022 Certified EIR found that residents and other sensitive receptors within the 65 dBA noise contour of ONT would be exposed to excessive noise levels from airport operations, and consequently indoor and exterior noise environments would be exposed to elevated noise levels from aircraft overflights. No impacts would occur from aircraft overflights at CNO because the 65 dBA noise contour for CNO does not extend into the City.

The Policy Plan Amendment would redesignate the area along Holt Boulevard from Business Park to Mixed Use land use and a portion along Grove Avenue from Airport to Industrial land use. Although the Policy Plan Amendment would redesignate land uses near ONT, future development facilitated by these changes would remain subject the noise compatibility requirements of the adopted ALUCP. The Land Use Element of the existing TOP 2050 requires that new development surrounding ONT be consistent with the adopted ALUCP and comply with the standards and recommendations of Federal Aviation Administration (FAA) Part 77, as adopted through Ordinance 2758 of the Ontario Municipal Code.

A consistency determination analysis for ONT was prepared by the City of Ontario, which found that TOP 2050 is consistent with the ALUCP for ONT (ONT–IAC 2018) (Appendix G6). As stated in the consistency analysis, the proposed mixed-use land use designation allows for a combination of multi-family residential greater than 8 dwelling units per acre, office and commercial uses. The proposed mixed-use land use is consistent with the ONT ALUCP Noise Policy N2a, which allows new multi-family residential within the 65 to 70 dB CNEL noise contour provided that the

development can achieve a density that is 8 dwelling units per acre or greater and incorporate interior common space and recreational facilities.

Furthermore, Safety Element Policy S4-6, Airport Noise Compatibility, would minimize impacts. Policy S4-6 states that information from the ALUCPs shall be utilized to prevent the construction of new noise-sensitive land uses within airport noise impact zones. Future sensitive uses within the ONT Airport 65 dBA CNEL noise contour would be required to conduct a noise assessment and mitigate, as feasible, to achieve an interior noise level 45 dBA CNEL in any habitable room.

Policy Plan Amendment Safety Element Policies S4-2, S4-3, and S4-6 help minimize airport noise impacts.

- **Policy S4-2 Coordination with Transportation Authorities.** We collaborate with airport owners, FAA, Caltrans, SBCTA, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of and updates to transportation-related plans to minimize noise impacts and provide appropriate mitigation measures.
- **Policy S4-3 Airport Noise Mitigation**. We aggressively pursue funding and utilize programs to reduce the effects of aircraft noise in impacted areas of our community.
- **Policy S4-6 Airport Noise Compatibility.** We utilize information from Airport Land Use Compatibility Plans to prevent the construction of new noise -sensitive land uses within airport noise impact zones.

While the consistency determination for ONT identified that Policy Plan Amendment changes are consistent with the ONT ALUCP (Appendix G6), individual projects accommodated under the TOP 2050 could locate sensitive receptors within the 65 dBA noise contour of ONT and expose people residing or working in the City to excessive aircraft noise levels. Compared to the approved project, the Policy Plan Amendment would not result in new or a substantial increase in magnitude of impacts. Therefore, like the approved project, aircraft noise impacts of developments that would be accommodated by the Policy Plan Amendment would be **potentially significant**.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

Although the Specific Plan area is located within the ONT Influence Area (AIA), it is located outside any identified safety, airspace protection, and noise impact zones. All properties located within the ONT AIA are subject to a real estate transaction disclosure notice. (Ontario 2018)

The Specific Plan area is also located within the CNO AIA. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect

guidance set forth in the 2011 Caltrans Airport Land Use Planning Handbook. (SBC ALUC, 1991) As such, in 2022, the City of Ontario adopted the CNO Overlay District which provides maps, criteria, and policy language to guide development within the Chino AIA consistent with the 2011 Caltrans Airport Land Use Planning Handbook.

CNO overlay guidance illustrates that the Specific Plan area is located outside all identified noise contours of the Chino Airport. (Ontario 2022b) Similarly, the 2022 Certified EIR determined that the CNO noise contours would not result in significant impacts to the City of Ontario. The EBPSP would not result in a new or substantial increase in the severity of aircraft-related noise impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact NOI-5: Implementation of the Policy Plan Amendment could expose noise sensitive uses to excessive noise levels from the Ontario International Airport (ONT).

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the 2022 Certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the 2022 Certified EIR identified in parenthesis [Former MM].

> **Mitigation Measure NOI-3-PPA [Former MM 12-1]:** Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour of the Ontario International Airport, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Titles 24 and 21 of the California Code of Regulations).

New Mitigation Measures

Policy Plan Amendment

Mitigation Measure NOI-3-PPA is applicable to the proposed project. No additional mitigation measures have been identified.

Specific Plan

The EBPSP would not be subject to excessive aircraft noise; No mitigation is necessary. Additionally, the Specific Plan area is not located within the 65 dBA CNEL contour of the Ontario International Airport, as such, Mitigation Measure NOI-3-PPA would not apply.

Significance After Mitigation

Policy Plan Amendment

With the implementation of Mitigation Measure NOI-3-PPA and TOP 2050 policies, impacts to future sensitive receptors from excessive airport-related noise from operations at ONT would be reduced to comply with interior noise level thresholds of 45 dBA CNEL or less. While interior noise levels are required to achieve the interior noise limits of the California Building Standards, Title 24 and Title 25 of the California Code of Regulations, exterior noise levels may continue to exceed the noise compatibility criteria for the City. It should be noted that the identification of this program-level impact does not preclude the finding of less than significant impacts for subsequent projects analyzed at the project level. Consequently, airport noise compatibility impacts of the proposed project would remain **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

3.13.6 Cumulative Impact Analysis

The area considered for cumulative impacts for construction noise and vibration is the City of Ontario. Since details of individual development projects as a result of the proposed project are currently unknown, it cannot be determined whether proposed mitigation measures would reduce potentially significant impacts to less than significant levels for cumulative project-related noise impacts.

Construction

Construction activities may occur simultaneously and close to noise-sensitive receptors, which could result in significant impacts. For the EBPSP, there are no known projects that would overlap with the EBPSP's proposed construction schedule, with the exception of the Center Park Specific Plan to the north. Given the acreage associated with both the EBPSP and the Center Park Specific Plan and distance to the nearest noise-sensitive receptors, construction noise levels from the individual projects are not loud enough to result in a doubling of noise energy. Thus, the EBPSP would not substantially contribute to construction noise levels at noise sensitive receptors. EBPSP construction-source noise would not exceed applicable thresholds and would not substantially contribute to ambient noise conditions or to other related noise sources. There are no known or probable related projects that would interact with the less than significant effects of the EBPSP and thereby result in cumulatively significant impacts; however,

for the larger Policy Plan Amendment, the phasing of construction activities is speculative. As details of individual development projects in the project area are currently unknown, it cannot be determined whether Mitigation Measure NOI-1-PPA would reduce potentially significant impacts to less than significant. The proposed project's contribution to construction-related noise and vibration would therefore be cumulatively considerable, and the cumulative impact would be significant and unavoidable.

Operation

Stationary Sources

Stationary noise sources as part of future projects under the proposed project would be required to comply with the exterior and interior noise level standards in the City's Municipal Code Section 5.29, shown in Table 3.13-5, and Policy Plan Amendment Policy S4-1, Noise Mitigation. Design features commonly employed to achieve compliance, such as rooftop or ground-mounted equipment enclosures, parapet walls, acoustical screening, and silencers for exhaust and intake openings, would be incorporated as necessary based on final equipment specifications and acoustical evaluation. Due to compliance with stationary noise standards at the project level, much of the mechanical equipment would be located at large distances from off-site sensitive receptors and/or would be shielded by intervening structures. The proposed project would therefore not contribute to cumulatively considerable stationary source-related noise, and the cumulative impact would be less than significant.

Traffic Sources

To specifically estimate the proposed project's contribution to traffic noise, no-project noise levels were compared to those projected with completion of the proposed project. As demonstrated above, the proposed project's contribution to increases in ambient noise levels results in a significant impact. The proposed project would, therefore, contribute to cumulatively considerable traffic-related noise, and the cumulative impact would be significant and unavoidable.

Vibration

Construction

For the EBPSP, there are no known projects that would overlap with the EBPSP's proposed construction schedule, with the exception of the Center Park Specific Plan to the north. Given the acreage associated with both the EBPSP and the Center Park Specific Plan and distance to the nearest noise-sensitive receptors, construction noise levels from the individual projects are not loud enough to result in a doubling of noise energy. Thus, the EBPSP would not substantially contribute to construction noise levels at noise sensitive receptors. Accordingly, there is no

potential for the EBPSP to contribute to the exposure of persons to substantial cumulative temporary groundborne vibration or noise. For the Policy Plan Amendment construction activities may occur simultaneously and close to vibration-sensitive receptors, that could result in significant impacts. As details of individual development projects in the project area are currently unknown, it cannot be determined whether Mitigation Measure NOI-2-PPA would reduce potentially significant impacts to less than significant.

Operation

Groundborne vibration levels from heavy truck travel along City-designated truck routes of the proposed project could expose existing and future sensitive receptors to annoying vibration levels, as discussed above. Therefore, the proposed project's contribution to truck route-related vibration annoyance would therefore be cumulatively considerable, and the cumulative impact would be significant and unavoidable.

Summary

The above analysis of proposed project addresses cumulative impacts with regard to operational and construction noise as well as groundborne noise and vibration in the City. The project proposes the long-term buildout and operation of many different uses. Although multiple simultaneous nearby noise sources may, in combination, result in higher overall noise levels, this effect is captured and accounted for by the community noise level metrics that form the basis of the standards of significance for noise analysis. As described above, cumulative impacts for short-term construction noise and long-term operation (traffic noise and vibration from heavy trucks) are cumulatively considerable; and therefore, **significant**.

Cumulative Impacts: The proposed project, in combination with past, present, and reasonably foreseeable projects, could result in a substantial impact related to cumulative construction noise and vibration impacts and operational truck route traffic vibration impacts.

3.13.7 References

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3.14 POPULATION AND HOUSING

This section of the Draft Supplemental Environmental Impact Report (SEIR) examines the potential for socioeconomic impacts of TOP 2050 Policy Plan Amendment and EBPSP (proposed project) compared to that of the TOP 2050 (approved project) and 2022 Certified EIR. Population and housing impacts in the City of Ontario include changes in population, employment, and demand for housing, particularly housing cost/rent ranges defined as "affordable." Current website information and pertinent documents from the City of Ontario and other appropriate agencies were used in preparation of this section. The analysis in this section is based, in part, on information from:

- Southern California Association of Governments (SCAG)
- United States Census Bureau (US Census)
- California Department of Finance (DOF)

3.14.1 Regulatory Framework

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 (HCD) estimates the relative share of California's projected population growth that would occur in each county based on California DOF population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. Where there is a regional council of governments, HCD provides the RHNA 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 gives cities and counties the opportunity to comment on the proposed allocations. HCD oversees the process to ensure that the council of governments distributes its share of the state's projected housing need.

California housing element laws (California Government Code Sections 65580–65589) require 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, California 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.
- Preserve for lower-income households the publicly assisted multifamily housing developments in each community.

REGIONAL

Southern California Association of Governments

SCAG is a regional council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, which encompass over 38,000 square miles. SCAG is the federally recognized metropolitan planning organization for this region and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's metropolitan planning organization, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. The City of Ontario is within the San Bernardino County Transportation Agency (SBCTA) subregion of SCAG.

SCAG adopted its current RTP/SCS, "Connect SoCal 2024," in April 2024 to provide a long-range vision for the SCAG region (SCAG 2024a). Connect SoCal 2024 expands land use and transportation strategies established from previous cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal 2024 contains plans and projections for the region's future. Like other RTPs/SCSs, Connect SoCal 2024 provides a policy framework for preparing local plans and handling issues of regional significance, such as land use and

housing, open space and biological habitats, water, energy, air quality, solid waste, transportation, security and emergency preparedness, economy, and education. Connect SoCal 2024 also strives to achieve broader regional objectives, such as encouraging diverse housing construction in areas supported by multiple transportation options; promoting development of complete streets that prioritize safe opportunities to walk, bike, and pursue other forms of active transportation; leveraging new transportation technologies and data-driven solution to efficient travel; and promoting conservation of natural lands. Connect SoCal 2024 advances regional planning by incorporating an integrated approach between SCAG, state and local governments, transportation commissions, resources agencies and conservation groups, the private sector, and the general public. See Section 3.11, *Land Use and Planning*, of this SEIR.

LOCAL

City of Ontario Housing Element

The City's 6th-cycle housing element for the 2021-2029 period was adopted on March 1, 2022. The housing element is the City's plan for achieving local housing goals and compliance with the applicable statutes that are required of all local governments when updating their housing elements. The housing element includes housing programs that the City will implement to achieve the goals, policies, and objectives of the element. Program 11 of the housing element addresses development within the Ontario Ranch community. Goal 1 and its associated policies express the City's commitment to providing parks and recreational amenities for City neighborhoods.

3.14.2 Existing Conditions

POLICY PLAN AMENDMENT

Population

As of May 2025, according to the California Department of Finance, the City of Ontario and San Bernardino County have current populations of approximately 184,404 persons and 2,207,424 persons, respectively (DOF 2025). Table 3.14-1, *Population Trends in the City of Ontario and San Bernardino County,* exhibits the population growth trends in the City and County, collected by the DOF. According to the data, population has steadily increased in the City from 2020 to 2025, with the largest percentage increase for the City being 1.53 percent from 2021 to 2022. Countywide population has fluctuated year to year, but overall increased over the last 6 years.

Table 3.14-1 Population Trends in the City of Ontario and San Bernardino County

Year	City of Ontario		San Bernardino County	
	Population	Percent Change	Population	Percent Change
2020	175,297	N/A	2,181,654	N/A
2021	175,907	0.35%	2,179,941	-0.08%
2022	178,591	1.53%	2,183,077	0.14%
2023	180,707	1.18%	2,182,351	-0.03%
2024	182,875	1.20%	2,200,351	0.82%
2025	184,404	0.84%	2,207,424	0.32%

Sources: DOF 2025

Housing

As shown in Table 3.14-2, *Historical Housing Growth Trends in the City of Ontario and San Bernardino County*, the rate of housing growth has varied over the years.

Table 3.14-2 Historical Housing Growth Trends in the City of Ontario and San Bernardino County

Year	City of Ontario		San Bernardino County	
	Total Housing Units	Percent Change	Total Housing Units	Percent Change
2020	53,219	N/A	731,899	N/A
2021	53,666	0.84%	734,848	0.40%
2022	54,918	2.33%	740,893	0.82%
2023	55,981	1.94%	746,006	0.69%
2024	56,836	1.53%	751,646	0.76%
2025	57,621	1.38%	758,120	0.86%

Sources: DOF 2025.

Housing units in the City of Ontario are primarily single-family homes, although the City has a greater share of multifamily homes compared to San Bernardino County as a whole. Table 3.14--3, *Housing Units by Type in the City of Ontario and County of San Bernardino*, identifies the prevalence of housing types in the City and county. As shown in Table 3.14-3, in 2025, 58 percent of housing units in Ontario and 71 percent of housing units in the county were detached single-family homes. In 2025, 31 percent of housing units in Ontario were multifamily homes with 2 or more units, compared to 20 percent of housing units in the county.

Table 3.14-3 Housing Units by Type in the City of Ontario and County of San Bernardino

Type	City of Ontario		San Bernardino County	
	Total Housing Units	Percent	Total Housing Units	Percent
Single-Family Detached	33,638	58%	537,845	71%
Single-Family Attached	3,775	7%	28,069	4%
Multifamily (2 to 4 Units)	5,217	9%	47,351	6%
Multifamily Homes (5 or More Units)	12,827	22%	102,452	14%
Mobile Homes	2,164	4%	42,403	6%
Total	57,621	100%	758,120	100%
Vacancy Rate	Percent Vacant = 3.8%		Percent Vacant = 8.8%	
Household Size	Household Size = 3.31		Household Size = 3.14	

Sources: DOF 2025.

Employment

According to the California Employment Development Department, the growth rate of employment in the City of Ontario and San Bernardino County increased from 2020 to 2024. The City of Ontario and San Bernardino County employment among local residents and annual employment change percentages are shown in Table 3.14-4, *City of Ontario and San Bernardino County Employment Trends*. In 2024, Ontario's employed residents made up 9.2 percent of San Bernardino County's total employment of 975,200.

Table 3.14-4 City of Ontario and San Bernardino County Employment Trends

Year	City of Ontario		San Bernardino County	
	Employment (Persons)	Percent Change	Employment (Persons)	Percent Change
2020	78,200	N/A	879,600	N/A
2021	82,200	5.12%	915,500	4.08%
2022	87,000	5.84%	958,100	4.65%
2023	88,800	2.07%	967,900	1.02%
2024	89,500	0.79%	975,200	0.75%

Sources: EDD 2025.

Jobs-Housing Balance

The ratio of jobs to housing is important because an imbalanced ratio can lead to physical impacts on the environment. The "jobs-housing ratio" or "jobs-housing balance" is generally

measured by comparing the total number of jobs compared to the number of housing units or employed residents in a defined geographic area, without regard to economic constraints or individual preferences. The jobs-housing balance has implications for mobility, air quality, and the distribution of tax revenues and is one indicator of a project's effect on growth and quality of life in the project area. There is no ideal ratio adopted in state, regional, or city policies. The American Planning Association (APA) is an authoritative resource for community planning best practices, including the following recommendations for assessing job-housing balance:

- Jobs-housing ratio
  - Recommended target: 1.5 jobs per housing unit
  - Recommended range: 1.3 to 1.7 jobs per housing unit
- Jobs-employed resident ratio
  - Recommended target: 1 job per employed resident
  - Recommended range: 0.8 to 1.25 jobs per employed resident (Weitz 2003)

The APA recognizes that an ideal ratio will vary across jurisdictions and that, beyond the numerical ratio, it is also important for there to be a match between the types of jobs available in a community, the skills of the local labor force, and the characteristics of available housing, such as price, size, and location (Weitz 2003).

According to the Census Bureau's Longitudinal Employer-Household Dynamics data, in 2022 (the most recent year for which data are available) the City of Ontario had 137,623 jobs (US Census 2025). As shown in Table 3.14-4, in 2022 Ontario had 54,918 housing units. Therefore, in 2022 Ontario had a jobs-housing ratio of 2.51 (137,623 jobs/54,918 housing units). In 2022 Ontario had 80,700 employed residents (EDD 2025). Therefore, in 2022 Ontario had a jobs–to–employed residents ratio of 1.7 (137,623 jobs/80,700 employed residents), which is considered slightly imbalanced using the APA's recommended range of 0.8 to 1.25 jobs per employed resident (Weitz 2003).

Forecast

Regional Growth Forecast

Table 3.14-5, *SCAG Projections, City of Ontario and County of San Bernardino,* shows SCAG's regional forecast population and job projections for 2019 to 2050 for Ontario and the county. According to SCAG, the City and county are forecast to experience high growth in the next 2 decades. The number of households in the City are forecast to increase from 50,500 to 95,500, a difference of 45,000 (89.1 percent increase) between 2019 and 2050. The number of jobs in the City are forecast to increase from 122,000 to 187,700, a difference of 65,700 (53.9 percent increase) between 2019 and 2050. As shown in Table 3.14-5, SCAG projects a lower rate of

growth in San Bernardino County as a whole, with a projected 20.6 percent population growth, 45.1 percent household growth, and 33.1 percent job growth.

Table 3.14-5 SCAG Projections, City of Ontario and County of San Bernardino

Category	2019	2050	Projected Change 2019–2050	Percent Change 2019–2050
County of San Bernardino				
Population	2,175,000	2,623,000	448,000	20.6%
Households	657,000	953,000	296,000	45.1%
Jobs	860,000	1,145,000	285,000	33.1%
City of Ontario				
Population[1]	174,800	N/A	N/A	N/A
Households	50,500	95,500	45,000	89.1%
Jobs	122,000	187,700	65,700	53.9%

Source: SCAG 2024b.

1 SCAG no longer forecasts population by jurisdiction in the Regional Transportation Plan.

Regional Housing Needs Assessment

As shown in Table 3.14-6, *City of Ontario 2021–2029 Regional Housing Needs Assessment*, the City of Ontario's RHNA allocation for the 2021–2029 planning period is 20,854 units.

Table 3.14-6 City of Ontario 2021–2029 Regional Housing Needs Assessment

Income Category (Based on County AMI)	Number of Units	Percentage
Very Low	5,640	27%
Low	3,286	16%
Moderate	3,329	16%
Above Moderate	8,599	41%
Total	**20,854**	**100%**

Source: SCAG 2021.

Note: AMI = Area Median Income

SPECIFIC PLAN

Under existing conditions, 10 residential units are located within the EBPSP area. Certain areas of the EBPSP area are currently designated Medium Density Residential (with an Affordable Housing Overlay) and Mixed Use (with an Affordable Housing Overlay) under the approved

project. Under the current TOP 2050, these EBPSP parcels were planned to accommodate up to 2,195 housing units, including 1,098 low- and very-low income units.

3.14.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to population and housing if it would:

a) Induce substantial unplanned 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).

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

METHODOLOGY

The project area's demographics are examined in the context of existing and projected populations and housing units for San Bernardino County and the City of Ontario. Information on population, housing, and employment for the project area is available from several sources, including:

- **California Department of Finance.** The DOF prepares and administers California's annual budget. Other duties include estimating population demographics and enrollment projections.
- **Southern California Association of Governments.** Policies, programs, employment, housing, and population projections adopted by SCAG to achieve regional objectives are expressed in its 2020-2045 RTP/SCS.
- **United States Census Bureau.** The official United States Census is described in Article I, Section 2 of the Constitution of the United States. It calls for an actual enumeration of the people every 10 years, to be used for apportionment among the states of seats in the House of Representatives. The United States Census Bureau publishes population and household data gathered in the decennial census.
- **American Community Survey.** The American Community Survey is facilitated by the U.S. Census Bureau and provides estimates of population, housing, household, economic, and transportation trends between decennial census.

3.14.4 Relevant New and Modified General Plan Policies

There are no new and modified general plan policies applicable to population and housing.

3.14.5 Environmental Impacts

2022 CERTIFIED EIR

The Certified EIR concluded that the approved project would directly result in population growth in the City. Buildout of the approved project would not displace people or housing and would not necessitate the construction of replacement housing. No significant adverse impacts were anticipated upon regulatory compliance and compliance with the approved project policies and programs.

PROPOSED PROJECT

a) Would the project induce substantial unplanned 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)?

The Certified EIR identified that implementation of the approved project would accommodate population growth through land-use designations, goals, and policies that would provide a vision and guide growth in the City. One of the purposes of TOP 2050 is to adequately plan and accommodate future growth. Implementation of TOP 2050 accommodates population growth through land use designations, goals, and policies that provide a vision and guide growth in the City.

POLICY PLAN AMENDMENT

The proposed project includes changes in land use, with the majority of changes concentrated in Ontario Ranch. These land use changes are intended to improve growth areas by growing business and industrial uses in the city, adjust housing types, and meet state housing laws (see Chapter 2, *Project Description*).

The proposed project would increase population, dwelling units, nonresidential buildings, and employment when compared to the approved project (see Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*). The increase in housing capacity would be aligned with State initiatives to increase housing production in California in response to the State housing crisis (see Section 3.14.1, *Regulatory Framework*). The proposed project would ensure continued compliance with the objectives of the Housing Element. Also, the increase in employment would be aligned with the City's objectives to align with the jobs market.

Table 3.14-7*, Buildout Comparison of Approved TOP 2050 and Proposed Project to SCAG Forecasts*, compares the City's buildout projections for population, housing, and jobs to SCAG projections and includes buildout projections under both the approved project and the proposed project.

SCAG forecasts the City to be jobs-rich, with a jobs-housing ratio of 2.2 in 2045, which is the same as that of the proposed project. According to the California EDD, unemployment in the City was 5,000 in August 2025 (5.3 percent unemployment rate) and 61,700 for San Bernardino County (5.9 percent unemployment rate) (EDD 2025).

Table 3.14-7 Comparison of Approved TOP 2050 and Proposed Project to SCAG Forecasts

Category	SCAG Projections (2050)	Approved TOP 2050	Proposed Project (2050)
Population[1]	N/A	411,268	427,741
Housing Units	95,500	129,951	137,177
Jobs	187,700	299,204	301,035
Jobs-Housing Ratio	2.2	2.3	2.2

Source: SCAG 2024b.

[1] SCAG no longer forecasts population by jurisdiction in the Regional Transportation Plan.

SCAG's Connect SoCal identifies several types of "priority growth areas" in Ontario, including high-quality transit areas, transit priority areas, neighborhood mobility areas, and livable corridors. TOP 2050 would promote growth consistent with these priority growth areas because proposed land use changes under the proposed project are intended to encourage walking and biking, put residents in proximity to resources, and align future growth in Ontario with planned infrastructure improvements and regional transportation goals.

Although the increase in housing, and employment under the proposed project would exceed SCAG's regional forecasts for the City of Ontario, the proposed project would maintain the City's jobs-housing balance. Furthermore, TOP 2050 is consistent with SCAG's Connect SoCal strategies (see Section 3.11, *Land Use and Planning*). Therefore, while buildout under the proposed project would result in substantial population and employment growth, this growth is in line with the City's goals and policies to update business centers, adjust housing types, and meet state housing laws.

The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and that identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant

Specific Plan

Direct Impacts

Construction activities would generate temporary employment opportunities, including short-term design, engineering, and construction jobs. These types of employment are typical of the region and would not induce substantial population growth, if any.

Operations of the EBPSP land uses has the potential to generate up to 1,590 employees. SCAG projects 187,700 employees within the City by 2050. Table LU-03, *Future Buildout*, of the City's TOP 2050 Policy Plan Amendment projects 301,035 employees during the same timeframe. There are currently approximately 89,500 employees in the City of Ontario (EDD 2025). SCAG forecasts 187,700 employees by 2050 (SCAG 2024b). The EBPSP's estimated 1,590 employees represents 1.6 percent of SCAG's projected employment growth[1] and 0.8 percent of TOP's projected employment growth.[2] Therefore, the EBPSP's contribution to employment is well within current regional and local growth projections. Long-term employment demands would likely be filled by the available personnel pools within the City of Ontario, and/or neighboring communities. These types of employment positions are relatively common throughout Southern California and are unlikely to generate significant population migration.

Based on the preceding, the EBPSP's potential to directly induce substantial unplanned population growth in the area is considered less than significant.

Indirect Impacts

As detailed in Section 2, *Project Description*, of this SEIR, the EBPSP would require construction of roadways and utility infrastructure to serve the development. The EBPSP would implement infrastructure improvements that are consistent with the City and purveyor master plans. Environmental impacts of growth that would result from roadways and utilities pursuant to the Policy Plan have been previously evaluated and addressed in the 2022 Certified EIR. Growth that may result from or be facilitated by the EBPSP infrastructure improvements would not result in impacts not previously considered and addressed in the Policy Plan EIR.

Neither the EBPSP nor any related component would directly or indirectly result in substantial unplanned population growth that would cause a significant impact to the environment. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

[1] 1,590/(187,700-89,500) = 1.6%
[2] 1,590/(296,204-89,500) = 0.8%

Specific Plan Significance without Mitigation: Less than significant.

Impact POP-1: The Policy Plan Amendment and Specific Plan would directly result in population growth in the City of Ontario. [Threshold P-1]

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant population and housing impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The Certified EIR identified that the approved project would not displace people or housing and would not necessitate the construction of replacement housing.

Policy Plan Amendment

One of the purposes of Policy Plan Amendment is to adequately plan and accommodate future growth through the distribution, location, balance, and extent of land uses. Implementation of the Policy Plan Amendment would accommodate population growth through land use designations, goals, and policies that provide a vision and guide growth in the City. Land use changes under the proposed project would increase opportunities for housing in the City—for example, by increasing residential density in existing residential areas. The proposed project would provide land use designations for a variety of housing types and provide for additional residential opportunities throughout Ontario. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and that identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Under existing conditions, the Specific Plan area contains 10 residential units. The loss of these units is not considered substantial, given the City's overall housing stock. Implementation of the EBPSP would not displace a substantial number of people or housing and would not necessitate

the construction of replacement housing elsewhere. Therefore, the EBPSP would not result in significant impacts in this regard.

It is noted that development of the EBPSP area with the uses proposed under the EBPSP would result in the loss of the potential housing units anticipated under the current Policy Plan land use designations. To offset this loss consistent with SB 330, the Policy Plan Amendment is being processed in conjunction with the EBPSP and would redesignate various properties throughout the City to a more intensive residential land use designation. In summary, Citywide residential capacity would increase from 129,551 units to 137,177 units. Please refer to the Policy Plan discussions presented previously. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact POP-2: Buildout of Policy Plan Amendment and Specific Plan would not displace people or housing and would not necessitate the construction of replacement housing. [Threshold P-2].

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant population and housing impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

3.14.6 Cumulative Impact Analysis

The area considered for cumulative impacts is the SCAG region. As described above, the approved project exceeds SCAG's regional forecasts for the City of Ontario and therefore the increase in population, housing, and employment as part of the proposed project would also exceed SCAG's regional forecast for the City. The proposed project would comply with SB 330 and SB 166 (see Section 3.11, *Land Use and Planning*), and there would be no net loss of residential units in the City with implementation of the proposed project. The proposed project would align jobs with the current employment market. Employment generated by the proposed project is expected to be filled by the local and regional labor force. Regionally, The City of Ontario represents approximately 8 percent of the population, 8 percent of the housing, and 9

percent of the employment within San Bernardino County. Therefore, the proposed increase in population, housing units, and jobs would comprise a small portion of the countywide total.

SCAG identifies several Priority Growth Areas in Ontario, including high-quality transit areas, transit priority areas, neighborhood mobility areas, and livable corridors. The proposed project would promote growth consistent with these Priority Growth Areas, as proposed land use changes under the Policy Plan Amendment would promote mixed-use areas which would encourage walking and biking, put residents in proximity to resources, and align future growth in Ontario with planned infrastructure improvements and regional transportation goals.

Impacts of the proposed project would be less than cumulatively considerable. Therefore, this impact is **less than significant**.

Cumulative Impacts: The proposed Policy Plan Amendment and Specific Plan would not cause a cumulative impact to population and housing.

3.14.7 References

DOF (California Department of Finance). 2025. E-5 Population Estimates for Cities, Counties, and the State, 2020–2025. https://www.dof.ca.gov/forecasting/demographics/Estimates/e-5/.

EDD (California Employment Development Department). 2025. County of San Bernardino Labor Force. Accessed 10/1/2025. https://labormarketinfo.edd.ca.gov/cgi/dataanalysis/labForceReport.asp?menuchoice=LABFORCE.

SCAG (Southern California Association of Governments). 2021. SCAG 6th Cycle RHNA Allocation Plan. https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-final-allocation-plan.pdf?1625161899.

SCAG. 2024a. Connect So Cal. https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf.

SCAG. 2024b, April 4. Connect SoCal 2024 Demographics and Growth Forecast. https://scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf.

3.15 PUBLIC SERVICES

This section of the Draft Supplemental Environmental Impact Report (SEIR) addresses the impacts of Policy Plan Amendment Project and EBPSP (proposed project) compared to TOP 2050 (approved project), as identified in the 2022 Certified EIR, to public services providing fire protection services, police protection services, school services, and parks (see Table 3.15-1, *Public Service Providers*). Parks and recreation services are also addressed in Section 3.16, *Recreation*. Public and private utilities and service systems, including water, wastewater, and solid waste services and systems, are addressed in Section 3.19, *Utilities and Service Systems*. Public agency responses to service questionnaires are in Appendix J to this SEIR.

Table 3.15-1 Public Service Providers

Public Service	Agency Name
Police	City of Ontario Police Department (OPD) San Bernardino County Sheriff's Department
Fire Protection and Emergency Medical Services	City of Ontario Fire Department (OFD) San Bernardino County Fire Department California Department of Forestry and Fire Protection (CAL FIRE) United States Forest Service (USFS)
Public Schools	Chaffey Joint Union High School District (CJUHSD) Ontario-Montclair School District (OMSD) Mountain View School District (MVSD) Cucamonga School District (CSD) Chino Valley Unified School District (CVUSD) Chaffey Community College District
Library	Lewis Family Branch Library Ovitt Family Community Library

3.15.1 Regulatory Framework

FEDERAL

International Fire Code

The International Fire Code (IFC) includes specialized technical fire and life safety regulations that apply to the construction and maintenance of buildings and land uses. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions

intended to protect and assist fire responders, industrial processes, and many other general and specialized fire safety requirements for new and existing buildings.

STATE

California Health and Safety Code

State fire regulations in Sections 13000, et seq., of the California Health and Safety Code include regulations for building standards (also in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

California Fire Code

The California Fire Code (CFC) (California Code of Regulations, Title 24, Part 9) is based on the 2021 IFC and includes amendments from the State of California fully integrated into the code. The CFC contains fire safety-related building standards that are referenced in other parts of Title 24 of the California Code of Regulations. The CFC is updated once every 3 years; the 2022 CFC took effect on January 1, 2023, and the 2025 CFC, published on July 1, 2025, became effective January 1, 2026.

California State Assembly Bill 2926: School Facilities Act of 1986

To assist in providing school facilities to serve students generated by new development, Assembly Bill (AB) 2926 was enacted in 1986 and authorizes a levy of impact fees on new residential and commercial/industrial development. The bill was expanded and revised in 1987 through the passage of AB 1600, which added Sections 66000, et seq., to the Government Code. Under this statute, payment of impact fees by developers serves as CEQA mitigation to satisfy the impact of development on school facilities.

California Education Code Section 17620

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 Chapter 4.9 (commencing with Section 65995) of Division 1 of Title 7 of the Government Code.

California Senate Bill 50

Senate Bill (SB) 50, passed in 1998, provides a comprehensive school facilities financing and reform program and enables a statewide bond issue to be placed on the ballot. Under the provisions of SB 50, school districts are authorized to collect fees to offset the costs associated with increasing school capacity as a result of development and related population increases.

The funding goes to acquiring school sites, constructing new school facilities, and modernizing existing school facilities. SB 50 establishes a process for determining the amount of fees developers would be charged to mitigate the impact of development on school districts from increased enrollment. According to Section 65996 of the California Government Code, development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation."

Under this legislation, there are 3 levels of developer fees that may be imposed upon new development by the governing school district. Level I fees are assessed based upon the proposed square footage of residential, commercial/industrial, and/or parking structure uses. Level II fees require the developer to provide one-half of the costs of accommodating students in new schools, and the state provides the remaining half. To qualify for Level II fees, the governing board of the school district must adopt a School Facilities Needs Analysis and meet other prerequisites in accordance with Section 65995.6 of the California Government Code. Level III fees apply if the state runs out of bond funds, allowing the governing school district to impose 100 percent of the cost of school facility or mitigation minus any local dedicated school monies on the developer.

LOCAL

City of Ontario Municipal Code

- **Title 4, Chapter 4, Fire Code,** states that the 2022 edition of the California Fire Code in its entirety, together with the amendments, additions, deletions, exceptions in Chapter 4, are the adopted Fire Code of the City.

- **Title 4, Chapter 9, Alarm Systems,** provides the City's standards regarding private alarm systems including: police response, fees, fines, conditions for the suspension of a police response and a public education and training program.

- **Title 4, Chapter 11, Security Standards for Buildings,** provides standards for security measures in new and existing buildings in the City. The Chief of Police is responsible for the implementation of these standards during building plan checks and inspections.

- **Title 9, Chapter 6, Development and Subdivision Regulations,** establishes park dedication and in-lieu development fees for new subdivisions in Section 6.08.030, Park Dedication and In-Lieu Fee Regulations. This section establishes a park area standard ratio of 0.005 (five acres of park area per 1,000 residents) to calculate maximum amount of public park land required and a park area fee standard ratio of 0.003 (three acres of park area per 1,000 residents) to calculate the park impact fee in lieu of making an offer of parkland dedication.

Development Impact Fees

City of Ontario Services

The City uses development impact fees collected at building permit issuance to provide funding for police, fire, roadways, storm drainage, water and sewer infrastructure, solid waste infrastructure, general public facilities, libraries, public meetings, aquatics, and parks. Specific public infrastructure, facilities, and improvements projects are identified in the City's Master Facilities Plan and Development Impact Fee Nexus Report, which was most recently updated in 2025 (Ontario 2025a). The City also levies citywide development impact fees in addition to fees specific to development in Ontario Ranch. The most recent fee schedule was adopted by resolution (Resolution No. 2025-10) and became effective on July 1, 2025.

School Services

In accordance with Government Code Section 65995, et. seq, all 5 school districts serving the City currently levy developer fees on new development within their respective boundaries. These fees are levied for both residential and non-residential development and support the costs of providing school services.

Ontario Recreation and Parks Master Plan

The City of Ontario adopted the Ontario Recreation and Parks Master Plan in August 2021. The Master Plan includes an inventory of the City's existing parks and recreation facilities and analyzes the City's existing park level of service. This analysis is used to inform the Master Plan's recommendations for facility improvements.

3.15.2 Existing Conditions

FIRE PROTECTION

Policy Plan Amendment

The City of Ontario Fire Department (OFD) operates 11 fire stations throughout the City, including the Ontario International Airport fire station. The OFD has 265 personnel, including 213 sworn firefighters and 52 professional staff members that make up 7 bureaus—Operations, Fire Prevention, Support Services, Emergency Medical Services (EMS), Training and Professional Development, Personal and Professional Standards, and Administrative Services—and operates with a daily staff of 59 sworn firefighters. Throughout the 11 fire stations, there are ten 4-person paramedic engine companies, four 4-person truck companies, an 8-person aircraft rescue and firefighting (ARFF) station, 2 fire investigation supervisors, and 2 battalion chiefs (OFD 2025a).

The National Fire Protection Association (NFPA) Fire Code section 1710 recommends that a first-responder unit arrive at the scene in a travel time of 4 minutes or less at least 90 percent of the time. NFPA recommends that full response to a low/medium hazard fire occur within 8 minutes of the 911 call at least 90 percent of the time and within 10 minutes for a high hazard. The California Emergency Medical Services Authority (EMSA) is responsible for coordinating the planning, development, and implementation of 32 local EMS systems throughout California.

The OFD's total response time for the first arriving engine/unit is 10 minutes and 45 seconds on fire calls and 10 minutes and 17 seconds for EMS calls, 90 percent of the time, as of September 2025. OFD noted that its ideal response time 90 percent of the time is 6 minutes 39 seconds for arrival of the first fire suppression unit and 6 minutes 19 seconds for first arrival of a unit with minimum life support capabilities. Between July 2024 and June 2025, the OFD responded to 24,477 incidents (OFD 2025b).

The OFD has Automatic Aid Agreements with the cities that border Ontario—Upland, Rancho Cucamonga, Fontana, and Chino. The OFD participates in the State of California Master Mutual Aid System, which provides statewide resources if necessary, assisting with emergency response, fire services for all structural fires, and advanced life support (Ontario 2023; San Bernardino 2024).

Specific Plan

As previously stated, the City of Ontario, inclusive of the Specific Plan area, is currently served by the OFD. The nearest fire stations that serve the Specific Plan area are Fire Station 11, immediately south of the Specific Plan area at 7721 Eucalyptus Avenue, and Fire Station 9, 1.35 miles east of the Specific Plan area at 2661 East Grand Park Street. Station 11 is staffed with Engine 141 and Truck 141, which have 4 firefighters on each unit.

POLICE PROTECTION

Policy Plan Amendment

The City of Ontario Police Department (OPD) provides police protection services to the City, organized into three geographic areas: West Area Command, East Area Command, and South Area Command. Each area has a dedicated team of officers who operate 24/7 patrols as well as traffic officers, community engagement officers, narcotics investigators, and detectives (OPD 2025a). The OPD responded to approximately 208,000 calls for service in 2024 and had an average response of 3 minutes and 11 seconds in 2024 (OPD 2025b). The OPD currently has a 1.67 police officers per citizen ratio and an average response time of 1.16 minutes (OPD 2025c). Currently, the OPD has a total of 429 employees, 314 of which are sworn personnel (OPD 2025b). The main OPD station is at 2500 South Archibald Avenue in central Ontario. The OPD also has a substation called the Mills Station at 1 Mills Circle in the northeastern part of the City (OPD 2025a).

The Ontario Police Department's Airport Operations Bureau serves the Ontario International Airport (ONT) and consists of police officers, explosive detection canines, narcotic detection canines, and community service officers. The Airport Operations Bureau patrols all areas of the airport, investigates crimes, manages traffic flow, and responds to airport emergencies, all while enforcing Transportation Safety Administration regulations and airport security programs (OPD 2025c).

In addition to serving the City of Ontario, the OPD participates in mutual aid agreements with different public agencies to provide the optimum level of service during times of emergency. The OPD holds a mutual aid agreement with the San Bernardino County Sheriff and various jurisdictions surrounding Ontario (San Bernadino 2025). The OPD also participates in a statewide mutual aid program facilitated by the Governor's Office of Emergency Services (Cal OES). This enables the OPD to request assistance from other police and sheriff departments located within its designated Cal OES region when its resources are inadequate to meet service demands (Cal OES 2019).

Specific Plan

The Specific Plan area is currently served by the OPD and is at the southern end of the South Area Command. The nearest police facility is approximately 3 miles to the northeast at 2500 S. Archibald Avenue.

SCHOOL SERVICES

Policy Plan Amendment

There are 5 public school districts that serve the City of Ontario:

- **Chaffey Joint Union High School District (CJUHSD)** serves grades 9 through 12, except in the southwestern portion of Ontario Ranch, which is covered by CVUSD.
- **Chino Valley Unified School District (CVUSD)** serves TK through 12 in the western half of Ontario Ranch.
- **Ontario-Montclair School District (OMSD)** serves grades TK through 8 in the western half of the Original Model Colony (OMC).
- **Mountain View School District (MVSD)** serves grades K through 8 in the eastern half of Ontario Ranch and a portion of OMC.
- **Cucamonga School District (CSD)** serves grades K through 8 in the eastern half of the OMC and has one school (the Ontario Center School) within the City's boundaries.

Figure 3.15-1, *School Facilities and Districts*, shows the areas of Ontario covered by each school district. Table 3.15-2, *Public Schools Serving the City of Ontario*, lists schools in Ontario under each school district.

Table 3.15-2 Public Schools Serving the City of Ontario

School District	Schools
Chaffey Joint Union High School District	Chaffey High School Colony High School Ontario High School
Chino Valley Unified School District	Levi Dickey Elementary School Liberty Elementary School Woodcrest Junior High School
Cucamonga School District	Cucamonga Elementary School Los Amigos Elementary School The Ontario Center School
Mountain View School District	Creek View Elementary School Mountain View Elementary School Park View Elementary School Ranch View Elementary School Grace Yokley Junior High School
Ontario-Montclair School District	Arroyo Elementary School Berlyn Elementary School Bon View Elementary School Central Language Academy Corona Elementary School Del Norte Elementary School Edison Academy El Camino Elementary School Elderberry Elementary School Euclid Elementary School Hawthorne Elementary School Haynes Elementary School Lincoln Elementary School Mariposa Elementary School Sultana Elementary School Vista Grande Elementary School Vineyard STEM Academy De Anza Middle School Oaks Middle School Vina Danks Middle School Wiltsey Middle School

Source: CDE 2025a.

Table 3.15-3, *School District (K-12) Enrollment*, shows historical enrollment for each school district from 2021 to 2025 based on school year. As shown in the table, school district enrollment has remained steady during this time.

Table 3.15-3 School District (K-12) Enrollment

School District	2021-22	2022-23	2023-24	2024-25
Chaffey Joint Union High School District	23,566	23,145	22,628	22,116
Chino Valley Unified School District	26,822	26,601	26,473	26,529
Cucamonga School District	2,395	2,299	2,296	2,360
Mountain View School District	2,707	3,035	3,156	3,318
Ontario-Montclair School District	18,909	18,471	17,944	17,695

Source: CDE 2025b.

Note: Not all school districts offer the full range of grades K-12.

All 5 school districts serving the City currently levy developer fees on new development within their respective boundaries. For the purpose of calculating these fees, 4 of the districts have developed student generation rates that represent the average number of students per dwelling unit. The rates for each school district are shown in Table 3.15-4, *Student Generation Rates*.

Table 3.15-4 Student Generation Rates

School District	Elementary School[1]	Middle School[1]	High School[1]
Chaffey Joint Union High School District	--	--	0.133
Chino Valley Unified School District	0.241	0.063	0.144
Mountain View School District	0.155	0.023	--
Ontario-Montclair School District	0.306	0.093	--

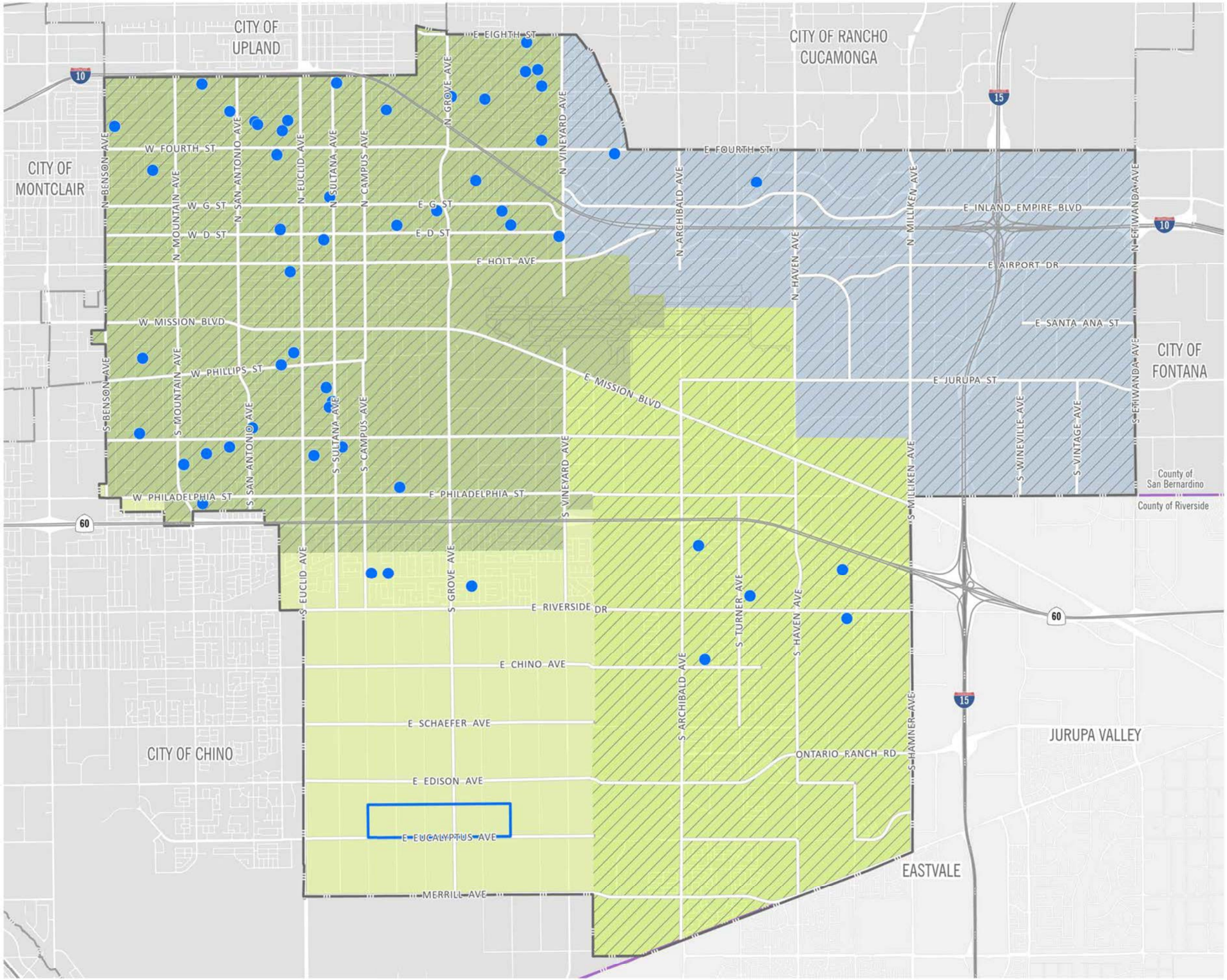
Source: CJUHS 2024; CVUSD 2024; MVSD 2025; OMSD 2024

Note: N/A = not available.

1 Notes average generation rate across all dwelling unit types.

Figure 5.15-1

School Facilities & Districts



- EBSP Boundary
- Ontario City Boundary
- County Boundary
- Public & Private Schools
- Chaffey Joint Union High School District
- Ontario-Montclair School District
- Cucamonga School District
- Mountain View School District
- Chino Valley Unified School District

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: CDE 2025; OMSD 2014; CSD 2025 Date: 12/15/2025

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Specific Plan

The Specific Plan area is located within the boundaries of CVUSD. CVUSD, which also serves the City of Chino, consists of 35 schools, including 4 alternative education schools, 3 K-8 schools, 20 elementary schools, 5 junior high schools, and 5 high schools. The EBPSP is within the attendance boundaries of Dickey Elementary School, Liberty Elementary School, Woodcrest Junior High School, and Chino High School (CVUSD n.d.).

PARKS

Policy Plan Amendment

Parks and recreational facilities in the City of Ontario are discussed in detail in Section 3.16 of this SEIR. The City has approximately 727 acres of parkland, consisting of 7 miniparks, 15 neighborhood parks, 6 community parks, 4 linear and special use parks, and 2 regional parks, each described in Table 3.16-2, *Park/Recreational Facilities in Ontario*. The City's population is 184,404 people (DOF 2025). Based on the City's established parkland standard of 3 acres per 1,000 residents, the City currently requires 553 acres of parkland.

Regional and state parks and recreation facilities in the vicinity of the City also provide parks and recreation opportunities for residents. These include the San Bernardino National Forest, Clevland National Forest, Silverwood Lake State Recreation Area, Chino Hill State Recreation Area, Cucamonga-Guasti Regional Park, and Prado Regional Park. Additional recreational facilities in the City separate from those associated with the parks in Table 3.16-2 include facilities on school sites. The City's joint use agreements with CVUSD and CJUHSD allow for public use of district facilities. The City also maintains 2.4 miles of paved hiking and biking trails and 1.3 miles of equestrian trails in the West Cucamonga Creek Trail System.

Specific Plan

The Ontario Recreation & Community Services Department provides community services such as parks, community centers, school recreation facilities, private golf courses, and recreational trails. As noted in Section 3.15.2, the City maintains a Recreation & Parks Master Plan that provides goals for infrastructure and program improvements throughout the City. Centennial Park, North Celebration Park, and South Celebration Park are all within 2 miles of the Specific Plan area.

A 36.15-acre segment of the City's "Grand Park" lies within the Specific Plan boundaries between Walker Avenue and Campus Avenue. Grand Park is planned as a 3.7-mile, 340-acre greenbelt between Haven Avenue and Euclid Avenue. The on-site segment of Grand Park would be developed as part of the Specific Plan.

OTHER PUBLIC SERVICES

Policy Plan Amendment

Other public services analyzed in the 2022 Certified EIR include library services. The City of Ontario has two facilities in its library system: the Ovitt Family Community Library at 215 East C Street, and the Lewis Family Branch at 3850 East Riverside Drive.

The Ontario library system has phases for proposed growth in alignment with population growth as part of its Library Facility Master Plan, which projects to a horizon year of 2035. Currently, the Ontario library system offers approximately 43 square feet per 100 capita among its 2 library branches. The Library Facility Master Plan outlines 8 projects, referred to as phases, that would each add facility space corresponding with growth in the City's population. The first permanent addition of a new library facility would occur when the City reaches a population of 205,000 residents under Phase 2a and each subsequent phase would add new facilities (Ontario 2020). The City currently levies development impact fees to offset costs for library facilities.

Specific Plan

As noted, the City's library system includes the Ovitt Family Community Library, located at 215 East C Street, and the Lewis Family Branch, located at 3850 East Riverside Drive. These facilities contain over 315,000 items, including books, magazines, DVDs, audio books, and a local history collection. A wide variety of technology is available for the public including internet, several software, eBooks, and state-of-the-art technology through Lightspeed makerspace that offers access to equipment such as 3D printers and a laser cutter (Ontario 2025b).

3.15.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to public services if it would:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:
   - Fire protection
   - Police protection

- Schools
- Parks
- Other public facilities

METHODOLOGY

The following analysis utilizes performance objectives provided by service providers in the questionnaires to assess the project's impact with respect to service levels. While a project's impact on performance objectives can be used to inform whether new or expanded facilities will be needed, public service provider impacts under CEQA concern the environmental impacts associated with the provision of new or expanded facilities. Therefore, despite whether a project results in diminished service levels, a significant impact would only occur if the construction/operation of new or expanded government facilities necessitated by the project results in a significant environmental impact.

Service provider questionnaires (see Appendix J) were prepared and distributed to the OFD, OPD, and the 5 school districts serving the City of Ontario to identify potential impacts related to public services associated with the proposed project. Each questionnaire included project buildout information and a site description to assist the agencies in evaluating whether new or expanded facilities may be required as a result of the project.

3.15.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.15.5 Impact Analysis

2022 CERTIFIED EIR

The 2022 Certified EIR noted that buildout of the approved project would require expansion of fire protection, police, and library services due to the introduction of new structures, residents, and workers within the City's boundaries. The 2022 Certified EIR concluded, however, that impacts would be less than significant since projects under the approved project would be reviewed by the City and the City service providers on an individual basis and would be required to comply with requirements in effect at the time building permits are issued, including the payment of development impact fees that contribute to funding for additional staffing, facilities, and equipment.

The 2022 Certified EIR also concluded that impacts to school services would be less than significant since the capacity of existing and planned schools serving the City would be able to accommodate the increase in population under the approved project. Developer impact fees

levied by each district also reduced impacts under the approved project. Additionally, the 2022 Certified EIR identified that implementation of the approved project would increase the use of existing park and recreational facilities, but that park dedications and payment of in-lieu fees would ensure impacts are less than significant.

PROPOSED PROJECT

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives?

FIRE PROTECTION

The 2022 Certified EIR concluded that impacts to fire protection services would be less than significant under the approved project.

Policy Plan Amendment

As shown in Table 2-4, *Comparison of Approved TOP 2050 to Policy Plan Amendment*, of this SEIR, buildout of the proposed project would result in a net increase of 16,473 residents and 1,831 employees in the City when compared to buildout under the approved project, which would result in increased demand on fire protection services. Based on correspondence with the OFD, while existing staffing and equipment levels are adequate to meet current demands for services, implementation of the proposed Policy Plan Amendment would incrementally impact the OFD's service capacity and likely require the construction new stations. The OFD notes that the department anticipates construction of a permanent facility for Fire Station 11 and that 2 additional stations would be required to meet future demands within the horizon of TOP 2050 (Appendix J).

The City's Master Facilities Plan, which outlines the City's plan for allocating funds to projects from development impact fees, also discusses OFD's need for these additional fire stations to meet future demand. With implementation of these additional facilities, the OFD reports that the projected population and employment increase under the proposed project would not result in a reduction in fire protection services (Appendix J).

While the details and timelines for constructing these stations is unknown at this time, development and implementation of new or expanded OFD facilities could have physical effects on the environment, such as lighting, biological resources, noise, traffic, and air quality. Impacts associated with buildout of the proposed Land Use Plan, which includes buildout of public service facilities, are analyzed throughout this SEIR. For example, construction-related air

quality and noise impacts of the proposed project are described in Section 3.3, *Air Quality,* and Section 3.13, *Noise*. Evaluation of environmental impacts specific to these facilities would be conducted pursuant to CEQA, when individual development projects are proposed. Evaluation of site-specific impacts in this SEIR would be speculative in this program-level SEIR.

The City has existing procedures to ensure that fire protection facilities are funded. For example, new development is require to pay Development Impact Fees, which are used to fund new OFD facilities and expansions. Additionally, implementation of the City's Master Facilities Plan ensures that OFD facility needs are identified for the allocation of Development Impact Fee funds. The City also allocates funds for new OFD facilities, equipment, and service personnel through the General Fund revenue and other revenue sources collected by the City (Ontario 2025a). Allocation of General Fund revenue for new facilities would ensure that new facilities are constructed to meet the service demands of OFD as a result of buildout of the proposed project.

Additionally, several Safety Element policies direct the City and the OFD maintain adequate service levels and ensure that development incorporates fire prevention measures. This includes Policy S-3.3, Fire and Emergency Medical Services, which directs the City to maintain sufficient fire stations, equipment and staffing to respond effectively to emergencies and meet the needs of the community and state requirements. Additionally, Policy S-3.7, Fire Prevention through Environmental Design, requires new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings.

Furthermore, future development projects would be reviewed by the City and OFD on an individual basis. Future development projects would be required to comply City and OFD requirements in effect at the time building permits are issued to ensure that OFD fire safety needs are met.

Similar to development under the approved project, the City's existing processes for funding OFD facilities, equipment, and personnel would ensure that the necessary service improvements would be provided, when needed, through buildout under the proposed project. Impacts to fire protection services would therefore be **less than significant**. Additionally, the proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As previously discussed, fire suppression and emergency response services for the Specific Plan area are currently provided by the OFD.

A need for new or expanded public services, such as fire protection services, is typically associated with population increases. The Specific Plan does not include the construction of new homes. While there would be increased employment on-site, it would not induce substantial population growth, as concluded in Section 3.14, *Population and Housing*. It is also noted that fire stations are a permitted use within the EBPSP, should the need arise at a later date.

Incremental fire protection service demands generated by the EBPSP are offset through payment of City of Ontario Development Impact Fees, a portion of which are allocated for fire protection services. Development impact fees would be paid at issuance of building permit(s).

Future projects within the EBPSP would be reviewed by OFD on an individual basis. Additionally, to the satisfaction of the OFD, uses implemented pursuant to the EBPSP would comply with City and Fire Department fire prevention and suppression requirements, including building/site design requirements, fire flow adequacy, and provisions for emergency access, thereby reducing potential increased demands for fire protection services. Based on the preceding, the potential for the EBPSP to result in substantial adverse physical impacts associated with the provision of the new or physically altered fire protection facilities is considered **less than significant**.

The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact PUB-1: The proposed project would not result in significant environmental impacts due to the provision of new or expanded fire protection services.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant fire and emergency services impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

POLICE PROTECTION

The 2022 Certified EIR identified less than significant impacts to police services and facilities.

Policy Plan Amendment

The proposed project would increase growth in the City when compared to the approved project and would result in an increased demand for police protection services. Therefore, the OPD may require additional staffing and facilities to accommodate population increases under the proposed project. To ensure the OPD is able to meet demands in its service area, it participates in mutual aid agreements with the San Bernardino County Sherriff and various jurisdictions surrounding Ontario. This allows resources to be allocated to participating jurisdictions when service demands are not able to be met by the jurisdiction's service provider at a particular time.

To meet long-term demand for services, the OPD may require the construction and operation of new substations. While the details and timelines for constructing new facilities are unknown at this time, development and implementation of new or expanded OPD facilities could have adverse physical effects on the environment, such as lighting, biological resources, noise, traffic, and air quality. Impacts associated with buildout of the proposed Land Use Plan, which includes buildout of public service facilities, are analyzed throughout this SEIR. For example, construction-related air quality and noise impacts of the proposed project are described in Section 3.3, *Air Quality,* and Section 3.13, *Noise*. Evaluation of environmental impacts specific to these facilities would be conducted pursuant to CEQA, when individual development projects are proposed. Evaluation of site-specific impacts in this SEIR would be speculative in this program-level SEIR.

The police services required to cover the new development and population growth for Ontario would be assessed and acquired appropriately based on the needs of the City. The City's Master Facilities Plan is continually updated to identify funding for police protection facilities and equipment through Development Impact Fees. Like development under the approved project, development under the proposed project would be subject to Development Impact Fees that fund the police services and facilities identified in the Master Facilities Plan. Additionally, funds for police service personnel are provided through the City's General Fund revenue and other sources of revenue collected by the City (Ontario 2025a). Allocation of General Fund revenue for new facilities would ensure that new facilities are constructed to meet the service demands of OPD as a result of buildout of the proposed project.

Several Safety Element policies also direct the City and the OPD maintain adequate service levels and ensure that development incorporates crime prevention measures. These include Policy S-7.1, Police Unit Response, which directs OPD to respond to calls for service in a timely manner, and Policy S-7.4 which requires new development to incorporate Crime Prevention through Environmental Design principles in the design of streetscapes, sites, open spaces, and buildings. Future projects under the proposed project would also be reviewed by the City and the OPD on an individual basis and would be required to comply with regulations in effect at the time building permits are issued. This includes applicable provisions in the City's Municipal Code

that aim to reduce impacts on police services by requiring installation of crime prevention measures (see Title 4, Chapter 11, Security Standards for Buildings).

While additional facilities may be required to support the OPD within the horizon of the proposed project, the locations and details regarding these potential future facilities are unknown and would be speculative to evaluate at this time. As with the approved project, the need for additional structures and personnel would be financed through available revenue sources collected by the City, and the impacts of the proposed project on police facilities, equipment, and services would be **less than significant**. Additionally, the proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As previously discussed, police protection services for the Specific Plan area are currently provided by the OPD.

A need for new or expanded public services, such as police protection services, is typically associated with population increases. The Specific Plan does not include the construction of new homes. While there would be increased employment on-site, it would not induce substantial population growth, as concluded in Section 3.14, *Population and Housing*. It is also noted that police stations are a permitted use within the EBPSP, should the need arise at a later date.

Incremental police protection service demands generated by the EBPSP are offset through payment of City of Ontario Development Impact Fees. Development impact fees would be paid at issuance of building permit(s).

Additionally, site plan concepts and proposed building designs would be reviewed by the OPD to ensure incorporation of appropriate safety and security elements. Such design features would include secure building designs, defensible spaces, and area and facility security lighting. These design features would act to reduce demands for police protection services. Based on the preceding, the potential for the Specific Plan to result in substantial adverse physical impacts associated with the provision of the new or physically altered police protection facilities is considered **less than significant**.

The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact PUB-2: The proposed project would not result in significant environmental impacts due to the provision of new or expanded police facilities.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant policy protection services impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

SCHOOLS

The 2022 Certified EIR identified impacts to school facilities and services as less than significant upon payment of developer impact fees.

Policy Plan Amendment

Implementation of the proposed project would result in 7,225 additional housing units when compared to implementation of the approved project. As shown in Figure 2-6, *Areas of Change*, the proposed project would revise land uses in portions of the City within the school district boundaries of CJUHSD, CVUSD, MVSD, and OMSD. No residential land use changes would occur within the boundaries of OMSD; the parcels of change in this area are currently designated for non-residential uses under the approved project and would remain designated for non-residential uses under the proposed project.

Because the majority of the land use changes associated with the proposed project are in Ontario Ranch, student generations rates for the CVUSD identified in Table 3.15-4 were utilized to provide a conservative estimate of the maximum increase in students associated with the proposed project, as shown in Table 3.15-5.

Table 3.15-5 Proposed Project Student Generation

Location	Current TOP 2050	Proposed TOP 2050	Change
Original Model Colony			
Elementary School	16,720	16,817	97
Middle School	4,371	4,396	25
High School	9,990	10,048	58
Total OMC	31,081	31,262	181
Ontario Ranch			
Elementary School	14,598	16,242	1,644
Middle School	3,816	4,246	430
High School	8,723	9,705	983
Total Ontario Ranch	27,137	30,193	3,057
Total Citywide			
Elementary School	31,318	33,060	1,741
Middle School	8,187	8,642	455
High School	18,713	19,753	1,041
Total Citywide	58,218	61,455	3,237

Note: Total may not add to 100 percent due to rounding. Based on student generation rates for the CVUSD since these rates reflect the more conservative estimate of the maximum increase in students associated with the proposed project.

As part of the development of this SEIR, the City reached out to the five school districts that serve residents of Ontario to obtain existing conditions information and information on potential impacts of the proposed project. As noted above, schools in the CVUSD, MVSD, and the CJUHSD would experience the greatest increase in enrollment as a result of development in Ontario Ranch.

Based on responses from MVSD and CVUSD (see Appendix J), MVSD and CVUSD schools have capacity to accommodate increased student population under the proposed project. MVSD noted that its schools have a total maximum capacity of 4,450 students which indicates that the MVSD's school have a residual capacity of 1,132 students when accounting for existing 2024-2025 enrollment (MVSD 2025). CVUSD noted that its schools have a residual capacity of 1,681

students when accounting for 2024-2025 school enrollments (CVUSD 2025). Enrollments for CJUHSD and OMSD in 2024-2025 were also below their 2021-2022 enrollments and have largely decreased each year over this four-year period (see Table 3.15-3), indicating that these school districts also have additional capacity. For example, in CJUSD, 1,450 more students were enrolled in 2021-2022 than in 2024-2025. Therefore, based on this assumed capacity from enrollment in 2021-2022, CJUSD schools would have existing capacity for all school students added by the proposed project. Nonetheless, additional school facilities may be needed to serve the additional growth under the proposed project, especially within the Ontario Ranch.

Each school district that serves the City assesses its needs individually based on student generation rates from residential development, and charges development impact fees accordingly. Like under the approved project, residential development in Ontario under the proposed Policy Plan Amendment would require payments to corresponding school districts, which would go towards the construction of new facilities when and if they are needed. School districts determine their own development impact fees based on their student generation rates. These payments accommodate the need for new facilities based on the increase in student population in each district.

Developers would be required to pay the impact fees levied by each school district, set within the limits of SB 50. This funding program has been found by the Legislature to constitute "full and complete mitigation of the impacts" on the provision of adequate school facilities (Government Code Section 65995[h]). SB 50 establishes three potential limits for school districts, depending on the availability of new school construction funding from the state and the particular needs of the individual school districts. The school districts serving Ontario qualify for Level 1 fees, in which each district justifies their development fees for each land use and cannot request payment of development fees for school facility construction exceeding the amount of the statutory fees expressed in Education Code Section 17620. If school districts conduct a school facility needs assessment and qualify for participation in the State Funding Program by the State Allocation Board, among meeting other requirements, they can be eligible for Level 2 and Level 3 fees.

As discussed above, the school districts that would serve the increased growth under the proposed project would have capacity to accommodate this growth. Although the increased demand on school facilities would have the potential to impact one or more of the school districts that serve Ontario, payment of impact fees in compliance with SB 50 would reduce the impacts to an acceptable level. Therefore, the proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the 2022 Certified EIR and impacts would be **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan area lies within the boundaries of CVUSD. The Specific Plan does not propose residential uses that would result in populations of resident school-aged children requiring public education, and would therefore not directly cause or contribute to a need to construct new or physically altered public school facilities. Additionally, employment generated by the Specific Plan is well within growth projections and is not anticipated to result in a substantial increase in population (please also refer to Draft SEIR Section, 3.14, *Population and Housing.*)

Each school district that serves the City of Ontario assesses its needs individually and charges development impact fees accordingly pursuant to SB 50. These payments accommodate the need for new facilities based on the increase in student population in each district. Payment of school impact fees would reduce any potential impacts to school services to levels that would be less than significant.

Based on the preceding, the potential for the EBPSP to result in substantial adverse physical impacts associated with the provision of the new or physically altered school facilities is considered less than significant. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact PUB-3: Payment of Senate Bill 50 fees would result in full and complete mitigation of impacts for the provision or expansion of school facilities.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant school services impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

PARKS

The 2022 Certified EIR concluded that development of park and recreation facilities required by the City's existing park dedications and in-lieu fee regulations would be able to serve the buildout population under the approved project and ensure that the City's parks per resident standards are maintained.

Policy Plan Amendment

As discussed in Section 3.16, the City of Ontario uses the established parkland standard of 3 acres per 1,000 residents but strives for 5 acres per 1,000 residents for parks in Ontario Ranch. The City has approximately 727 acres of parkland and a population of 184,404 people (DOF 2025). Thus, the City currently requires 553 acres of parkland.[1]

Buildout of the Policy Plan Amendment would modify the planned TOP land use pattern and generate additional residents in the City, most of whom would be concentrated in the southern portion of the City (refer to Table 2-4). Changes to the land use plan associated with the Policy Plan Amendment would result in a reduction of 43 acres of parkland in the City (4 percent reduction), including land formerly designated as Open Space–Recreation southeast of Chino Avenue and Haven Avenue and land at the southwest corner of Grove Avenue and Riverside Drive (see Figure 2-6, *Policy Plan Amendment Areas of Change*). Additionally, future growth in the City in accordance with buildout of the Policy Plan Amendment would increase the demand for parks and increase existing park usage (see Section 3.16, *Recreation*, Table 3.16-3, *Proposed Project Parkland Demand*). As a result, the proposed project would result in a demand of 1,283 acres of parkland. Compared to the approved project, the proposed project would result in an increased demand of 49 acres of parkland.

The proposed project would designate approximately 998 acres for recreational use under the Open Space Parkland (including EBPSP) land use designation (refer to Table 2-3). Based on the proposed project's future buildout projections, the 998 acres designated as Open Space Parkland would not satisfy the City's existing Park Dedications and In-Lieu Fee Regulations for parkland acquisition, resulting in a shortfall of 285 acres of parkland.[2]

While the proposed project would result in a slight reduction in parkland in the City compared to the approved project, the City strives to have new development in Ontario Ranch provide an additional 2 acres of private parkland to achieve a park ratio of 5 acres per 1,000 residents. The proposed project would generate an additional demand of approximately 31 acres of private parks in Ontario Ranch compared to the approved project (see Section 3.16, *Recreation*, Table 3.16-3, *Proposed Project Parkland Demand*). As described above, subdivisions with residential land uses are required to dedicate property for park and recreational purposes on-site, or pay a fee in lieu thereof, or a shared combination of both, to help achieve the City's park standards. Therefore, residential subdivisions within the Ontario Ranch may include additional parks that are not identified on the land use plan.

[1] (184,404 people / 1,000) x 3.0 acres per person = 553

[2] Policy Plan Amendment's 1,283 acres of parkland demand – 998 acres of designated parkland = 285 acres of parkland

In addition to parkland that is managed by the City, there are at least 180 acres of regional recreational facilities, joint-use agreements with school districts, and private recreational opportunities providing services that cannot be accommodated by existing facilities. Prado Regional Park also provides approximately 2,000 acres that would offset recreational demands. Furthermore, the Ontario Sports Empire is currently under construction and would develop approximately 199 acres to provide a variety of recreational amenities, including a semi-professional minor league baseball stadium, retail uses, a recreation center and aquatic center, and baseball/softball, soccer, and multi-use fields. Therefore, regional parks would more than offset the slight reduction in parkland of the proposed project compared to the approved project.

The proposed project, similar to the approved project, provides land use opportunities for public parks to be developed in line with future development. The Parks and Recreation (PR) Element contains relevant policies and programs to acquire additional parkland; integrate new park and recreation facilities with existing and future trails, bikeways, and easements; and conduct regular reviews and updates of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Ontario's residents. The policies include:

- **PR-1.1: Access to Parks.** In all new residential development areas, we strive to provide a park and/or recreational facility within walking distance (¼ mile) of every residence and prioritize the establishment of parks in environmental justice areas that do not have adequate access to parks.
- **PR-1.2: Adjacency to Schools.** We examine locating parks adjacent to school sites to promote joint-use opportunities.
- **PR-1.3: Funding.** We shall seek outside, one-time sources of funding for capital improvements and reserve ongoing City funds primarily for operations and maintenance.
- **PR-1.4: Joint-Use Opportunities.** In areas where there is a need but no City recreational facility, we explore joint-use opportunities. (e.g., school sites).
- **PR-1.5: Acreage Standard.** We strive to provide 5 acres of parkland (public and private) per 1,000 residents.
- **PR-1.6: Private Parks.** We expect development to provide a minimum of 2 acres of developed private park space per 1,000 residents.
- **PR-1.12: Trails.** We promote connections between parks and local trails including those managed by other public agencies.
- **PR-1.13: Equestrian Trails.** We require the design, construction, and maintenance of equestrian trails in Rural Residential designated areas.

- **PR-1.15: Trail Connectivity.** We strengthen and improve equestrian, bike, and multipurpose trail connections within the City and work to improve trail connections into adjacent jurisdictions.

- **PR-2.4: Access to Programs.** We provide a range of recreational and physical exercise programs that are accessible to residents of all income levels throughout the community and prioritize establishing and maintaining equitable access for residents in environmental justice areas.

These policies and regulations are intended to support the City's standard parkland acreage ratio and to address the need for recreation space and parkland, while also preserving natural assets and environmentally sensitive lands. Additionally, the Ontario Sports Empire would provide high-quality athletic facilities and recreational spaces, resulting in a net increase in the amount of publicly accessible recreational amenities within the City; however, the extent to which the City of Ontario can plan and implement parks, trails, and other recreational facilities is related to the availability of funding.

Impacts associated with the development of land uses under the proposed project, including new parks and recreation facilities identified on the Land Use Plan, are analyzed throughout this SEIR. For example, construction-related air quality and noise impacts of the proposed project, which parks identified in the Land Use Plan, are described in Section 3.3, *Air Quality,* and Section 3.13, *Noise*. Park sites within future projects in Ontario Ranch would also be reviewed by the City of Ontario on an individual basis, as development occurs, and would be required to comply with requirements in effect at the time building permits are issued (i.e., payment of development impact fees).

The City's policies and regulations would ensure that development of park facilities would keep pace with the anticipated increase in population from buildout of the proposed project. Therefore, impacts would be **less than significant**, and the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to the use of existing park and recreational facilities compared to the approved project and impacts identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan includes 36.15 acres of passive recreational opportunities for future employees and visitors through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens. Future open space and recreational facility development in the Specific Plan area would be required to adhere to the Development Standards and Design Guidelines of the EBPSP. The construction of these recreational facilities would occur within the boundaries of the Specific Plan and would be inherent to the EBPSP's construction phase(s). Construction

impacts are analyzed throughout this Draft SEIR and mitigation is incorporated where necessary. As concluded in this Draft SEIR, the EBPSP's construction activities would be less than significant.

It is also noted that the recreational facilities provided by the Specific Plan were assumed by the City's Recreation & Parks Master Plan. The Master Plan concluded that the City is currently underserved by park facilities, and that the proposed recreational facilities were needed to serve the City's growing population (Ontario 2021). In this regard, the EBPSP the contribute to the overall provision of parkland within the City.

Based on the preceding, impacts associated with the Specific Plan's park facilities would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact PUB-4: The proposed project would not result in significant impacts associated with the provision or expansion of parks and recreation facilities.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant park services impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

OTHER PUBLIC SERVICES

The 2022 Certified EIR analyzed impacts to library services and determined that adequate services would be provided and payment of development impact fees would offset the costs associated with library services, ensuring that impacts on library services are less than significant.

Policy Plan Amendment

The Ontario library system strives for a goal of 0.6 square feet of library facilities per capita (Ontario 2020). The library's most recent Library Facility Master Plan notes that the library's current service ratio is 0.43 square feet per capita based on its 2020 service population. The Facility Master Plan also outlines strategies for the library to expand services as population in Ontario continues to increase. In accordance with the Facility Master Plan, the library system

would continue to evaluate library needs based on facilities, staffing, and resources provided as population continues to increase. The Ontario library system also offers interlibrary exchanges with the Inland Library System as well as with participating libraries throughout the country.

Buildout under the proposed project would increase growth population in the City when compared to the approved project, resulting in an increase in demand for library services. New facilities, books, and personnel would be necessary to maintain and reach adequate levels of service. Environmental impacts could result from the construction of future facilities; however, the location and size of potential future facilities is currently unknown. Future projects would be reviewed by the City of Ontario on an individual basis and would be required to comply with requirements in effect at the time building permits are issued (i.e., payment of development impact fees). Since adequate services would be provided and payment of development impact fees would offset the costs associated with library services, impacts on library services would be **less than significant**. Additionally, the proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Demands for other public services are typically created by residential uses, which are not proposed by the Specific Plan. Implemented land uses would increase employment opportunities on-site; however, these positions would likely be filled by the existing employment pool in the City and/or neighboring communities. Therefore, uses implemented pursuant to the EBPSP would not be likely to create a significant increase in the use of other public facilities such as libraries, community centers, post offices or animal shelters. Therefore, impacts to other public services would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact PUB-5: The proposed project would not result in significant environmental impacts due to the provision of new or expanded library services.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant other public services impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted.

3.15.6 Cumulative Impact Analysis

The geographic scope of cumulative impacts under the proposed project is the service areas of the respective service providers.

FIRE

Growth associated with the proposed project are cumulative impacts since the service boundary of OFD is the City. As described above, OFD would be required to meet the increased demand for population and employment growth over the buildout of the proposed project. All development within the City, is subject to payment of development impact fees to ensure the adequate provision of services and maintenance of facilities. Increased property and sales tax from future new developments would provide funding for any capital improvements necessary to maintain adequate fire and police protection facilities, equipment, and/or personnel. By maintaining a consistent level of service through expansion or facility improvements, the OFD would be able to ensure that their performance objectives are consistently met. Furthermore, development pursuant to the proposed project would be subject to review by the OFD ensuring appropriate safety requirements are met. Accordingly, the proposed project would have a less than cumulatively considerable impact on fire protection services.

POLICE

Growth associated with the proposed project are cumulative impacts since the service boundary of OPD is the City. As described above, OPD would be required to meet the increased demand for population and employment growth over the buildout of the approved project. All development within the City is subject to payment of development impact fees to ensure the adequate provision of services and maintenance of facilities. Increased property and sales tax from future new developments would provide funding for any capital improvements necessary to maintain adequate fire and police protection facilities, equipment, and/or personnel. By maintaining a consistent level of service through expansion or facility improvements, the OPD would be able to ensure that their performance objectives are consistently met. Furthermore, development pursuant to the proposed project would be subject to review by the OPD ensuring appropriate safety requirements are met. Accordingly, the proposed project would have a less than cumulatively considerable impact on police protection services.

SCHOOLS

The EBPSP does not include any residential land uses and, therefore, is not expected to result in a significant increase in demand for schools. Projects pursuant to the Policy Plan Amendment and other cumulative development that involve residential development would increase the public-school population in the region and require the construction or expansion of school facilities so that adequate service ratios are maintained. This increase in student population would require the construction or expansion of school facilities, which could result in adverse environmental impacts. As discussed above, under state law, development projects are required to pay established school impact fees in accordance with SB 50 at the time of building permit issuance. The funding program established by SB 50 has been found by the Legislature to constitute "full and complete mitigation of the impacts of any legislative or adjudicative act…on the provision of adequate school facilities" (Government Code Section 65995[h]). The fees authorized for collection under SB 50 are conclusively deemed full and adequate mitigation of impacts on school district facilities. Furthermore, cumulative school projects require discretionary actions and would be required to demonstrate compliance with CEQA prior to project approval. The proposed project would not combine with areawide growth to result in cumulatively considerable impacts to school services.

PARKS

The proposed project provides land use opportunities for public parks to be developed in line with future development. The City would continue to regularly review the City's parks and trails inventory to ensure that it keeps pace with demographic trends and the recreational needs of Ontario's residents and construct new parks and recreation facilities accordingly. Since the details of future parks and recreation projects that would the proposed project and cumulative development are unknown at this time, such projects would be reviewed when proposed and comply with applicable requirements from the City to address potential environmental impacts.

The EBPSP does not include any residential land uses, and therefore is not expected to result in a significant increase in demand for parks. As with the development allowed under the Policy Plan Amendment and EBPSP, cumulative development projects would be required to comply with all applicable existing regulations, procedures, and policies that are intended to address impacts to park and recreation facilities. Therefore, impacts are **less than significant** and would not be cumulatively considerable.

LIBRARY

Growth associated with the proposed project are cumulative impacts since the service boundary for the Ontario library system is the City. The EBPSP does not include any residential land uses and, therefore, is not expected to result in a significant increase in demand for other public facilities, including libraries. Projects pursuant to the Policy Plan Amendment and other

cumulative development that involve residential development would increase the population in the region and require the construction or expansion of library facilities so that adequate service ratios are maintained. Development within the City is subject to payment of development impact fees to ensure the adequate provision of services and maintenance of public facilities. New or expanded libraries would also be subject to environmental review to determine potential environmental impacts when development is proposed. Impacts would be less than significant, and therefore, less than cumulatively considerable.

Cumulative Impacts: Implementation of the proposed project, in combination with other cumulative development, would not result in cumulatively considerable impacts to public services.

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3.16 RECREATION

This section of the Draft SEIR evaluates the potential impacts to public parks and recreational facilities associated with the TOP 2050 Policy Plan Amendment and EBPSP (proposed project) compared to impacts to the current TOP 2050 (approved project) and impacts in the 2022 Certified EIR.

Several comment letters related to recreation were received in response to the NOP. The relevant issues raised in those comment letters are addressed throughout this section. For a summary of the response letters, refer to Table 1-1 in Chapter 1, *Introduction*, or Appendix A for the response letters.

3.16.1 Regulatory Framework

STATE

Quimby Act

The Quimby Act was established by the California Legislature in 1965 to provide parks for the growing communities in California. The act authorizes cities to adopt ordinances addressing parkland and/or fees for residential subdivisions for the purpose of providing and preserving open space and recreational facilities and improvements. The Quimby Act requires the provision of 3 acres of park area per 1,000 persons residing within a subdivision unless the amount of existing neighborhood and community park area exceeds that limit, in which case the city may adopt a higher standard, not to exceed 5 acres per 1,000 residents. The Quimby Act also specifies acceptable uses and expenditures of such funds.

Mitigation Fee Act

The California Mitigation Fee Act (Government Code Section 66000, et seq.) allows cities to establish fees that will be imposed upon development projects for the purpose of mitigating the impact that the development projects have upon cities' ability to provide specified public facilities. In order to comply with the Mitigation Fee Act, the City must follow four primary requirements:

1) Make certain determinations regarding the purpose and use of a fee and establish a nexus or connection between a development project or class of project and the public improvement being financed with the fee.

2) Segregate fee revenue from the General Fund in order to avoid commingling of capital facilities fees and general funds.

3) Make findings each fiscal year describing the continuing need for fees that have been in the possession of the City for five years or more and that have not been spent or committed to a project.

4) Refund any fees with interest for developer deposits for which the findings noted above cannot be made.

California Public Park Preservation Act

The primary instrument for protecting and preserving parkland is California's Public Park Preservation Act of 1971. Under the Public Resource Code, cities and counties may not acquire any real property that is in use as a public park for any nonpark use unless compensation, land, or both are provided to replace the parkland acquired. This provides for no net loss of parkland and facilities.

LOCAL

City of Ontario Municipal Code

Quimby Act Fees

The Quimby Act is codified in Chapter 6.08.030, Park Dedication and In-Lieu Fee Regulations, in the Ontario Development Code. As a condition of approval of a tentative tract map, final map, or parcel map for a residential subdivision or the residential portion of a mixed-use project, or for a building permit within a subdivision, the subdivider shall be required to pay an impact fee, offer for dedication of park land in lieu thereof, or both, at the sole and exclusive option of the City. Recreational facilities provided by a project must be provided in accordance with the standards, specifications, and requirements of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, any applicable specific plan, and any other applicable resolution, policy, or standard of the City.

To meet the recreational needs of current and future residents and workers, the City requires 3 acres of park area for every 1,000 persons, equivalent to a park area standard ratio of 0.003. The maximum amount of public park land required to be dedicated by a subdivision or development project shall be equal to the total number of dwelling unit types multiplied by the dwelling unit occupancy factor multiplied by the park area standard ratio of 0.003. When a fee is paid to the City, in lieu of making an offer of parkland dedication, the park impact fee is calculated based on the total number of dwelling units multiplied by the dwelling unit occupancy factor multiplied by the park area fee standard ratio of 0.003 multiplied by the fair market value of the land to be developed by the City for parkland and recreational facilities. In addition, the City strives to have new development in Ontario Ranch provide an additional 2 acres of private parkland in order to achieve a park ratio of 5 acres per 1,000 residents.

At the time of filing a tentative map application for all subdivisions with residential land uses, project applicants may indicate whether they desire to dedicate property for park and recreational purposes on-site, or whether they desire to pay a fee in lieu thereof, or a shared combination of both. If they desire to dedicate land, they must designate the area on a tentative map in conformance with the provisions of TOP; any specific plan adopted thereto; and any other adopted resolution, policy, or regulation of the City.

Development Impact Fees

The City of Ontario has a list of development impact fees (DIF) charged by the Building Department or collected by the Building Department on behalf of other departments or governmental agencies at the time permits are issued. DIF provide the means to finance adequate infrastructure and other public improvements and facilities made necessary by the impacts created by new residential (i.e., beyond just demand created by subdivisions) and nonresidential development. The City's current fees for the General City (GC) and Ontario Ranch (OR) areas took effect on July 1, 2025 (Ontario 2025). To maintain the current level of service for parks in the City, the City requires payment of specific DIF for recreational facilities to ensure the acquisition and improvement of adequate recreation facilities (Ontario 2025). The DIF relevant to recreational facilities are in Table 3.16-1, *Recreational Facility Development Impact Fees*.

Table 3.16-1 Recreational Facility Development Impact Fees

Infrastructure Category/Area	Detached Dwellings	Attached Dwellings	High Density Dwellings	Mobile Home Dwellings
	Per Dwelling Unit			
General City (GC)				
Aquatics	$122	$108	$86	$102
Parks	$17,263	$15,300	$12,106	$14,401
Ontario Ranch (OR)				
Aquatics	$122	$108	$86	N/A
Parks	$17,263	$15,300	$12,106	N/A

Source: Ontario 2025b.

Ontario Recreation and Parks Master Plan

The City of Ontario finalized the Ontario Recreation and Parks Master Plan (ORPMP) in August 2021. The ORPMP is a comprehensive planning effort that provides a clear set of goals for infrastructure and program improvements to create a premier recreation and parks system in the City. Goals of the ORPMP include evaluating existing parks and recreation programs and

facilities, engaging and listening to the community, identifying common and visionary opportunities, and establishing implementation strategies. The ORPMP also outlines short-, mid-, and long-term recommendations in the areas of capital improvement plans; financial strategy plans; prioritization of proposed recommendations; park branding, signage, and placemaking; and improvements to the trail network. Priorities and recommendations for the City include:

- Maximize active park acreage on City-owned land by adding park amenities to opportunity areas.
- Implement joint-use agreements with school districts for use of amenities such as fields, courts, and walking/running tracks on school sites.
- Continue to work with developers on providing infill parks for future populations.
- Consider other park types such as linear parks when determining deficiencies in certain areas.
- Consider non-Ontario parks and programs in determining population-based demand and requirements.
- Focus should be given to preschool programming, youth activities, swim lessons, and senior wellness activities.
- Programs that are in high demand should be expanded while programs that have lower participation and service a narrower target market segment should be divested from.
- Demand for adult sports may be met through partnerships with existing providers or the City could provide programs for adults not offered by private providers.
- Continue to enable the Teen Action Committee and shape youth programming.
- Consider developing a walking/hiking/bicycling program that aims to increase awareness of programs, parks, trails, routes, and parks' amenities.

3.16.2 Existing Conditions

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. 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 (Ontario 2022).

The City has approximately 727 acres of parkland; it has 7 miniparks, 15 neighborhood parks, 6 community parks, 4 linear and special use parks, and 2 regional parks. Figure 3.16-1, *Existing and Proposed Park Facilities*, illustrates the locations of parklands in and around the City. Table 3.16-2, *Park/Recreational Facilities in Ontario*, provides the acreage and types of parks.

Table 3.16-2 Park/Recreational Facilities in Ontario

Name	Location	Amenities	Size (Acres)
Miniparks			
Nugent's Park	200 S. Lemon Avenue	6 horseshoe courts	0.2
Mountain View School Park	2585 S. Archibald Avenue	Playground	0.5
Sam Alba Park	401 E. Sunkist Street	Playground, restroom building, multipurpose field, baseball field, basketball court, softball field	1.0
Conservation Park	303 E. B Street	Amphitheater, 2 group picnic areas, playground, aquatic feature, walking path	1.0
Ranch Park	2832 E. Clydesdale Street	Playground, basketball court, walking path	1.8
Ontario Town Square	224 N. Euclid Avenue	Amphitheater, group picnic area, playground, 3 walking paths	1.9
George Gibbs Park	1499 W. 5th Street	Group picnic area, parking lot, multipurpose field, softball	2.7
		Total Minipark Acreage	**9.1**
Neighborhood Parks			
Grove Memorial Park	1072 N. Grove Avenue	Walking path	3.1
James R. Bryant	648 W. D Street	Playground, restroom building, dog park, parking lot, exercise area, 3 basketball courts, tennis court	4.5
Centennial Park	701 E. Riverside Drive	Group picnic area, playground, restroom building, multipurpose field, exercise area, 3 basketball courts	4.6

Table 3.16-2 Park/Recreational Facilities in Ontario

Name	Location	Amenities	Size (Acres)
Cypress Park	1030 S. Cypress Avenue	2 group picnic areas, playground, restroom building, parking lot, multipurpose field, exercise area, 3 basketball courts, walking path, volleyball court	4.7
Del Rancho Park	2014 S. Cypress Avenue	Group picnic area, playground, parking lot	4.8
James Galanis Park	1259 E. D Street	Parking lot	4.8
South Bon View Park	2025 S. Bon View Avenue	Group picnic area, playground, restroom building, parking lot, multipurpose field, exercise area, walking path	4.8
North Celebration Park	4980 S. Celebration Avenue	Group picnic area, playground, restroom building, parking lot, multipurpose field, walking path	5.0
South Celebration Park	2910 E. Merrill Avenue	Amphitheater, 3 group picnic areas, restroom building, multipurpose field, 3 walking paths	5.5
Ontario Motor Speedway Park	915 N Center Avenue	Playground, restroom building, parking lot, multipurpose field, concession stand, exercise area, softball field, 2 soccer fields, 2 walking paths	6.2
Creekside Park	3151 E. Riverside Drive	2 group picnic areas, playground, restroom building, parking lot, multipurpose field, 3 basketball courts, 2 tennis courts, walking path, volleyball court	6.9
Kimball Park	773 E. Walnut Street	Restroom building, parking lot, baseball field, 2 softball fields	7.1
Veterans Memorial Park	1259 E. D Street	Group picnic area, playground, restroom building, parking lot, multipurpose field, exercise area, softball field, 2 walking paths	7.5
Vineyard Park	1400 E. Sixth Street	2 group picnic areas, playground, restroom building, parking lot, 3 basketball courts, pool, 2 walking paths	9.0

Table 3.16-2 Park/Recreational Facilities in Ontario

Name	Location	Amenities	Size (Acres)
Jay Littleton Ball Park	1076 N. Grove Avenue	Restroom building, concession stand, baseball field	9.7
		Total Neighborhood Parks Acreage	**88.2**
Community Parks			
Bon View Park	1010 S. Bon View Avenue	Group picnic area, playground, restroom building, community garden, 2 parking lots, multipurpose field, concession stand, exercise area, baseball field, basketball court, softball field, pool, 2 walking paths	10.3
Homer Briggs Park	2099 S. Oaks Avenue	3 group picnic areas, playground, restroom building, parking lot, multipurpose field, concession stand, 2 baseball fields, basketball court, horseshoe court, equestrian trail, equestrian staging area, 3 walking paths	14.4
Anthony Munoz Park	1240 W. 4th Street	Playground, restroom building, community garden, 2 parking lots, 3 basketball courts, 2 softball fields, pool, 3 soccer fields, volleyball court	15.8
De Anza Park	1405 S. Fern Avenue	Group picnic area, playground, 2 restroom buildings, 3 parking lots, exercise area, 2 basketball courts, softball field, futsal court, pickleball court, 2 horseshoe courts, 4 soccer fields, 3 walking paths, and volleyball court	19.2
Westwind Park	2455 E. Riverside Drive	Group picnic area, playground, restroom building, 4 parking lots, concession stand, exercise area, 2 baseball fields, 3 basketball courts, 2 softball fields, pool, 3 tennis courts, 2 soccer fields, 4 walking paths	23
John Galvin Park	1072 N. Grove Avenue	3 group picnic areas, playground, restroom building, dog park, 2 parking lots, multipurpose field, exercise area, 2 baseball fields, 3 basketball courts,	25.6

Table 3.16-2 Park/Recreational Facilities in Ontario

Name	Location	Amenities	Size (Acres)
		softball field, 2 futsal courts, 2 horseshoe courts, 3 tennis courts, walking path, volleyball court	
		Total Community Parks Acreage	**108.3**
Linear and Special Use Parks			
Euclid Avenue Parkway	N. Euclid Ave.	Turf, planter areas, rose gardens, benches, mule car display, bandstand, and fountain	13.4
Ontario Soccer Complex	2200 E. Philadelphia Street	2 group picnic areas, restroom building, concession stand, 6 soccer fields, walking path	23.4
West Cucamonga Creek Trail	1450 E. Mission Blvd.	Paved hiking and bicycle trail, and equestrian trails	34.0
Whispering Lakes Golf Course	2525 E. Riverside Drive	Dog park, parking lot	175.9
		Total Linear and Special Use Parks Acreage	**246.7**
Regional Parks			
Guasti Regional Park	800 N Archibald Avenue	4 group picnic areas, playground, 3 restroom buildings, 2 parking lots, 2 aquatic features, pool, splash pad	75.5
Ontario Sports Empire	Southeast corner of Riverside Drive and Vineyard Avenue	Minor League Baseball stadium, recreational center, aquatics center, 8 multiuse baseball, softball, and soccer fields, active fields, commercial retail space, an indoor athletic facility, and community recreation center	199
		Total Regional Parks Acreage	**274.5**
		Total Park Acreage	**726.8**

Source: Ontario 2021, 2025c.

Note: Greenways allow for recreational access and open space. This table does not include the Euclid Avenue greenway, which has a bandstand (C Street/Euclid), WCTU Fountain (C Street/Euclid), trees, turf, planter areas, rose garden, benches, and a mule car display. In addition, the Mission Boulevard greenway is not in this table, nor is the West Cucamonga Creek Trail (classified as a linear and special use park), which consists of a paved hiking and bicycle trail—2.4 miles long—and 1.3 miles of equestrian trails.

Figure 3.16-1

Existing and Proposed Park Facilities



- Ontario City Boundary
- County Boundary
- Rail Network
- Existing Park
- Existing Parkway
- Existing Trail
- Planned Park

★ Community Center

1. Anthony Munoz Community Center
2. Armstrong Community Center
3. De Anza Community & Teen Center
4. Dorothy A Quesada Community Center
5. Ontario Senior Center
6. Veterans Memorial Community Center
7. Westwind Community Center

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025

Date: 2/27/2026

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POLICY PLAN AMENDMENT

Natural Areas

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 677,928-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.

Cleveland National Forest

The Cleveland National Forest is the southernmost national forest in California, 10 miles south of Ontario. The forest consists of 460,000 acres that offer a variety of terrains and recreational opportunities. The Trabuco Ranger District operates out of the Corona office at 1147 East Sixth Street. The Trabuco District manages approximately 139,000 acres in Orange and Riverside counties and offers a multitude of trails for hiking, biking, horseback riding, and remote camping for those seeking an alternative to developed campgrounds.

State Parks

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, which, at 3,350 feet, 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 Park

Chino Hills State Recreation Area/Chino Hills State Park is a 14,100-acre preserve that stretches from San Bernardino County through parts of Orange County. This recreation area is 15 miles

southwest of Ontario and provides recreational opportunities, including over 90 miles of trails for hiking, biking, and equestrian uses, and facilities for camping. The park is also a key wildlife corridor from the Puente Hills extending south to the Cleveland National Forest.

Regional Parks

Ontario Sports Empire

Ontario Sports Empire is a multiphase regional sports and entertainment complex currently under construction that would develop approximately 199 acres to provide a variety of recreational opportunities within Ontario Ranch. This regional park would provide a variety of experiences, including a 6,000-capacity, semipro, minor league baseball stadium with supportive retail/hospitality uses and community recreation facilities, including a new recreational center; aquatics center; and baseball, softball, and soccer fields. The Ontario Sports Empire is positioned to become a premier hub for sports tourism, retail, hospitality, and community activities in Southern California.

Cucamonga-Guasti Regional Park

Regional parks consist of 50 acres or more and attract users from a service radius of up to an hour's drive. A wide range of amenities are available at regional parks, including picnic grounds, hiking trials, scenic areas, lakes, campgrounds, and major sports facilities. The Cucamonga-Guasti Park is a day-use park near the Ontario Convention Center, Ontario Mills, and Ontario International Airport. Cucamonga-Guasti Park consists of approximately 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 (City of Chino)

Prado Regional Park is on Highway 83, south of Highway 60 and north of Highway 91 in Chino; therefore, the acreage associated with this regional park is not included in Table 3.16-2. The regional park encompasses approximately 2,000 acres and includes such activities as fishing, picnics, horseback riding, camping, golf, hiking, and 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.

Local Parks

Local parks in Ontario vary in size and the amenities they provide to the population. Ontario's park classification system sets standards for 5 different types of parks: mini/neighborhood parks, community parks, linear parks, regional parks, and special use parks (Ontario 2021).

- Miniparks and Neighborhood Parks are generally less than 5 acres and serve residents within a 15-minute walk. Although they tend to focus more on passive recreation, they play an important role in providing outdoor access for neighborhoods. Open grassy areas, picnic tables, walkways, and playgrounds are typical park amenities.

- Community Parks are usually 5 to 30 acres and contain larger park facilities such as multipurpose fields, pools, and sports courts. Community parks serve the daily recreational needs of their local neighborhood as well as the broader community. This means they serve residents within a 15-minute walk or a 5-minute drive. Most community parks in Ontario also have community centers that provide a wide range of programs and services and accommodate special events, recreation programs, offices, and community services.

- Linear Parks are narrow and linear open spaces that typically have limited park amenities. They typically provide passive linear recreation experiences, such as walking, jogging, and biking as well as some forms of gathering spaces, such as benches and picnic tables.

- Regional Parks are larger than 30 acres and provide for a wide range of passive and active recreation. Recreation opportunities include natural open space, sports fields and courts, cultural facilities, trails, multipurpose buildings, playgrounds, aquatic facilities, and many other amenities. Regional parks can be found within city limits and may be managed by the city or the county.

- Special Use Parks are park areas that provide unique recreation opportunities. They often serve the recreation needs of specific groups of people but are always publicly available.

Public Recreation

The City of Ontario has joint agreements with Chino Unified School District and Woodcrest Junior High for the use of Kimball Park. The City also has an agreement with Chaffey Joint Union High School District and Colony High School for use of baseball fields and outdoor basketball and tennis courts.

Trail System

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. There are more than 4 miles of equestrian trails in the neighborhoods north of Philadelphia Street, south of Mission Boulevard, west of Magnolia Avenue, and east of Benson Avenue. 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 (Ontario 2021).

Greenways allow for recreational access and open space. 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 traverses the City (Ontario 2022).

Bike Lanes and Bikeways

The California Streets and Highway Code designates bikeways and trails Class I, II, III, or IV. Class I bikeways are dedicated for exclusive use by bicyclists along rivers, channels, and utility rights-of-way. Class II bikeways are dedicated lanes along streets, with no parking allowed in the bike lane. Class III bikeways are bike routes normally shared with motor vehicles on the street or with pedestrians on sidewalks, and parking is allowed. Class IV bikeways are dedicated for exclusive use of bicycles and are physically separated from motor traffic with a vertical feature. Many of the City's bicycle paths are combined with sidewalks along each side of major streets. Cyclists generally use these one-way bike lanes for commuter or longer recreational purposes. Most of the City's arterial streets are sufficiently wide to allow for a 4-foot-wide Class II bike lane along the curb. Bicycle corridors, multipurpose trails, and Class I, II, III, and IV bike routes in Ontario are shown on Figure 3.17-3, *Multipurpose Trails and Bikeway Corridor Plan*.

Santa Ana River Trail

The Santa Ana River Trail is a developing corridor trail system south and east of Ontario in the Santa Ana River Wash. When completed, this regional trail will run 110 miles, 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 in San Bernardino County. The San Bernardino County Regional Parks Division is responsible for the creation, operation, and maintenance of 22 miles of trail in 4 phases. Phase I and II are complete and consist of 7.5 miles of trail starting at Waterman Avenue in San Bernardino to the Riverside County line. Phase III consists of 3.6 miles of the trail from Waterman Avenue to California Street in Redlands, and Phase IV consists of 11 miles of the trail from California Street in Redlands to Garnet Street in Mentone and up to the San Bernardino National Forest (San Bernardino County 2025).

SPECIFIC PLAN

The Ontario Recreation & Community Services Department provides community services such as parks, community centers, school recreation facilities, private golf courses, and recreational trails. The City maintains a Recreation & Parks Master Plan which provides goals for infrastructure and program improvements throughout the City.

Centennial Park, North Celebration Park, and South Celebration Park are all within 2 miles of the Specific Plan area. No recreational facilities are currently within the Specific Plan area.

3.16.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to recreation if it would:

a) 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.

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

METHODOLOGY

Specific Plan

To assess potential recreational impacts of the EBPSP, existing programs and facilities available within the City and provided by the Ontario Recreation & Community Services Department were reviewed, as well as the future facilities planned as part of the Ontario Parks Recreation & Parks Master Plan.

3.16.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.16.5 Environmental Impacts

2022 CERTIFIED EIR

The Certified EIR concluded that the approved project would generate additional residents, which would increase the use of existing park and recreational facilities. Project implementation would result in environmental impacts from the provision of new and/or expanded recreational facilities. Upon implementation of regulatory requirements and compliance with TOP policies and programs, impacts of the approved project would be less than significant.

PROPOSED PROJECT

a) 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 Certified EIR found that buildout of the approved project's land use plan would result in population growth and an associated increase in demand for recreational facilities and parkland areas. Implementation of the approved project's policies and land use opportunities for public parks, designed to be aligned with future development, would ensure that park facilities would keep pace with the anticipated increase in population growth. As a result, impacts were identified as less than significant.

Policy Plan Amendment

Currently, the City of Ontario uses the established parkland standard of 3 acres per 1,000 residents but strives for 5 acres per 1,000 residents for parks in Ontario Ranch. The City has approximately 727 acres of parkland (see Table 3.16-2) and a population of 184,404 people (DOF 2025). Thus, the City currently requires 553 acres of parkland.[1]

Buildout of the Policy Plan Amendment would modify the planned TOP land use pattern and generate additional residents in the City, most of whom would be concentrated in the southern portion of the City (refer to Table 2-4). Changes to the land use plan associated with the Policy Plan Amendment would result in a reduction of 43 acres of parkland in the City (4 percent reduction), including land formerly designated as Open Space–Recreation southeast of Chino Avenue and Haven Avenue and land at the southwest corner of Grove Avenue and Riverside Drive (see Figure 2-6, *Policy Plan Amendment Areas of Change*). Additionally, future growth in the City in accordance with buildout of the Policy Plan Amendment would increase the demand for parks and increase existing park usage, as shown in Table 3.16-3, *Proposed Project Parkland Demand*.

[1] (184,404 people / 1,000) x 3.0 acres per person = 553

Table 3.16-3 Proposed Project Parkland Demand

Infrastructure Category/Area	Population	Parkland Demand (Acres)	Ontario Ranch Additional Parkland Demand (Acres)	Total Parkland Demand (Acres)
Approved Project				
Old Model Colony	217,612	653	N/A	653
Ontario Ranch	193,656	581	387	968
Total	411,268	1,234	387	1,621
Proposed Project				
Old Model Colony	218,643	656	N/A	656
Ontario Ranch	209,098	627	418	1,045
Total	427,741	1,283	418	1,701
Net Change				
Total Net Change	16,473	49	31	80

Note: Total parkland demand was calculated based on 3 acres/1,000 residents for Old Model Colony and Ontario Ranch, with an additional 2 acres/1,000 residents for new parkland in Ontario Ranch.

The Quimby Act is a funding mechanism for parkland acquisition. Under this Act and pursuant to the City's Municipal Code, residential subdivisions must dedicate parkland or pay in lieu fees to enable the City to acquire a ratio of 3 acres of parkland per 1,000 residents. As shown in Table 3.16-3, the approved project would result in a demand of 1,234 acres of parkland, and the proposed project would result in a demand of 1,283 acres of parkland. As a result, buildout allowed under the proposed project would result in an increased demand of 49 acres of parkland compared to the approved project.

The proposed project would designate approximately 998 acres for recreational use under the Open Space Parkland (including EBPSP) land use designation (refer to Table 2-3). Based on the proposed project's future buildout projections, the 998 acres designated as Open Space Parkland would not satisfy the City's existing Park Dedications and In-Lieu Fee Regulations for parkland acquisition, resulting in a shortfall of 285 acres of parkland.[2]

[2] Policy Plan Amendment's 1,283 acres of parkland demand – 998 acres of designated parkland = 285 acres of parkland

While the proposed project would result in a slight reduction in parkland in the City compared to the approved project, the City strives to have new development in Ontario Ranch provide an additional 2 acres of private parkland to achieve a park ratio of 5 acres per 1,000 residents. As shown in Table 3.16-3, the proposed project would generate an additional demand of approximately 31 acres of private parks in Ontario Ranch compared to the approved project. As described above, subdivisions with residential land uses are required to dedicate property for park and recreational purposes on-site, or pay a fee in lieu thereof, or a shared combination of both, to help achieve the City's park standards. Therefore, residential subdivisions within the Ontario Ranch may include additional parks that are not identified on the land use plan.

In addition to parkland that is managed by the City, there are at least 180 acres of regional recreational facilities, joint-use agreements with school districts, and private recreational opportunities providing services that cannot be accommodated by existing facilities. Prado Regional Park also provides approximately 2,000 acres that would offset recreational demands. Furthermore, the Ontario Sports Empire is currently under construction and would develop approximately 199 acres to provide a variety of recreational amenities, including a semi-professional minor league baseball stadium, retail uses, a recreation center and aquatic center, and baseball/softball, soccer, and multi-use fields. Therefore, regional parks would more than offset the slight reduction in parkland of the proposed project compared to the approved project.

The proposed project, similar to the approved project, provides land use opportunities for public parks to be developed in line with future development. The Parks and Recreation (PR) Element contains relevant policies and programs to acquire additional parkland; integrate new park and recreation facilities with existing and future trails, bikeways, and easements; and conduct regular reviews and updates of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Ontario's residents. The policies include:

- **PR-1.1: Access to Parks.** In all new residential development areas, we strive to provide a park and/or recreational facility within walking distance (¼ mile) of every residence and prioritize the establishment of parks in environmental justice areas that do not have adequate access to parks.
- **PR-1.2: Adjacency to Schools.** We examine locating parks adjacent to school sites to promote joint-use opportunities.
- **PR-1.3: Funding.** We shall seek outside, one-time sources of funding for capital improvements and reserve ongoing City funds primarily for operations and maintenance.
- **PR-1.4: Joint-Use Opportunities.** In areas where there is a need but no City recreational facility, we explore joint-use opportunities. (e.g., school sites).

- **PR-1.5: Acreage Standard.** We strive to provide 5 acres of parkland (public and private) per 1,000 residents.
- **PR-1.6: Private Parks.** We expect development to provide a minimum of 2 acres of developed private park space per 1,000 residents.
- **PR-1.12: Trails.** We promote connections between parks and local trails including those managed by other public agencies.
- **PR-1.13: Equestrian Trails.** We require the design, construction, and maintenance of equestrian trails in Rural Residential designated areas.
- **PR-1.15: Trail Connectivity.** We strengthen and improve equestrian, bike, and multipurpose trail connections within the City and work to improve trail connections into adjacent jurisdictions.
- **PR-2.4: Access to Programs.** We provide a range of recreational and physical exercise programs that are accessible to residents of all income levels throughout the community and prioritize establishing and maintaining equitable access for residents in environmental justice areas.

These policies and regulations are intended to support the City's standard parkland acreage ratio and to address the need for recreation space and parkland, while also preserving natural assets and environmentally sensitive lands. Additionally, the Ontario Sports Empire would provide high-quality athletic facilities and recreational spaces, resulting in a net increase in the amount of publicly accessible recreational amenities within the City; however, the extent to which the City of Ontario can plan and implement parks, trails, and other recreational facilities is related to the availability of funding.

As a result, development of park facilities would keep pace with the anticipated increase in population from buildout of the proposed project. The proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to the use of existing park and recreational facilities compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The EBPSP would result in the conversion of a site designated for residential/agricultural uses into a business park and open space – parkland development.

The Specific Plan provides for the development of 36.15 acres of the City's public "Grand Park." Grand Park is a planned 3.7-mile greenbelt extending between Haven Avenue and Campus

Avenue and encompasses approximately 340 acres citywide. The Specific Plan would implement the southern half of a 1.25-mile stretch of the park, consistent with the City's Grand Park Landscape Master Plan. The remaining half of this segment of Grand Park would be installed by the Center Park Specific Plan, which is currently proposed to the north of the EBPSP area. Passive recreational opportunities for future employees, visitors, and residents of the City would be provided through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens. The park would be heavily landscaped, including forested areas, meadow areas, and open space lawn areas, consistent with the City's Grand Park Landscape Master Plan.

Development of the Specific Plan would not directly increase housing or population, which typically cause an increase in the demand for and use of existing neighborhood parks and other citywide recreational facilities. If employees of the business park uses were to occasionally use park facilities within the City, they would likely utilize those provided by the Specific Plan. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, impacts related to the physical deterioration of existing parks or recreation facilities would be **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact REC-1: The proposed project would not result in substantial physical deterioration of recreational facilities.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant recreation impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new Mitigation Measures are required.

b) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The Certified EIR found that buildout of the approved project's land use plan would result in the development of additional parkland and recreational facilities, which could lead to the construction of new or expanded facilities that may have an adverse physical effect on the environment. However, implementation of existing federal, state, and local regulations, as well as the approved project's policies, would help reduce potential adverse environmental impacts

associated with the expansion of parks, recreational facilities, and multiuse trails. As a result, these impacts were determined to be less than significant.

Policy Plan Amendment

The Policy Plan Amendment guides growth and development within the City and is not a development project. The Policy Plan Amendment project primarily involves modifying the currently permitted and planned TOP land use pattern across nearly 1,000 acres in southern Ontario. As described in impact discussion a), buildout of the proposed project would result in an increased demand of 80 acres of total parkland compared to the approved project (refer to Table 3.16-3).

As a result of these planned park facilities, the proposed project may result in the construction of new or expansion of existing recreational facilities in Ontario. The majority of these facilities would be in Ontario Ranch, including the Grand Park. Development and implementation of the Grand Park may have an adverse physical effect on the environment, such as lighting, biological resources, noise, traffic, and air quality. Environmental impacts associated with the construction of new and/or expansions of existing recreational facilities in accordance with the Proposed Land Use Plan are addressed separately. Construction-related air quality and noise impacts of the proposed project are described in Section 3.3, *Air Quality,* and Section 3.13, *Noise*.

Existing federal, state, and local regulations as well as goals and policies in the Policy Plan Amendment would help reduce potential adverse impacts to the environment that may result from buildout of the proposed project. Furthermore, subsequent environmental review would be required for development of park projects under the Proposed Land Use Plan. Consequently, the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to the use of existing park and recreational facilities compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan includes 36.15 acres of passive recreational opportunities for future employees and visitors through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens. Future open space and recreational facility development in the Specific Plan area would be required to adhere to the Development Regulations and Design Guidelines of the EBPSP and the City's Grand Park Landscape Master Plan. The construction of these recreational facilities would occur within the boundaries of the Specific Plan area and would be inherent to the EBPSP's construction phase(s). The City shall be responsible for the design and construction of all park improvements within the EBPSP area. Construction impacts are analyzed throughout this SEIR in Section 3.3, *Air Quality,* and Section 3.12, *Noise,* and mitigation is incorporated where necessary.

It is also noted that the recreational facilities provided by the EBPSP were assumed by and included in the City's Recreation & Parks Master Plan. The Master Plan concluded that the City is currently underserved by park facilities, and that the proposed Grand Park would be needed to serve the City's growing population (Ontario 2021). In this regard, the EBPSP would contribute to the overall provision of parkland within the City. Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Based on the preceding, impacts associated with the EBPSP's recreational facilities would be **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact REC-2: The proposed project would not result in adverse impacts associated with new or expanded recreational facilities within the City.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant recreation impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new Mitigation Measures are required.

3.16.6 Cumulative Impact Analysis

The area considered for cumulative impacts for recreation is the City of Ontario. As described above, the proposed project provides land use opportunities for public parks to be developed in line with future development. As described under impact discussion a), the Parks and Recreation Element contains relevant goals, policies, and programs that support a regular review of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Ontario's residents (see Policies PR-1.1 through PR-1.16). In addition, Policy PR-1.5 strives to provide five acres of parkland per 1,000 residents in the Ontario Ranch, and Policy PR-1.6 provides a minimum of 2 acres of developed private park space per 1,000 residents in the City.

The Specific Plan does not propose residential uses that would result in an increase in population, thereby, increasing the use of existing neighborhood and regional parks or other recreational facilities. Employees and visitors of the Specific Plan land uses who do not already reside in the area are not anticipated to utilize local recreational facilities to the extent that physical deterioration would occur or be accelerated, even when considered in the context of

cumulative developments in the area. Given the proximity to planned business park uses, if future employees were to occasionally use park facilities within the City, they would likely utilize the public facilities provided by the Specific Plan.

Additionally, as previous discussed, the recreational facilities provided within the Specific Plan were assumed by and included in the City's Recreation & Parks Master Plan. The Master Plan concluded that the City is currently underserved by park facilities. Recreational facilities implemented by the EBPSP and future developed allowed under the proposed land use plan would help to address the open space and park needs of the growing community.

As with the development allowed under the Policy Plan Amendment and Specific Plan, cumulative development projects would be required to comply with all applicable existing regulations, procedures, and policies that are intended to address impacts to park and recreation facilities. As a result, development of park facilities would keep pace with the anticipated increase in population from buildout of the proposed project. Therefore, impacts are **less than significant** and would not be cumulatively considerable.

Cumulative Impacts: The proposed project would not result in cumulative impacts to recreation in the City.

3.16.7 References

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3.17 TRANSPORTATION

This section of the Draft Supplemental Environmental Impact Report (SEIR) examines the potential for implementation of Policy Plan Amendment and EBPSP (proposed project) to impact transportation in the City of Ontario compared to the current TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR. The analysis in this section is based on the following studies:

- *TOP Vehicle Miles Traveled Memorandum*, Fehr & Peers (Appendix K1)
- *EBPSP Vehicle Miles Traveled Memorandum*, Fehr & Peers (Appendix K2)
- *EBPSP Traffic Impact Analysis*, Urban Crossroads (Appendix K3)

This SEIR evaluates the cumulative effect of the proposed project on vehicle miles traveled (VMT) and uses the San Bernardino County Transportation Authority's (SBCTA) San Bernardino Traffic Analysis Model Plus (SBTAM+) travel demand forecast model.

Terminology

Level of Service. Roadway capacity is generally limited by the ability to move vehicles through intersections. LOS is a standard performance measurement to describe the operating characteristics of a street system in terms of the level of congestion or the delay experienced by motorists. Service levels range from A through F, that is, traffic conditions from best (uncongested, free-flowing conditions) to worst (total breakdown with stop-and-go operation).

- **Vehicles Miles Traveled.** VMT measures the number of trips and the lengths of those trips for the total number of miles that vehicles will travel on a roadway system. It is used to better assess traffic impacts on greenhouse gas emissions, air quality, and energy. The number of miles of vehicle travel is an indicator of the travel levels on the roadway system by motor vehicles.

- **Total VMT.** Total VMT represents all VMT generated by a project or in a defined area, such as a traffic analysis zone or city boundary, on a typical day, weekday, or weekend.

- **VMT per Service Population.** Service population (SP) counts residents and employees. VMT/SP measures the transportation "efficiency" of a project or plan and is defined as VMT generated on a typical weekday per person who lives and/or works in the designated area.

3.17.1 Regulatory Framework

STATE

Senate Bill 743

On September 27, 2013, SB 743 was signed into law, starting a process that fundamentally changed transportation impact analysis as part of CEQA compliance. With the adoption of SB 375, the State signaled its commitment to encourage land use and transportation planning decisions and investments that reduce VMT and thereby contribute to the reduction of greenhouse gas emissions, as required by the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32).

SB 743 eliminates auto delay, level of service, and similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. As part of the new CEQA Guidelines, the new criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code Section 21099(b)(1)).

Pursuant to SB 743, the Natural Resources Agency adopted revisions to the CEQA Guidelines to implement SB 743 on December 28, 2018. The revised CEQA Guidelines establish new criteria for determining the significance of transportation impacts. Under the new Guidelines, VMT-related metric(s) were required beginning July 1, 2020, to evaluate the significance of transportation-related impacts under CEQA for development projects, land use plans, and transportation infrastructure projects. The legislation does not preclude the application of local general plan policies, zoning codes, conditions of approval, or any other planning requirements for evaluation of LOS, but such metrics may no longer constitute the sole basis for determining transportation impacts under CEQA.

AB 1358: California Complete Streets Act of 2008

The California Complete Streets Act of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 required circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must "meet the needs of all users…in a manner suitable to the rural, suburban, or urban context of the general plan." Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate—including walking, biking, car travel, and transit.

The Complete Streets Act also requires circulation elements to consider the various users of the transportation system, including children, adults, seniors, and the disabled. For further clarity, AB 1358 tasked the Office of Planning and Research (now the Office of Land Use and Climate Innovation) to release guidelines for compliance, which it did in December 2010.

SB 375: Sustainable Communities and Climate Protection Act

On December 11, 2008, the California Air Resources Board (CARB) adopted its proposed Scoping Plan for AB 32, the Global Warming Act. This scoping plan included the approval of SB 375 as the means for achieving regional transportation-related greenhouse gas emissions targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32.

There are 5 major components to SB 375. First, it addresses regional greenhouse gas emission targets. CARB's Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each metropolitan planning organization (MPO) in the state. These targets, which MPOs may propose themselves, are updated every eight years in conjunction with the revision schedule of housing and transportation elements.

Second, MPOs are required to create a sustainable communities strategy (SCS) that provides a plan for meeting regional targets. The SCS and the regional transportation plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details another plan to meet the target.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on 8-year schedules. In addition, Regional Housing Needs Assessment allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within 3 years.

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments also qualify if they 1) are at least 50 percent residential, 2) meet density requirements, and 3) are within one-half mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, MPOs must use transportation and air emission modeling techniques consistent with guidelines prepared by the California Transportation Commission. Regional transportation planning agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the commission's guidelines.

Senate Bill 99

SB 99 (Section 65302(g)(5) of the California Government Code) requires jurisdictions to review and update the safety element to include information identifying residential developments in hazard areas that do not have at least 2 emergency evacuation routes.

Assembly Bill 747

AB 747 added Section 65302.15 to the California Government Code (amended by AB 1409), which went into effect in January 2022. AB 747 requires local governments to identify the capacity, safety, and viability of evacuation routes and locations in their general plan safety element or local hazard mitigation plan.

REGIONAL

Southern California Association of Governments

SCAG is a regional council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, which encompass over 38,000 square miles. SCAG is the federally recognized metropolitan planning organization for this region and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the Southern California region's metropolitan planning organization, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. The City of Ontario is in the San Bernardino County Transportation Agency (SBCTA) subregion of SCAG.

Connect SoCal 2024

SCAG adopted its current RTP/SCS, "Connect SoCal 2024," in April 2024 to provide a long-range vision for the SCAG region. Connect SoCal 2024 expands land use and transportation strategies established from previous cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal 2024 contains plans and projections for the region's future. Like other RTPs/SCSs, Connect SoCal 2024 provides a policy framework for preparing local plans and handling issues of regional significance, such as land use and housing, open space and biological habitats, water, energy, air quality, solid waste, transportation, security and emergency preparedness, economy, and education. Connect SoCal 2024 also strives to achieve broader regional objectives, such as encouraging diverse housing construction in areas supported by multiple transportation options; promoting development of complete streets that prioritize safe opportunities to walk, bike, and pursue other forms of active transportation; leveraging new transportation technologies and data-driven solution to efficient travel; and promoting conservation of natural lands. Connect SoCal 2024 advances regional planning by incorporating an integrated approach between SCAG, state and local governments, transportation commissions, resources agencies and conservation groups, the private sector, and the general public. See Section 3.11, *Land Use and Planning*, of this SEIR.

San Bernadino County Transportation Authority

Countywide Transportation Plan

The SBCTA, formerly known as the San Bernardino Associated Governments (SANBAG), prepared an interim update, released in 2021, to the Countywide Transportation Plan. The plan lays out a strategy for long-term investment in and management of San Bernardino County's regional transportation assets (SBCTA 2021).

Nonmotorized Transportation Plan

SBCTA updated the San Bernardino County Non-motorized Transportation Plan in June 2018. The goal of the plan is to develop an integrate nonmotorized transportation systems and identify sources of funds to implement increased bicycle and pedestrian access, increased travel by cycling and walking, routine accommodation in transportation and land use planning, and improved bicycle and pedestrian safety. The plan lays out design guidelines, bikeway and pedestrian system recommendations, implementation strategies and priorities, and funding opportunities. It points out that local jurisdictions are ultimately responsible for implementing projects in the plan. SBCTA serves in an advisory role by identifying projects on the regional network, providing advisory support for project development, supporting local education and safety efforts, encouraging the incorporation of nonmotorized facilities into general and specific plans, working to identify grant opportunities, etc. (SBCTA 2018).

Short-Range Transit Plan

SBCTA developed a short-range transit plan to help guide transit service improvements in the region over the next 5 years. The plan identifies transit service plans and helps prioritize major capital improvement projects for the region's transit needs. Goals of the short-range transit plan include connectivity between the various transit agencies in the county, facilitating transit travel between regions in the county and between the county and surrounding counties, and cost-effective accessibility programs for seniors and persons with disabilities. The short-range transit plan was released in December 2016 (SBCTA 2016b).

Long-Range Transit Plan

SBCTA developed a long-range transit plan to address the county's current and future travel challenges and create a transportation system that can increase the role of transit in the future. The plan establishes a transit vision for the next 25 years, prioritizes goals and projects for transit growth, and prioritizes connecting land use and transportation strategies. The plan developed four alternatives—"baseline" (with existing transit services), "plan" (existing transit and currently planned improvements), "vision" (existing transit, planned improvements, and rapid bus and rail), and "sustainable land use" (redistributing growth to transit corridors and

creating transit-oriented developments at station areas). The long-range transit plan was released in April 2010 (SBCTA 2010).

Points of Interest Pedestrian Plan

SBCTA developed a Countywide Points of Interest Pedestrian Plan to assist member agencies with the development of tools and guidelines for identifying and prioritizing pedestrian improvements. The project's goals include connecting various SBCTA member agencies and synchronizing project planning and implementation, given that each agency has different pedestrian accommodations, capital improvement programs, and maintenance regimes. (SBCTA 2019).

Congestion Management Program for San Bernardino County

The congestion management program for San Bernardino County, published and periodically updated by SBCTA, defines a network of state highways and arterials in the county and provides guidelines regarding LOS standards, impact criteria, and a process for mitigation of impacts on program facilities in the county. The congestion management program was last updated in June 2016 (SBCTA 2016a).

LOCAL

Development Impact Fees

The City of Ontario maintains development impact fees for projects in the City. The fees are updated periodically. They include fees assessed per dwelling unit, per hotel room, or per square foot and include fees for regional and local street improvements.

Traffic and Transportation Guidelines

The City engineer reviews proposed residential, commercial, and industrial development projects for consistency with the City's Traffic and Transportation Guidelines (Ontario 2013) and provides engineering input as well as conditions of approval for proposed projects.

3.17.2 Existing Conditions

POLICY PLAN AMENDMENT

Existing Roadway Network

The City of Ontario circulation system includes three freeways, an international airport, 2 main lines of the Union Pacific Railroad (UPRR), one Metrolink rail line, and a system of arterial and local streets.

Roadway Classification

TOP 2050 Mobility Element roadway classifications are shown on Figure 5.17-1, *Roadway Classifications*. TOP 2050's Functional Roadway Classification Plan shows the hierarchy of Ontario's roadway system, consistent with the guidelines of the Federal Highway Administration:

Freeway. Freeways are limited-access, high-speed travel ways in the state and federal highway systems.

Other Principal Arterials. Other Principal Arterials serve the major centers and corridors of activity, carry the highest volumes of traffic, and serve the longest trips of all city roadways. Other Principal Arterials typically accommodate 4 to 8 lanes of traffic and medians.

Minor Arterials. Minor arterials accommodate less traffic than Other Principal Arterials and are for trips of moderate length. Minor Arterials allow more access to abutting properties than Other Principal Arterials, so speeds are lower. Minor Arterials connect the community but ideally should not penetrate residential neighborhoods. The roadway configuration and right-of-way width vary depending on local conditions, but typically accommodate four to 6 lanes of traffic and medians.

Collector Streets. Collector streets provide access to abutting properties and traffic circulation within residential neighborhoods and business areas. Collector streets allow access to local and arterial roadways. The roadway configuration and right-of-way width vary depending on local conditions, but typically accommodate 2 to 4 lanes of traffic.

Local Streets. The primary function of a local street is to provide direct access to abutting properties. Local streets rarely have more than 2 travel lanes, and speed limits are generally low; they are not intended for through traffic. Local streets are not on the Functional Roadway Classifications map because they are not considered part of the backbone circulation system.

Enhanced Intersection. Enhanced Intersections may include additional lanes, reduced median width, increased right-of-way width, removal of on-street bike lanes, or reduction of parkway width to increase capacity, improve operations, and respond to local demands. Detailed engineering studies are necessary to identify the most effective and feasible types of improvements.

The ultimate number of lanes needed on each roadway as well as the right-of-way requirements are identified in the City's Master Plan of Street and Highways.

Traffic Management Center

The City of Ontario also maintains a traffic management center that enhances traffic signal coordination and monitoring in the City. Key functions include to:

- Implement a dynamic selection of traffic signal timings.
- Provide coordination among various agencies.
- Monitor traffic signal equipment and dispatch resources to fix malfunctioning equipment.
- Provide traffic detection and surveillance.
- Modify arterial traffic signal timing when an incident happens on a freeway.
- Manage incidents and special events or emergency evacuations.

Truck Routes

The City has designated certain roadways for the purpose of channeling large trucks through and within the City. In addition, the state of California has identified Mission Boulevard and parts of Milliken Avenue and Jurupa Street as extralegal load limit streets, as defined by the California Vehicle Code Section 320.5.[1] Figure 2-8, *Current Truck Routes*, in Chapter 2, *Project Description*, illustrates the existing designated truck routes in Ontario and the connections to truck routes in adjacent cities.

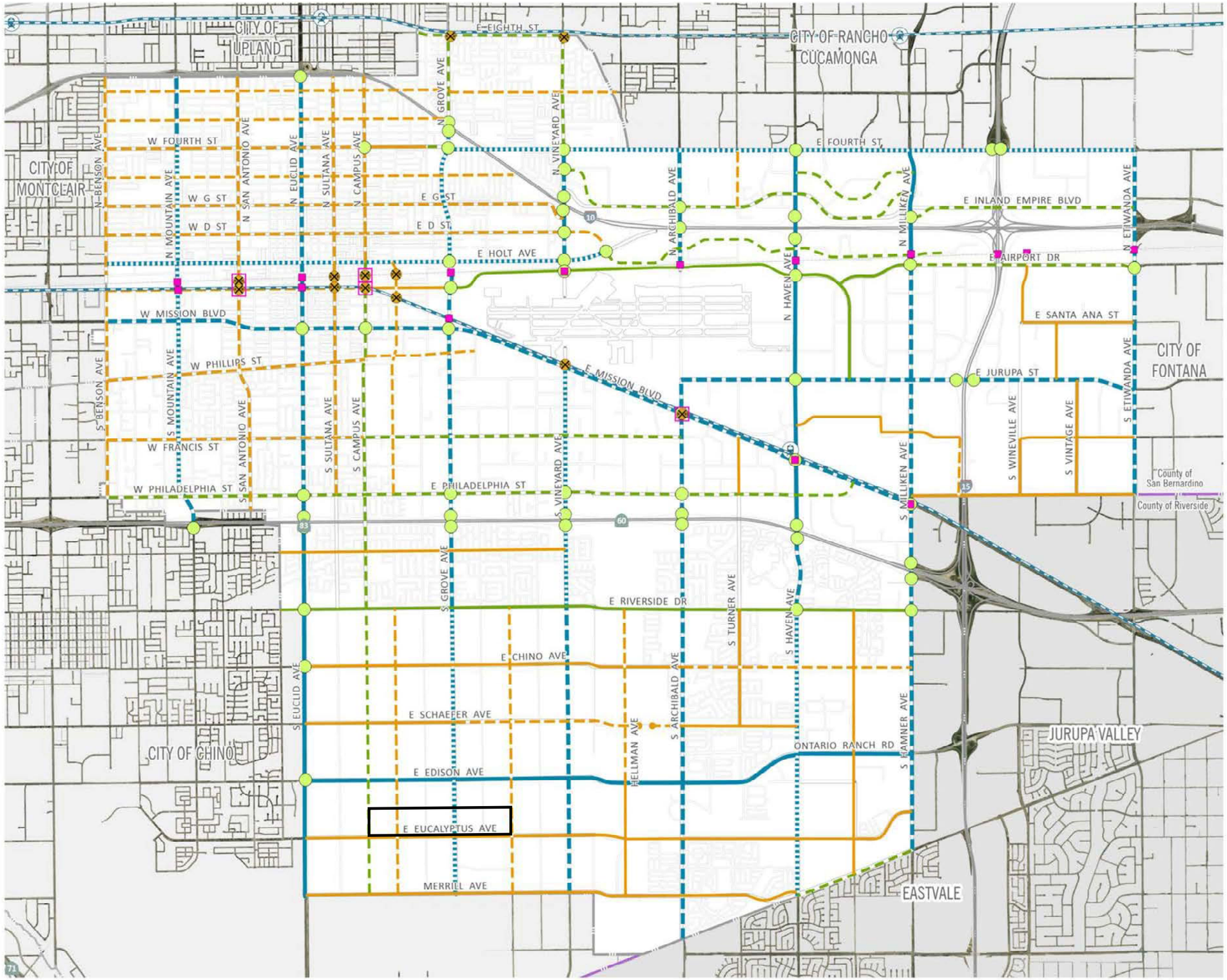
Rail Lines and Crossings

Two major east-west freight lines traverse 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 and runs through Los Angeles, Pomona, Colton, and 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.

[1] An extralegal load is a single unit or an assembled item which, due to its design, cannot be reasonably reduced or dismantled in size or weight so that it can be legally transported as a load without a permit.

Figure 3.17-1

Roadway Classifications



- Ontario City Boundary
- County Boundary

Rail Crossings

- Existing At-Grade Crossing
- Existing Grade-Separated Crossing
- Future Grade-Separated Crossing
- Enhanced Intersections
- Metrolink
- Metrolink Station

Roadway Classification

- Principal Arterial 8 Lanes
- Principal Arterial 6 Lanes
- Principal Arterial 4 Lanes
- Minor Arterial 6 Lanes
- Minor Arterial 4 Lanes
- Collector 4 Lanes
- Collector 2 Lanes
- EBPSP Boundary

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 12/20/25

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The UPRR main lines run parallel to each other from the western boundary of the City to Campus Avenue. The Alhambra Subdivision Line continues east along the northern boundary of Ontario International Airport (ONT) north of Airport Drive, and the Los Angeles Subdivision Line turns southeast along the south side of ONT 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 Metrolink's San Bernardino Line. 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 part of the City. The northern tracks are grade separated at Grove Avenue, Vineyard Avenue, Archibald Avenue, Haven Avenue, and Milliken Avenue. The southern tracks are grade separated at Grove Avenue, Haven Avenue, and Milliken Avenue.

Existing Transit Facilities

Bus Transit

Omnitrans Transit Agency provides local transit service throughout San Bernardino County, including Ontario. Omnitrans provides countywide bus service and currently has 5 bus routes in the City that provide connections between rail stations, ONT, major employment and shopping centers, and residential areas.

Transit routes and transfer centers are shown on Figure 3.17-2, *Public Transit Plan*. There are 3 transfer centers in Ontario. The first is at the Civic Center on Sultana, between Holt and D; the second is at the Ontario Mills Mall; and the third is at ONT. Omnitrans provides connections to other regional bus services such as Foothill Transit, Los Angeles Metropolitan Transit Agency, and others.

Rail Facilities

Metrolink

Commuter train service in the City of Ontario is provided by Metrolink, which operates 6 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.

Amtrak

Amtrak has one route that regularly stops in Ontario, the Sunset Limited route, which travels between Los Angeles and New Orleans, Louisiana. The Amtrak stop in Ontario is near the Ontario transfer center on Emporia and Lemon (about one block from Holt and Sultana). This service arrives and departs on Sunday, Wednesday, and Friday.

Existing Bicycle Facilities

There are 4 bicycle facility classifications recognized by the City of Ontario:

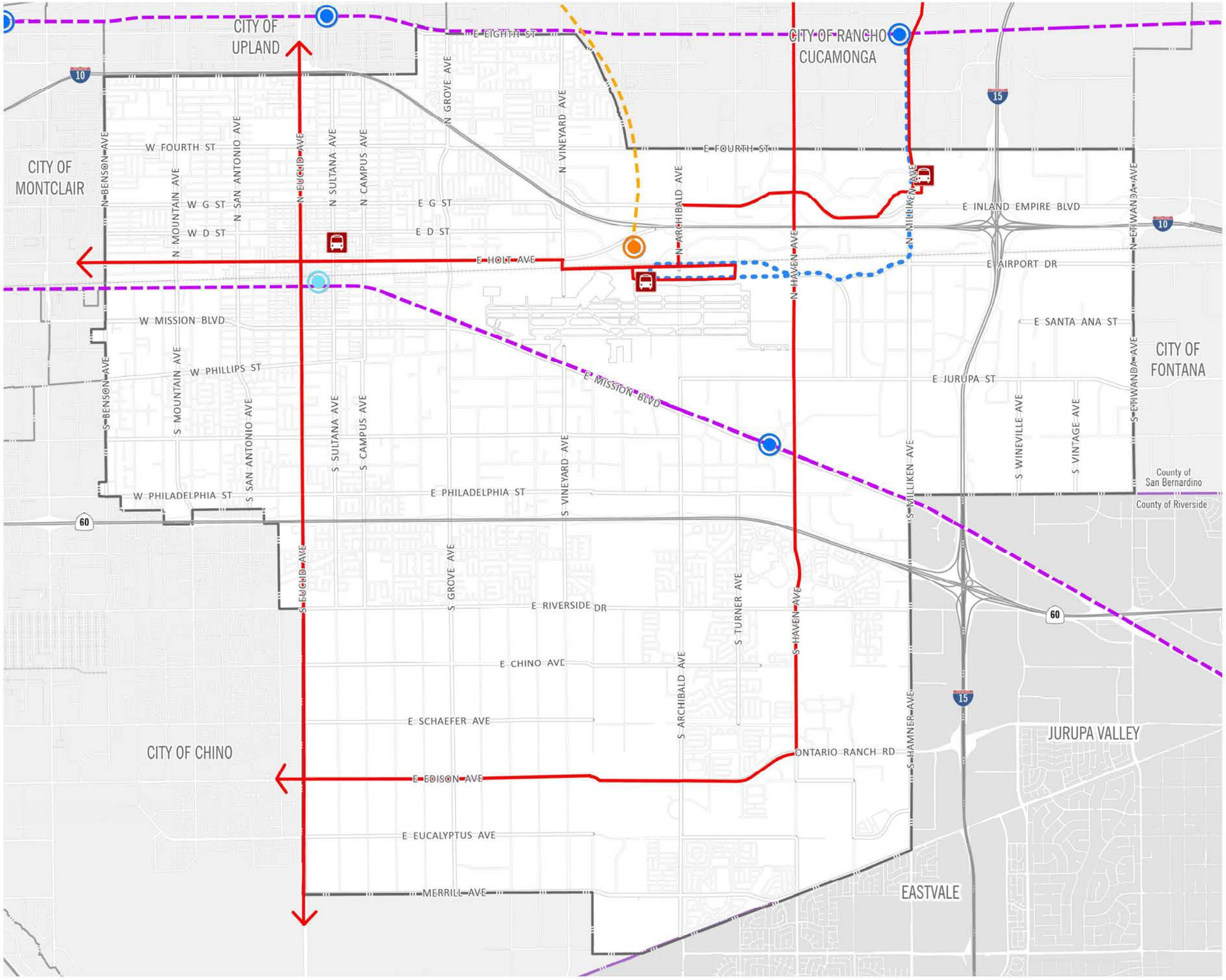
- **Class I Bikeways (Bike Paths).** Class I bicycle facilities are bicycle trails or paths that are off-street and separated from automobiles. They are a minimum of 8 feet in width for two-way travel and include bike lane signage and designated street crossings where needed. A Class I Bike Path may parallel a roadway (within the parkway) or may be a completely separate right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way.

- **Class II Bikeways (Bike Lanes).** Class II bicycle facilities are striped lanes that provide bike travel and can be located next to either a curb or parking lane. If next to a curb, a minimum width of 5 feet is recommended;. however, a bike lane adjacent to a parking lane can be 4 feet in width. Bike lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings. A painted buffer can also be added to provide additional separation between motorists and cyclists.

- **Class III Bikeways (Bike Routes).** Class III Bikeways are streets providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage both by the side of the street and stenciled on the roadway surface alerts motorists to bicyclists sharing the roadway space and denotes that the street is an official bike route.

- **Class IV Bikeways (Cycle Tracks).** Class IV bicycle facilities, sometimes called cycle tracks or separated bikeways, provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic via vertical separations (e.g., grade separation, flexible posts, inflexible physical barriers, on-street parking). California Assembly Bill 1193 (AB 1193) legalized and established design standards for Class IV bikeways in 2015.

Figure 3.17-2
Public Transit Plan



- County Boundary
- Ontario City Boundary
- Railroad

Transit Centers

- Existing Bus Transfer Center
- Existing Metrolink Station
- Amtrak Station/Proposed Metrolink Station
- Future Multimodal Transportation Center
- BRT Corridor
- Metro Goldline Extension
- Metrolink Line
- Ontario Airport Loop

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2020

Date: 1/5/26

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SPECIFIC PLAN

The existing roadway system, truck routes, transit service, and pedestrian facilities in the EBPSP study area are described below.

Existing Circulation System

State Route 60 (SR-60) is located approximately 2.2 miles north of the Specific Plan area and is accessible via the Grove Avenue on- and off-ramps. State Route 83 (SR-83) is located approximately 0.5 miles west of the Specific Plan area and is accessible via Ontario Ranch Road and Eucalyptus Avenue. Interstate 15 (I-15) is located approximately 4.5 miles east of the Specific Plan area and is accessible via the Edison Avenue/Ontario Ranch Road on- and off-ramps or the Limonite Avenue on- and off- ramps.

Direct access to the EBPSP area is provided by Campus Avenue to the west, Eucalyptus Avenue to the south, and Walker Avenue to the east. Additionally, Bon View Avenue and Grove Avenue provide access through the Specific Plan area in the north-south orientation.

Existing Truck Routes

Current City-designated truck routes within the Specific Plan area include Ontario Ranch Road, and Merrill Avenue in an east/west orientation, and Euclid Avenue and Archibald Avenue in a north/south orientation.

Existing Transit Services

The City of Ontario is currently served by Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County. The following bus and transit facilities are located near the Specific Plan area:

- Omnitrans Bus Route 83, located approximately 0.6 miles to the west along Euclid Avenue.
- Omnitrans Bus Route 87, located approximately 1.8 miles to the north along Riverside Drive.

Bicycle and Pedestrian Facilities

There are limited pedestrian facilities in the vicinity of the Specific Plan area. Field observations indicated light pedestrian and bicycle activity in the area.

3.17.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to transportation if it would:

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

d) Result in inadequate emergency access.

THRESHOLD GUIDANCE

VMT Thresholds

"City of Ontario Resolution Adopting Vehicle Miles Traveled Thresholds" (June 2020) outlines the methodology for VMT assessment for land use projects and defines adopted thresholds of significance for impact assessment, as shown below. This transportation impact assessment compares VMT generated by the Policy Plan Amendment and EBPSP (proposed project) to VMT generated by the current TOP 2050 (approved project), reviewing total VMT and per capita VMT to provide a comprehensive assessment.

The Ontario thresholds of significance for use as part of the environmental review process under CEQA, as defined in the City's VMT Impact Thresholds, are defined for General Plans and Specific Plans. The thresholds of significance are:

- **Project Threshold: Origin Destination (OD) Method VMT/SP.** Any increase in the citywide average VMT per service population (VMT/SP) of the proposed project compared to the current TOP 2050 (approved project) would be considered a significant impact.

- **Cumulative Impact: Boundary Method Total VMT.** Any increase in the total citywide daily VMT of the proposed project calculated using the Boundary Method compared to the current TOP (approved project) would be considered a significant impact.

Multimodal Facility Impacts

A significant impact would occur to transit, bicycle, and/or pedestrian facilities if the project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

METHODOLOGY

Policy Plan Amendment

The San Bernardino Traffic Analysis Model Plus (SBTAM+) was utilized to estimate VMT for the proposed project. The model has an updated base year land use that reflects a 2019 base year and a 2050 future year, consistent with the 2024 SCAG RTP/SCS. The future year land use datasets and roadway network in Ontario were updated to be consistent with a 2050 future year that reflects the buildout of the current TOP 2050 (approved project) and the proposed project, which includes all land use changes associated with the Policy Plan Amendment, including the EBPSP. Table 3.17-1, *Approved TOP 2050 VMT*, and Table 3.17-2, *Proposed Project VMT*, show the VMT of the approved project and proposed project, respectively, using 3 VMT methodologies (described below)—Project/Attraction (PA) VMT for informational purposes; VMT using the Origin-Destination (O-D) methodology for the Transportation (VMT/SP), Air Quality, Energy, GHG, and Noise sections; and Boundary method VMT to identify total VMT impacts under the City of Ontario VMT methodology.

Table 3.17-1 Approved TOP 2050 VMT

Scenario	Total Daily VMT	VMT/Resident or VMT/Employee	VMT/SP
Origin-Destination VMT (Trucks + Autos)	27,526,298	—	38.74
Home-Based Production VMT (Residents)	5,087,850	12.37	—
Home-Based-Work Attraction VMT (Employees)	6,551,999	21.90	—
City Boundary VMT	11,416,710	—	16.07

Source: Appendix K1 (based on SBTAM+).

Note: The approved project scenario is based on a service population of 710,472 people (411,268 residents + 299,204 employees).

Table 3.17-2 Proposed Project VMT

Scenario	Total Daily VMT	VMT/Resident or VMT/Employee	VMT/SP
Origin-Destination VMT (Trucks + Autos)	28,279,218	—	38.80
Home-Based Production VMT (Residents)	5,444,093	12.73	—
Home-Based-Work Attraction VMT (Employees)	6,660,586	22.13	—
City Boundary VMT	11,758,292	—	16.13

Source: Appendix K1 (based on SBTAM+).

Note: The proposed project scenario is based on a service population of 728,776 people (427,741 residents + 301,035 employees).

Production/Attraction VMT

The Production/Attraction (PA) method for calculating VMT sums all weekday VMT generated by trips with at least one trip end in the study area by trip purpose. The PA method tracks trips with at least one trip end in the analysis area to/from their ultimate destination unless that destination is outside of the model boundary area. Productions are land use types that generate trips (residences), and attractions are land use types that attract trips (employment). Productions and attractions are converted from person trips to vehicle trips for the purposes of calculating VMT for transportation impacts.

The PA method allows project VMT to be evaluated based on trip purpose (e.g., commute VMT), which is consistent with the Governor's Office of Land Use and Climate Innovation's (LCI) recommendations in a Technical Advisory (LCI 2018). PA matrices do not include truck trips or external trips that have one trip end outside of the model boundary, and therefore do not include these trips in the VMT estimates. This is not consistent with the LCI's recommendations, which suggest full accounting of VMT.

Origin-Destination VMT

The O-D method for calculating VMT sums all weekday VMT generated by trips with at least one trip end in the study area and tracks those trips to their estimated origins/destinations within the model boundary. The O-D method is completed after the final loops of assignment in the travel demand model (after person trips have been converted to total vehicle trips). Origins are all vehicle trips that start in a specific traffic analysis zone, and destinations are all vehicle trips that end in a specific traffic analysis zone. The O-D method accounts for external and truck trips and therefore provides a more complete estimate of all VMT in the study area. This

methodology is used to estimate VMT for the Air Quality, Noise, and Energy sections of this SEIR (see Appendix K1 for the Policy Plan Amendment and Appendix K2 for the EBPSP).[2]

Boundary Method VMT

The boundary method is the sum of all weekday VMT on a roadway network within a designated boundary. Boundary method VMT estimates VMT by multiplying the number of trips on each roadway segment by the length of that segment. This approach uses all trips, including those that do not begin or end in the designated boundary, and is another way to summarize VMT. This is the only VMT method that captures the effect of cut-through and/or displaced traffic. The boundary used in the VMT assessment is the Ontario city limits.

Specific Plan

The traffic modeling and forecasting was performed following the City's TIA Guidelines. SBTAM+ was utilized to estimate VMT for the analysis scenarios. The SBTAM+ roadway network and socio-economic data within the City of Ontario were updated to be consistent with TOP, for the horizon year 2050. Outside of the City of Ontario, this model assumes datasets consistent with the 2024 SCAG Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) with a base year of 2019 and future year of 2050.

Socio-Economic Assumptions

The EBPSP site spans the southern half of two separate Transportation Analysis Zones (TAZs) (53653201 and 53669101). Socio-Economic Data (SED) was isolated into one TAZ (53653201) to ensure the overlapping residential-based uses (isolated into the other TAZ [53669101]) would not influence the EBPSP-level VMT assessments. Furthermore, the Policy Plan Amendment land use changes were also coded in the model to represent the With EBPSP conditions. SBTAM+ SED inputs include total change in forecasted households, residents, and employment that represent the No EBPSP and With EBPSP conditions.

Truck Forecasting and Model Post-Processing

While SBTAM+ is identified as the preferred tool to forecast VMT for transportation impact analyses, there are some limitations of the model that were accounted for following the model runs to improve accuracy and best reflect the EBPSP. Specifically, the truck model within SBTAM+ was overwritten to best reflect the detailed truck trip generation, distribution and

[2] The air quality, energy, and GHG analyses also account for the recommendations of CARB's Regional Targets Advisory Committee (RTAC). Under the RTAC methodology, 100 percent of internal-to-internal trips and 50 percent of internal-to-external or external-to-internal trips are accounted for. RTAC forecasts are included in Appendix K1 (see Table 7, *RTAC VMT Forecasts*).

assignment forecast that was prepared as part of the EBPSP Traffic Study Scoping Agreement (2025), which was determined as the most appropriate representation of the EBPSP.

In addition to the truck assignment, EBPSP truck VMT from SBTAM+ was reviewed to ensure that truck trip lengths accurately reflect the heavy vehicle distribution origins and destinations. EBPSP truck trip lengths estimated in SBTAM+ were compared against statewide averages and were found to be underrepresenting truck VMT. Therefore, truck trip lengths were overwritten with City average truck trip length data extracted from the California Statewide Freight model to best estimate truck VMT.

As the EBPSP truck assignment was applied during post-processing, so was the accounting of the new City-wide truck routes. The net change in VMT was adjusted for trucks and autos between the future year no EBPSP truck routes and future year plus EBPSP truck routes. Since the latter prohibits trucks from operating along segments (i.e. Archibald Avenue between Merrill Avenue and SR-60, and Ontario Ranch Road Avenue between Euclid Avenue and Walker Avenue) trucks were rerouted, adding mileage to their journey. To calculate the net truck VMT increase, the total net increase in truck trips was multiplied by the average route net mileage increase for each route that would be impacted by the truck route prohibition. The auto backfill effect was calculated assuming one truck represents three Passenger Car Equivalents (PCE) at a 50 percent elasticity. Thus, auto trips would backfill onto more direct routes, now not allowable to trucks.

VMT Forecasts

VMT for the EBPSP using SBTAM+ is shown in Table 5.17-3, *EBPSP VMT*. Baseline EBPSP (year 2025) VMT was estimated by interpolating between VMT forecasted between the SBTAM+ base year model (year 2019) and future year model (year 2050). The City's project-level and cumulative impact thresholds were then applied to appropriate metrics to understand the EBPSP's effect on VMT.

Table 3.17-3 EBPSP VMT

Scenario	Total Daily VMT	VMT / Employee	VMT/SP
Year 2025			
Origin-Destination VMT (Trucks + Autos)	134,223	—	84.43
Home-Based-Work Attraction VMT (Employees)	34,606	21.77	—
City Boundary VMT	8,686,543	—	21.90
Year 2050			
Origin-Destination VMT (Trucks + Autos)	132,565	—	83.39
Home-Based-Work Attraction VMT (Employees)	32,603	20.51	—
City Boundary VMT	11,758,292	—	16.13

Source: Appendix K2.

Note: The EBPSP scenario is based on a service population of 1,590 people (0 residents and 1,590 employees).

EBPSP Traffic Impact Analysis

While SB 743 eliminated auto delay, level of service, and similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA, a Traffic Impact Analysis was conducted for the EBPSP and is included as Appendix K3 to this Draft SEIR. The purpose of the traffic study is to evaluate the potential circulation system deficiencies that may result when the EBPSP is developed and where circulation system improvements are needed to maintain acceptable levels of service consistent with the City's General Plan level of service goals and policies. The results of the level of service (LOS) assessments for both Opening Year (2031) and Horizon Year (2050) traffic conditions are also summarized in Table 1-4 of Appendix K3. The traffic study included transportation infrastructure improvements recommendations to maintain Consistency with TOP 2050 mobility policies (see Table 1-5 and Table 1-6 in Appendix K3) and on-site circulation recommendations to maintain site access and acceptable peak hour operations for the EBPSP, which will be included as Conditions of Approval for the Specific Plan (see also Exhibits 1-5, 1-6, and 1-7 in Appendix K3).

3.17.4 Relevant New and Modified General Plan Policies

The proposed project includes modifications to the following TOP 2050 policies related to transportation.

- **M-1.9 Safe Systems Approach**. Implement a Safe Systems Approach into roadway design, evaluating roadway safety holistically to account for human behavior, vulnerable road users, and infrastructure design.

- **M-1.10 Priority Safety Corridors**. Identify roadways with a higher concentration of collisions and prioritize safety improvements to reduce collisions, with an emphasis on pedestrians, and bicyclists.

- **M-3.1 Transit Partners**. We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas, and within housing element strategy areas where sites suitable for lower-income housing development were identified in the sites inventory.

- **M-4.1 Truck Routes.** We designate and maintain a network of City truck routes that provide for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise- and- vibration- sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.

3.17.5 Environmental Impacts

2022 CERTIFIED EIR

The Certified EIR identified that the approved project is consistent with adopted policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities and the performance and safety of such facilities and would not combine with other area projects to result in significant impacts to such facilities. Impacts associated with alternative transportation policies were identified as a less-than-significant impact. The Certified EIR identified that the approved project's impacts on emergency response and evacuation are less than significant. The Certified EIR identified that the Mobility Element adequately addresses potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access.

The Certified EIR identified that the approved project would result in a significant cumulative impact for vehicle miles traveled (VMT) as a result of a substantial increase in population in the City. The Certified EIR includes Mitigation Measure TRA-1-PP (former MM T-1), which requires

discretionary projects in the City to demonstrate compliance with the City's VMT Guidelines; however, cumulative impacts were identified as a significant and unavoidable impact of the approved project.

PROPOSED PROJECT

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

The Certified EIR found that the recommended circulation plan of the approved project would comply with adopted policies, plans, and programs for alternative transportation. The proposed project includes additional goals and policies to address alternative transportation systems. Section 3.11, *Land Use and Planning*, includes a consistency analysis with SCAG's Connect SoCal.

Policy Plan Amendment

The Policy Plan Amendment includes an update to the City network of truck routes to comply with AB 98. In addition, the Policy Plan Amendment includes minor updates to the City's multipurpose trails and bikeways, as shown on Figure 5.17-3, *Multipurpose Trails & Bikeway Corridor Plan*.

Transit

The proposed project does not include any changes to the Public Transit Plan as included in TOP 2050 (see Figure 3.17-2, *Public Transit*). The Public Transit Plan would continue to focus on providing efficient connectivity and integration via coordinated bus transfer centers and multimodal terminals. Therefore, implementation of the proposed project would not interfere with or obstruct the implementation and usage of transit.

Nonmotorized Transportation

The proposed project would include minor updates to multipurpose trails and bikeways, as shown in Figure 3.17-3. The minor updates would not change any existing policies on nonmotorized transportation as included in TOP 2050. The updates to the multipurpose trails and bikeways would be a result of the updates to the truck network and would better align the trails and bikeways in the City. Therefore, implementation of proposed project would not interfere with or obstruct the implementation and usage of nonmotorized transportation.

Connect SoCal

TOP 2050 is consistent with Connect SoCal, as shown in Section 3.11, *Land Use and Planning*. The goals of the RTP/SCS focus on transit, transportation and mobility, and protection of the environment and health of residents.

The proposed project is broadly consistent with the spirit of this plan because it encourages denser growth and more housing opportunities within a planned urban area and near existing and proposed transit, which is essential to the Sustainable Communities Strategy. Key goals and policies of the plan related to transportation were reviewed to verify consistency:

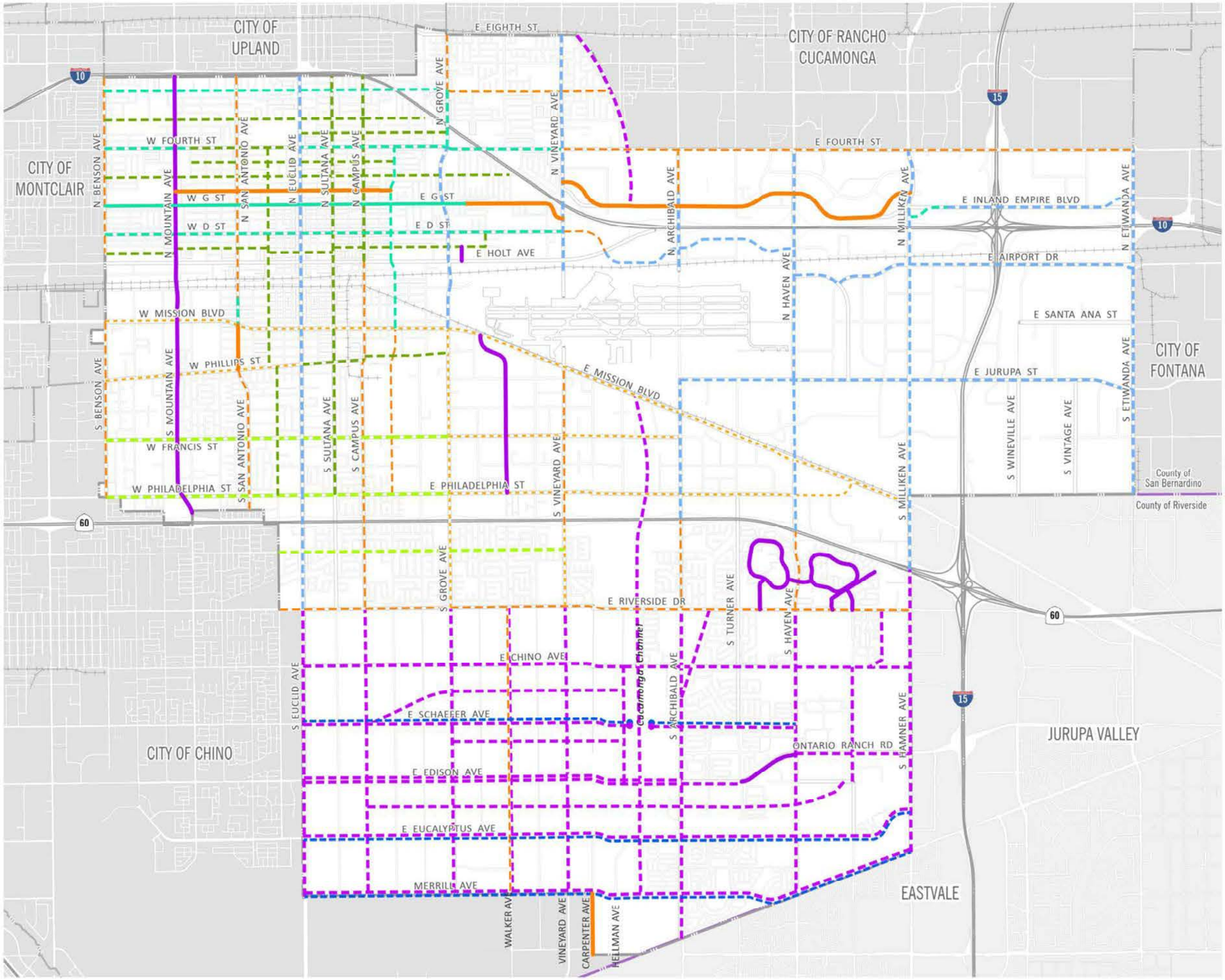
- **Mobility goals and policies** focus on system preservation and resilience, complete streets, transit and multimodal integration, transportation system management, transportation demand management, technology integration, safety, and funding the system/user fees. The land use changes associated with the Policy Plan Amendment do not propose any transportation policies or conditions that would conflict with any of these policies. There is no proposal to expand roadways or any element that would conflict with regional transportation investment strategies. Lastly, the proposed truck routes aim to remove truck routes nearest to sensitive receptors, which tend to be areas of higher pedestrian activity, therefore resulting in improved safety. Therefore, the proposed project would be consistent with SCAG's mobility goals and policies.

- **Communities goals and policies** focus on Priority Development Areas, housing in the region, 15-minute communities, and equitable engagement and decision-making. The proposed project increases housing density and results in an increase in housing in Ontario, which is in sync with these goals and objectives. The proposed project also promotes "15-minute communities" as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region. The proposed project supports the previous goals of TOP 2050 that promote accessibility and affordability to vulnerable communities. Therefore, the proposed project would be consistent with SCAG's community goals and policies.

- **Environment goals and policies** focus on sustainable development, air quality, clean transportation, natural and agricultural lands preservation, and climate resilience. The proposed truck routes (see Figure 2-9 in Chapter 2, *Project Description*) minimizes the number of people exposed to emissions along the City's truck routes, thereby promoting local and regional efforts to improve air quality for vulnerable populations and sensitive receptors (as defined by AB 98 and SB 415). The land use changes associated with the Policy Plan Amendment do not propose any change to the transportation system or planning that would conflict with environmental policies. Therefore, the proposed project would be consistent with SCAG's environmental goals and policies.

Figure 3.17-3

Multipurpose Trails & Bikeway Corridor Plan



Existing Trail & Bike Network

- Ontario City Boundary
- County Boundary
- Rail Network
- MultipurposeTrail / Bike Path (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)

Proposed Trail & Bike Network

- MultipurposeTrail / Bike Path (Class I)
- Bike Lane (Class II)
- Buffered Bike Lane (Class II)
- Bike Lane (Class II)/Bike Route (Class III)
- Bike Boulevard (Class III)
- Bike Route (Class III)
- Separated Bike Lane (Class IV)
- Additional Studies Required

2 · 0 · 5 · 0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2026 Date: 2/27/2026

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- **Economy goals and policies** focus on goods movement, broadband, universal basic mobility, workforce development, and tourism. The proposed truck routes (see Figure 2-9) prioritize environmental justice concerns by limiting exposure of sensitive receptors. The focused higher density of the Policy Plan Amendment, specifically in Ontario Ranch, broadens safe and efficient access to a range of mobility services that improve connections to jobs, education, and basic services. The proposed land use changes associated with the Policy Plan Amendment do not propose any change to the transportation system or planning that would conflict with economic policies. Therefore, the proposed project would be consistent with SCAG's economy goals and policies.

Summary

As described above, the proposed project supports Connect SoCal 2024's VMT-reduction goals. The proposed project would not result in a new or a substantial increase in magnitude of impacts related to consistency with transit, bicycle, and pedestrian plans compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Circulation system and mobility plans and policies applicable to the EBPSP include SCAG's Connect SoCal, San Bernardino County CMP, and the City of Ontario Policy Plan Mobility Element. An analysis of the EBPSP's potential to conflict with these plans is presented below.

SCAG 2024-2050 RTP/SCS

SCAG's Connect SoCal seeks to improve mobility, promote sustainability, facilitate economic development, and preserve the quality of life for the residents in the region. Table 3.11-1, *Policy Plan Amendment Consistency with SCAG Connect SoCal*, presented in Section 3.11, *Land Use and Planning*, of this SEIR, addresses the Specific Plan's consistency with SCAG's Connect SoCal. As shown, the EBPSP would not conflict with any applicable 2024-2050 Connect SoCal policies. The Specific Plan would contribute to a safe, multimodal network and would include roadway improvements to accommodate site access. Consistency with Connect SoCal illustrates consistency with goals set forth for the region. As demonstrated, implementation of the EBPSP would not conflict with the goals and policies of SCAG's regional planning program.

San Bernardino County Congestion Management Plan

The intent of the CMP is to provide the analytical basis for transportation decisions. Although implementation of the CMP was made voluntary by the passage of AB 2419, the CMP requirement has been retained in all 5 urban counties within the SCAG region. The goals of the San Bernardino County CMP are to:

Goal 1. Maintain or enhance the performance of the multimodal transportation system and minimize travel delay.

Goal 2. Assist in focusing available transportation funding on cost-effective responses to subregional and regional transportation needs.

Goal 3. Provide for technical consistency in multimodal transportation system analysis.

Goal 4. Help to coordinate development and implementation of subregional transportation strategies across jurisdictional boundaries.

Goal 5. Anticipate the impacts of proposed new development on the multimodal transportation system, provide consistent procedures to identify and evaluate the effectiveness of mitigation measures and provide for adequate funding of mitigations.

Goal 6. Promote air quality and improve mobility through implementation of land use and transportation alternatives or incentives that reduce both vehicle trips and miles traveled and vehicle emissions.

EBPSP would not impede the ability to maintain or enhance the performance of the multimodal transportation system. The EBPSP would include roadway improvements to serve internal circulation needs and minimize impacts to travel delay. None of the proposed roadway improvements would interfere with existing or potential future improvements to the County's multimodal transportation system. The EBPSP would participate in the City's Development Impact Fee program, which is coordinated with regional planning efforts to meet regional transportation needs and to provide for adequate funding of mitigation for impacts of new development, consistent with the CMP. The CMP System LOS Element and Performance Measures Element also contain LOS standards for CMP designated highways and roadways, which are reflected in the Traffic Analysis prepared for the EBPSP (SEIR Appendix K3). Accordingly, the Specific Plan would not conflict with the San Bernardino County CMP.

City of Ontario Policy Plan Mobility Element

Table 3.11-3, *EBPSP Policy Plan Consistency Analysis*, presented in Section 3.11, *Land Use and Planning*, of this SEIR, addresses the Specific Plan's consistency with the City of Ontario Policy Plan Mobility Element. Consistency with the City's Mobility Element illustrates consistency with transportation goals set forth for the City. As demonstrated, implementation of the EBPSP would not conflict with the goals and policies of City of Ontario Policy Plan Mobility Element. The EBPSP would also be consistent with the City-wide Active Transportation Master Plan, aiding in the development of planned pedestrian and bicycle facilities.

Summary

As demonstrated above, the Specific Plan would not conflict with any program, plan, ordinance or policy addressing the circulation system. Impacts in this regard would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact TRA-1: The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant transportation impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Implementation of the proposed project would not result in impacts not already previously disclosed. No mitigation is required.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Policy Plan Amendment

Table 3.17-4, *VMT Comparison of Policy Plan Amendment to the TOP 2050*, shows the results of the VMT impact assessment for both the project-level and cumulative VMT analysis. A significant impact would occur if the project VMT/SP (for the land use plan) exceeds the citywide average for service population under general plan buildout conditions. The project increases Origin-Destination VMT/SP (OD VMT/SP) and therefore would result in a significant transportation impact. For the cumulative scenario, a significant impact would occur if the project caused total daily VMT in the City to be higher than the no-project alternative under cumulative conditions. Since there would be a net increase in total citywide VMT associated with the proposed project (i.e., cumulative: City boundary VMT), the proposed project is also anticipated to result in a significant cumulative VMT impact.

Table 3.17-4 VMT Comparison of Policy Plan Amendment to the TOP 2050

Scenario	TOP 2050 (Approved Project)	Proposed Project	Difference	Significant
Project-Level: O-D Method (VMT/SP)	38.74	38.80	0.06	**Yes**
Cumulative: City Boundary VMT	11,416,710	11,758,292	341,582	**Yes**

Source: Appendix K1.

The following are relevant policies of TOP 2050 that may contribute to reducing potential transportation impacts as a result of implementation of the proposed project. They include VMT-reducing policies, such as land use planning policies that shorten trips between where people live, work, shop and recreate, and bicycle, pedestrian, and transit policies that increase mobility options and reduce dependency on automobiles.

- **LU-1.1 Strategic Growth.** We concentrate growth in strategic locations that help create place and identify, maximize available and planned infrastructure, and foster the development of transit.
- **LU-1.2 Sustainable Community Strategy.** We integrate state, regional and local Sustainable Community/Smart Growth principles into the development and entitlement process.
- **LU-1.4 Mobility.** We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on multi-modal transportation opportunities. (Refer to Mobility Element Policy M3-3)
- **CD-2.5 Streetscapes.** We design new and, when necessary, retrofit existing streets to improve walkability, bicycling, and transit integration, to strengthen connectivity, and enhance community identity through improvements to the public right of way such as sidewalks, street trees, parkways, curbs, street lighting, and street furniture.
- **CD-2.6 Connectivity.** We promote development of street patterns and pedestrian networks that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent “islands” through the following means (Link to Mobility): 1) Local street patterns that provide access between subdivisions, within a neighborhood and discourage through traffic; 2) A local street system that is logical and understandable for the user. A grid system is preferred to avoid circuitous and confusing travel paths between internal neighborhood areas and adjacent arterials; and 3) 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.

- **CD-3.1 Design.** We require that pedestrian, vehicular, bicycle, and equestrian circulation on both public and private property be coordinated and designed to maximize safety, comfort, and aesthetics.
- **CD-3.2 Connectivity Between Streets, Sidewalks, Walkways, and Plazas.** We require landscaping and paving to be used to optimize visual connectivity between streets, sidewalks, walkways, and plazas for pedestrians.
- **CD-3.4 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.
- **CD-3.7 Transit Stops.** We require transit stops be well lit, safe, appealing to, and accessible by pedestrians.
- **CE-1.12 Circulation.** We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles. (Refer to Mobility Public Transit)
- **M-1.4 Complete Streets.** We work to provide a balanced context sensitive, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.
- **M-1.6 Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, and travel demand management strategies in coordination with development projects and public capital improvement projects.
- **M-2.1 Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on-and off-street bikeways and pedestrian facilities that is safe, comfortable, accessible, and connect residential areas, businesses, schools, parks, and other key destination points.
- **M-2.2 Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right of way we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.

- **M-2.3 Pedestrian Walkways.** We require streets to include sidewalks and visible crosswalks to promote safe and comfortable mobility between residential areas, businesses, schools, parks, recreation areas, and other key destination points. (Link to Community Design CD3-1)

- **M-2.4 Network Opportunities.** We use public rights of way and easements such as, utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network.

- **M-3.1 Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas.

- **M-3.2 Alternative Transit Facilities at New Development.** We require new development adjacent to an existing or planned transit stop to contribute to the creation of transit facilities, such as bus shelters, transit bays and turnouts, and bicycle facilities, such as secure storage areas.

- **M-3.3 Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.

- **M-3.4 Bus Rapid Transit (BRT) Corridors.** We work with regional transit agencies to implement BRT service and reduce vehicle miles traveled by targeting destinations and corridors with the highest number of potential riders.

- **M-3.5 Light Rail.** We support the 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.

- **M-3.6 Metrolink Expansion.** We advocate expansion of Metrolink service to include the Downtown and the multimodal transit center.

- **M-3.7 High-Speed Rail.** We encourage the development of high-speed rail systems that would enhance regional mobility in southern California and serve the City of Ontario.

- **M-3.8 Feeder Systems.** We work with regional transit agencies to secure convenient feeder service from the Metrolink station and the proposed multimodal transit center to employment centers in Ontario.

- **M-3.9 Ontario Airport Metro Center Circulator.** We will explore the 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.

- **M-3.10 Multimodal Transit Center.** We intend to ensure the development of a multimodal transit center near ONT airport to serve as a transit hub with amenities for transit riders, pedestrians, and bicyclists transitioning to local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center circulator, and other future transit modes. We support locations for the multimodal transportation center that are within the Ontario Airport Metro Center Growth Area.

- **M-3.11 Transit and Community Facilities**. We require 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. Conversely, we plan (and coordinate with other transit agencies to plan) future transit routes to serve existing community facilities.

While these policies and measures could help reduce VMT in the City, the applicability of these mitigations would be dependent on the significance and context of the impact. As a result, these measures are not anticipated to reduce the impact of increased VMT/SP (project level) or increased total VMT (cumulative) below the City's VMT thresholds. Therefore, the VMT impact is considered **potentially significant**. The Certified EIR identified less than significant impacts under the OD method (project-level) and significant impacts under the Boundary method (cumulative). The proposed project would result in a new project-level impact compared to the approved project. However, the proposed project would not result in a new or a substantial increase in magnitude of cumulative VMT compared to that identified in the Certified EIR.

Policy Plan Amendment Significance without Mitigation: Potentially significant.

Specific Plan

The Origin-Destination (O-D) and Boundary VMT forecasts for the EBPSP project scenarios are shown in Table 3.17-5, *VMT Comparison of the EBPSP to TOP 2050*. Baseline (year 2025) VMT was estimated by interpolating between VMT forecasted between the SBTAM+ base year model (year 2019) and future year model (year 2050). This table compares the EBPSP O-D VMT/SP to the applicable threshold. A significant impact would occur if the EBPSP VMT/SP exceeds the Citywide average for Service Population under TOP 2050 Buildout Conditions. This table also compares the EBPSP's cumulative VMT to the applicable threshold. A significant impact would occur if the EBPSP caused total daily VMT within the City to be higher than the No EBPSP alternative under cumulative conditions.

As shown in the table, the EBPSP would exceed the Citywide average for Service Population under TOP 2050 buildout conditions. Additionally, the total daily Citywide boundary VMT increases with the EBPSP. The Specific Plan is dominated by land uses that would potentially draw employees, visitors, and deliveries from a wide regional area rather than from nearby neighborhoods. As a result, many trips to and from the site could begin and end far from the Specific Plan area, which increases the miles traveled per trip. In addition, the area's current development pattern and limited non-auto travel options mean most travel occurs by vehicle,

and truck routing considerations can further extend travel distances by directing trucks to indirect routes. Further, because the EBPSP is employment-focused, the amount of vehicle travel associated with the site is spread over a smaller "service population," which can make the VMT efficiency metric appear especially high.

Table 3.17-5 VMT Comparison of EBPSP to TOP 2050

Scenario	Citywide (Approved Project)	Year 2025 Scenario		Year 2050 Scenario	
		EBPSP	Significant	EBPSP	Significant
Project-Level: O-D Method (VMT/SP)	38.74	84.43	**Yes**	83.39	**Yes**
Cumulative: City Boundary VMT	11,416,710	8,686,543	No	11,758,292	**Yes**

Source: Appendix K1.

It is also noted that many of the EBPSP design features act to implement the California Air Pollution Control Officers Association's (CAPCOA)-recommended measures to reduce VMT, including:

- **CAPCOA Measure T-33 – Locate Project near Bike Path/Bike Lane**. The Specific Plan area is located within a planned grid of multipurpose trails and bikeways, including proposed Class II bike lanes along Eucalyptus Avenue and parallel east–west streets, and proposed Class I multipurpose trail corridors on multiple north–south streets adjacent to the site. This integration with the City's bikeway system is consistent with the intent of CAPCOA Measure T-33 and is expected to reduce EBPSP-generated VMT when compared to a similar employment project without such bikeway access. The dense spacing of planned Class I and Class II facilities around the site shortens bicycle travel distances to nearby residential neighborhoods and services, supports mode shift away from single-occupant vehicles, and therefore contributes to a net reduction in VMT per employee. While CAPCOA does not provide a specific, empirically derived VMT reduction factor for T-33, the EBPSP's location and design clearly implement this measure and are reasonably expected to result in incremental VMT reductions.

- **CAPCOA Measure T-18 – Provide Pedestrian Network Improvements**. The EBPSP includes a non-vehicular circulation system with continuous sidewalks, marked crossings, and pedestrian connections linking each Planning Area to Eucalyptus Avenue, New Public Street "A" and connections to parks and open space areas. These facilities are designed to provide direct, comfortable, and safe walking routes between building entries, parking areas, park areas, and nearby streets, which improves the practicality of walk trips for employees and visitors. By making it easier to walk within the site and to connect to adjacent uses, the EBPSP supports the shift away from drive alone vehicle trips for short commute, lunch, and

other discretionary trips. As a result, the proposed pedestrian network is expected to reduce EBPSP-generated VMT compared to a comparable industrial project without these pedestrian improvements. CAPCOA Measure T-18 includes an empirical formula for estimating VMT reductions from enhanced pedestrian infrastructure; however, to maintain a conservative analysis and avoid introducing additional uncertainty related to input assumptions, the analysis does not quantify a numerical T-18 reduction. Instead, the VMT benefits of the EBPSP pedestrian improvements are acknowledged qualitatively.

- **CAPCOA Measure T-19 – Construct or Improve Bike Facility**. Consistent with the intent of T-33, the EBPSP's non-vehicular circulation (sidewalks, multi-purpose trails, and Class II bikeways) is designed to directly connect employees and visitors to the City's planned bikeway network identified in the General Plan. By tying each Planning Area to Eucalyptus Avenue and New Public Street "A," which in turn connect to the broader system of Class I and Class II facilities in the Ontario Ranch area, the EBPSP provides a continuous, safe, and attractive bicycle and pedestrian network between surrounding neighborhoods and employment uses. This integrated network shortens trip distances for nearby residents, makes bicycle and walking trips a viable substitute for drive alone trips (particularly for commute, lunch, and other short discretionary trips), and is therefore expected to reduce VMT relative to a comparable industrial project without such facilities. CAPCOA Measure T-19-A does include an empirical formula for estimating VMT reductions; however, to maintain a conservative analysis and avoid introducing additional uncertainty regarding input assumptions, the analysis does not quantify a numerical T-19-A reduction. Instead, the VMT benefits of the EBPSP's network and its connections to the City bikeway system are acknowledged qualitatively.

- **CAPCOA Measure T-25 – Extend Transit Network Coverage**. This measure will expand the local transit network by either adding or modifying existing transit service or extending the operation hours to enhance the service near a project area. Starting services earlier in the morning and/or extending services to late-night hours can accommodate the commuting times of alternative-shift workers. The EBPSP would construct a new bus stop along Grove Avenue at Eucalyptus Avenue to accommodate a future Omnitrans route serving the site and surrounding area. By providing a ready to use transit stop with appropriate frontage improvements, the EBPSP reduces the barriers for Omnitrans to implement or adjust service and shortens walk distances between employment uses and future transit. If a bus line is ultimately operated at this location, the stop would support a shift from drive alone commute and mid-day trips to transit, which would reduce VMT relative to a similar project without transit supportive infrastructure. However, because the decision to serve this stop and the level of future service are solely under the control of the transit agency and cannot be guaranteed, the analysis does not claim a quantitative VMT reduction under T-25. The VMT benefit of the constructed bus stop is therefore acknowledged qualitatively.

As discussed above, CAPCOA Measures T-33, T-18, T-19-A, and T-25 are design features proposed as part of the EBPSP. Although no quantitative VMT reductions have been taken in the analysis, these features would implement CAPCOA measures aimed at reducing VMT. Despite these project design features of the EBPSP, the EBPSP would result in **potentially significant** project-level and cumulative VMT impacts. The Certified EIR identified less than significant impacts under the OD method (project-level) and significant impacts under the Boundary method (cumulative). The EBPSP would result in a new project-level impact compared to the approved project. However, the EBPSP would not result in a new or a substantial increase in magnitude of cumulative VMT compared to that identified in the Certified EIR.

Specific Plan Significance without Mitigation: Potentially significant.

Impact TRA-2: The proposed project would generate a substantial increase in VMT per service population and total VMT compared to the approved project resulting in significant project-level and cumulative VMT impacts.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measure was taken directly from the 2022 Certified EIR. Any modifications to the mitigation measure from the Certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the Certified EIR identified in parenthesis [Former MM].

> **Mitigation Measure TRA-1-PPA [Former MM T-1]:** Prior to approval of discretionary projects subject to VMT reduction analysis, applicants shall demonstrate compliance with the City's VMT Guidelines for CEQA assessment of VMT impacts. For projects with VMT per Service Population exceeding the County's significance threshold, a mitigation plan shall be developed and implemented. Mitigation should consist of Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with the California Air Pollution Control Officers Association's (CAPCOA) Final Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021) and approved by the City of Ontario (if applicable). Examples of measures include but are not limited to:
>
> - Pedestrian Network Improvements: constructing new sidewalks and/or improving damaged or substandard sidewalks that connect to a larger pedestrian network.

- Construct or Improve Bike Facilities: constructing new or enhancing a single existing Class I, II or IV bike facility that connects to a larger bike network.
- Construct or Improve Bike Boulevards: implementing a Class III bike boulevard on a local or collector street that is one travel lane in each direction, has a design speed of 25 mph or less and a design volume of 5,000 ADT or less.
- Expand Bikeway Networks: constructing a network of interconnected new Class I, II, or IV bike facilities.
- Provide End of Trip Bicycle Facilities: constructing facilities that support cyclists such as bike parking, lockers, and showers.
- Implement Transit-Supportive Roadway Treatments: funding infrastructure improvements such as traffic signal modifications and roadway signing and striping that are dedicated to improving transit travel times and reliability.
- Transit Passes: proving discounted or free transit fare to a specific geographic area, population group, or to the general public.
- Vanpool Program: providing groups of 5 to 15 people with direct shuttle service between their workplace and residence.
- Carshare Program (conventional or EV): providing access to a shared fleet of on-demand vehicles for short-term use/rental. Best practice is to discount carshare membership and provide priority parking for carshare vehicles to encourage use of the service.
- Bikeshare Program (conventional or EV): providing access to a shared fleet of on-demand bicycles for short-term use/rental. Best practice is to discount bikeshare membership and dedicate bikeshare parking to encourage use of the service.
- Rideshare Program: providing access to and encouraging the use of a ridesharing platform or service. This could be an app, website, or other service that provides ride-matching coordination services.
- Community-Based Travel Planning (CBTP): CBTP is a residential based approach to outreach, performed by trained advisors, that provides households within a targeted geographic area with customized information,

incentives, and support to encourage the use of transportation alternatives in place of single occupancy vehicles.

- Commute Trip Reduction (CTR) Program: CTR programs can be mandatory or voluntary, and involve providing information, coordination, services, infrastructure, and/or incentives for alternative modes such as ridesharing, vanpool, transit passes, and cycling

New Mitigation Measures

Policy Plan Amendment

The proposed project would generate a substantial increase in VMT per service population and a substantial increase in total VMT compared to the approved project, resulting in significant project-level and cumulative VMT impacts. Mitigation Measure TRA-1-PPA [Former MM T-1] would be applied to the project to apply VMT reducing measures. Mitigation Measure TRA-1 would require that discretionary project provide a mitigation plans that identify TDM measures that would be required. The City requires pedestrian scale improvements at the time of project approval and maintains a Multipurpose Trails and Bikeway Corridor Plan as part of TOP 2050 to ensure a connected system of bicycle and pedestrian improvements. The City does not operate regional transit service. Therefore, no additional mitigation measures are available to reduce project or cumulative VMT impacts of the proposed project.

Specific Plan

Consistent with Certified EIR measure MM TRA-1-PPA, a VMT Mitigation Strategy Assessment has been prepared for the EBPSP, and is provided as Appendix K2 of this SEIR. As presented therein, many potential measures are already incorporated into the design of the Specific Plan. Specifically, the integration of the City's bikeway system, the installation of pedestrian infrastructure, and the provision of a new transit stop all act to reduce VMT. Additionally, the EBPSP would be required to pay City Transportation Development Impact Fees which help fund Citywide circulation improvements. Additional reductions in VMT would be realized by the following measure:

> **Mitigation Measure TRA-1-SP:** Prior to the issuance of the certificate of occupancy for each tenant, the operator or tenant shall: 1) prepare and submit a Transportation Demand Management (TDM) Program to the City for review, detailing strategies for reducing the use of single occupant vehicles by employees; and 2) provide written documentation to the satisfaction of the City that the TDM Program requirement is incorporated into any lease agreement for the site to ensure enforceability. The TDM Program shall include the following transportation measures recommended by California Air Pollution Control Officers Association (CAPCOA) and analyzed in the VMT Mitigation

Strategy Assessment (see SEIR Appendix K2) as calculated pursuant to the CAPCOA *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* or other substantial evidence:

- **T-5 Commute Trip Reduction (CTR) Program**. Employers within the EBPSP shall develop CTR programs to discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT.
- **T-7 Commute Trip Reduction (CTR) Marketing**. Materials shall educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT, including:
  - Onsite or online commuter information services.
  - Employee transportation coordinators.
  - Onsite or online transit pass sales.
  - Guaranteed ride home service.
- **T-8 Ridesharing Program**.
  - Designating a certain percentage of desirable parking spaces for ridesharing vehicles.
  - Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles.
  - Providing an app or website for coordinating rides.
- **T-10 End-of-Trip Bicycle Facilities**. EBPSP land uses shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities may include bike parking, bike lockers, showers, and personal lockers.

Significance After Mitigation

Policy Plan Amendment

VMT/SP and total VMT would increase under the proposed project compared to the approved project. Mitigation Measure TRA-1-PPA would reduce potential impacts for future development projects to the extent feasible. Future development projects consistent with proposed project would need to consider transportation demand management (TDM) measures consistent with

those identified in the Mobility Element. TDM techniques include incentives to use transit; incentives to form carpools rather than drive alone; and making home, work, and shopping closer together to shorten travel distances. Project-level and cumulative VMT impacts under the proposed project would remain. Therefore, the impact would be **significant and unavoidable**.

Policy Plan Amendment Significance with Mitigation: Significant and unavoidable.

Specific Plan

VMT/SP and total VMT would increase under the EPBSP. Mitigation Measure TRA-1-SP, above, would reduce commute-related VMT by 7.2 percent. However, the City's significance standard considers all trip types and does not isolate commute-related trips. Therefore, the 7.2 percent reduction applies only to a portion of the EBPSP's total VMT and is not sufficient to fully mitigate the overall impact. Project-level and cumulative VMT impacts under the EBPSP would remain. Therefore, the impact would be **significant and unavoidable**.

Specific Plan Significance with Mitigation: Significant and unavoidable.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The 2022 Certified EIR found that circulation improvements under the recommended circulation plan would be designed to adequately address potential hazardous conditions, and potential conflicting uses.

Policy Plan Amendment

The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

The City of Ontario has adopted engineering standards to ensure consistency in the geometric design of their mobility facilities. Additionally, all plans undergo an extensive review process at the City to ensure consistency with these adopted standards. Given that all future projects will be subject to these reviews, this impact is **less than significant**. The proposed project would not result in a new or a substantial increase in magnitude of impacts related to safety hazards compared to the approved project

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Efficient and safe access within, and access to, the EBPSP land uses would be provided by the design concept, site access improvements, and site adjacent roadway improvements included as

components of the Specific Plan. Driveways, on-site traffic signing and striping would be implemented in conjunction with detailed construction plans for the site. Sight distance at each access point would be reviewed to ensure conformance with City sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

Trucks accessing the Specific Plan area would be required to travel along City-designated truck routes. Mandatory use of truck routes would minimize potential conflicts between truck traffic and other motorized and non-motorized transportation modes.

The City of Ontario has adopted engineering standards to ensure consistency in the geometric design of their mobility facilities. All plans undergo an extensive review process at the City to ensure consistency with these adopted standards. Given that all future projects will be subject to these reviews, the EBPSP would be consistent with the City design standards.

The potential for the EBPSP to substantially increase hazards due to a geometric design feature or incompatible uses is considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact TRA-3: The proposed project adequately addresses potentially hazardous conditions (sharp curves, etc.) and potential conflicting uses.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant transportation impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Implementation of the proposed project would not result in impacts not already previously disclosed. No mitigation is required.

d) Would the project result in inadequate emergency access?

The Certified EIR found that circulation improvements under the recommended circulation plan would be designed to adequately address inadequate emergency access.

Policy Plan Amendment

The majority of the population growth associated with the proposed project would occur in Ontario Ranch. As identified in the City's Roadway Classification map (see Figure 3.17-1), there are substantial improvements in transportation infrastructure planned to accommodate the increase in population in the City in the event of an emergency. The City has roadway classification standards in Policy M-1.1 that include roadway design standards as part of TOP 2050, precluding the construction of any unsafe features.

- **M-1.1. Roadway Design and Maintenance.** We require our roadways to: 1) Comply with federal, state, and local design and safety standards; 2) Meet the needs of multiple transportation modes and users; 3) Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; 4) Be maintained in accordance with best practices; 5) Be compatible with the streetscape and surrounding land uses; and 6) Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand implementation strategies.

Therefore, the proposed project would not result in inadequate emergency access. A review of emergency access is included as part of the City's Design Review process. According to the City's Local Hazard Mitigation Plan (2018), interstate highways would serve as major emergency response and evacuation routes. Additionally, the fire department reviews all development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Since all future projects will undergo such reviews and requirements, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The EBPSP does not propose elements or aspects that would obstruct or restrict emergency access to or through the area. Additionally, representatives of the Ontario Fire Department and Ontario Police Department would review all development plans to ensure that emergency access is provided consistent with applicable requirements.

Construction

All construction materials and equipment would be stored/staged within the Specific Plan area and would not interfere with emergency vehicles traveling adjacent to the site. Any construction activities that would occur within the public right-of-way and require a partial or full closure of a sidewalk or vehicle travel lane would require a traffic control plan that complies with the California Manual on Uniform Traffic Control Devices and that must be approved by City to ensure that emergency response is not adversely affected.

Operation

The types of traffic generated during EBPSP operations (i.e., passenger cars and trucks) would be compatible with the type of traffic observed along surrounding roadways under existing conditions and would not interfere with the circulation of emergency vehicles along public streets adjacent to the site. As discussed above, development plans would be reviewed and approved by the fire and police departments to ensure that adequate emergency access is provided throughout the site.

Based on the preceding, the potential for the EBPSP to result in inadequate emergency access is considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact TRA-4: The proposed project adequately addresses potentially inadequate emergency access.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant transportation impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Implementation of the proposed project would not result in impacts not already previously disclosed. No mitigation is required.

3.17.6 Cumulative Impact Analysis

The cumulative effect for transportation impacts is the SBCTA region. Cumulative traffic impacts consider the impacts of future growth and development in the SBCTA region. As identified above, the proposed project would result in a significant cumulative impact for VMT as a result of a substantial increase in population within the City. Therefore, VMT impacts of proposed project are cumulatively considerable.

The proposed project is consistent with adopted policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities and the performance and safety of such facilities and would not combine with other area projects to result in significant impacts to such facilities.

The City of Ontario has adopted standards related to emergency accessibility. Additionally, the fire department reviews all development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Review of emergency access is also included as part of the City's Design Review process.

Overall, because the proposed project would result in significant project-level and cumulative VMT impacts, cumulative impacts are considered **significant and unavoidable**.

Cumulative Impacts: Implementation of the proposed project would result in significant cumulative impacts to transportation.

3.17.7 References

Fehr & Peers. 2026a. TOP Vehicle Miles Traveled Memorandum. (Appendix K1)

Fehr & Peers. 2026b. EBPSP Vehicle Miles Traveled Memorandum. (Appendix K2)

Ontario, City of. 2018. 2018 Hazard Mitigation Plan.

SBCTA (San Bernardino County Transportation Authority). 2010, April. San Bernardino County Long-Range Transit Plan Final Report. Volume I. https://www.gosbcta.com/plan/long-range-transit-plan-2010/#:~:text=San%20Bernardino%20Associated%20Governments'%20Long,programming%20set%20by%20SB%20375.

SBCTA. 2016a. San Bernardino County Congestion Management Program. https://www.gosbcta.com/plan/congestion-management-plan-2016.

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SBCTA. 2019, August. SBCTA Points of Interest Pedestrian Plan. https://www.gosbcta.com/wp-content/uploads/2019/08/SBCTA-POI-PedestrianPlan.pdf.

SBCTA. 2021. San Bernardino Countywide Transportation Plan: Interim 2021 Update (Draft). Introduction and Executive Summary. https://www.gosbcta.com/wp-content/uploads/2019/10/SBCTA_CTP_2021Update_ExecutiveSumFinal.pdf.

3.18 TRIBAL CULTURAL RESOURCES

Tribal cultural resources (TCR) include landscapes, sacred places, or objects with cultural value to a California Native American tribe. This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential for implementation of TOP 2050 Policy Plan Amendment and EBPSP (proposed project) to impact TCRs in the City of Ontario compared to TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR. Potential impacts to other cultural resources (i.e., prehistoric, historic, archeological, and disturbance of human remains) are evaluated in Section 3.5, *Cultural Resources.*

The analysis in this section is based on the results of the Native American consultation conducted by the City in compliance with State Bill 18 (SB 18) and Assembly Bill 52 (AB 52); a search of the Native American Heritage Commission's (NAHC) Sacred Lands File (SLF); and a search of the California Historic Resources Information System. A complete copy of the records search is included as Appendix M1 of this SEIR.

Due to their sensitive and confidential nature, the maps and records of the California Historic Resources Information System search are omitted from the Draft EIR appendices. A compilation of Senate Bill 18 (SB 18) and Assembly Bill 52 (AB 52) tribal consultation letter correspondence received by the City from Native American tribes is provided in Appendix M2.

The analysis for the EBPSP is also based on the "Cultural Resources Study for the Eucalyptus Business Park Specific Plan Project" prepared by BFSA Environmental Services and considers both on-site and off-site impacts associated with the EBPSP (see Appendix E3).

3.18.1 Regulatory Framework

FEDERAL

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites which are on federal lands and Indian lands.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that provides a process for museums and federal agencies to return certain Native American cultural items, such as human remains, funerary objects, sacred objects, or objects of cultural patrimony, to lineal descendants and culturally affiliated Indian tribes.

National Historic Preservation Act

The National Historic Preservation Act of 1966 coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The act authorized the National Register of Historic Places, which lists districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 (Protection of Historic Properties) of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 Review ensures that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process with assistance from state historic preservation offices.

National Register of Historic Places

The National Register of Historic Places (NRHP) is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation because of their significance in American history, architecture, archeology, engineering, and culture. The NRHP recognizes resources of local, state, and national significance which have been documented and evaluated according to uniform standards and criteria.

Authorized under the NHPA, the NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. The NHRP is administered by the National Park Service, which is part of the U.S. Department of the Interior.

To be eligible for listing in the NRHP, a resource must meet at least one of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of our history
- Is associated with the lives of persons significant in our past
- Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction
- Has yielded, or may be likely to yield, information important in history or prehistory

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites on federal and Indian lands.

American Indian Religious Freedom Act and Native American Graves Protection and Repatriation Act

The American Indian Religious Freedom Act recognizes that Native American religious practices, sacred sites, and sacred objects have not been properly protected under other statutes. It establishes as national policy that traditional practices and beliefs, sites (including right of access), and the use of sacred objects shall be protected and preserved. The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

STATE

California Public Resources Code

Archaeological resources are protected pursuant to a wide variety of state policies and regulations enumerated under the California Public Resources Code. Cultural resources are recognized as a nonrenewable resource and therefore receive protection under the California Public Resources Code (PRC) and CEQA.

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites; identify the powers and duties of the Native American Heritage Commission (NAHC); require that descendants be notified when Native American human remains are discovered; and provide for treatment and disposition of human remains and associated grave goods.

California Health and Safety Code

The discovery of human remains is regulated by California Health and Safety Code Section 7050.5, which states that:

> 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…until the coroner…has determined…that the remains are not subject to…provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible…. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and…has reason to believe that they are those of a Native American, he or she shall

contact, by telephone within 24 hours, the Native American Heritage Commission.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Sections 21083.2 and 21084.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest (CPHI) program, identified as significant in historical resources surveys, or designated by local landmarks programs, may be nominated for inclusion in the CRHR.

Resources eligible for listing include buildings, sites, structures, objects, or historic districts that retain historical integrity and are historically significant at the local, state, or national level under one or more of the following four criteria:

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

2. It is associated with the lives of persons important in our past;

3. It 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. It has yielded, or has the potential to yield, information important to the prehistory or history.

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity does not meet NRHP criteria may still be eligible for listing in the CRHR.

California Senate Bill 18

Existing law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious, ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites.

SB 18 was signed into law in September 2004 and went into effect on March 1, 2005. It placed new requirements on local governments for developments within or near "traditional tribal cultural places" (TTCP). Per SB 18, the law requires local jurisdictions to provide opportunities for involvement of California Native Americans tribes in the land planning process for the purpose of preserving traditional tribal cultural places. The Final Tribal Guidelines recommends that the NAHC provide written information as soon as possible but no later than 30 days after receiving a request to inform the lead agency if the proposed project is determined to be in proximity to a TTCP. The Final Tribal Guidelines recommends another 90 days for tribes to respond to a local government if they want to consult to determine whether the project would have an adverse impact on the TTCP. There is no statutory limit on the consultation duration. Forty-five days before the action is publicly considered by the local government council, the local government refers action to agencies, following the CEQA public review time frame. The CEQA public distribution list may include tribes listed by the NAHC who have requested consultation or it may not. If the NAHC, the tribe, and interested parties agree upon the mitigation measures necessary for the proposed project, they are included in the project's EIR. If the lead agency and the tribe both agree that adequate mitigation or preservation measures cannot be taken, neither party is obligated to take action.

Per SB 18, a city or county is required to consult with the NAHC and any appropriate Native American tribe prior to the adoption, revision, amendment, or update of a its general plan. Although SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, the Final Tribal Guidelines advises that SB 18 requirements extend to specific plans as well, because state planning law requires local governments to use the same process for amendment or adoption of specific plans as general plans (defined in Government Code sec. 65453). In addition, SB 18 provides a new definition of TTCP, requiring a traditional association of the site with Native American traditional beliefs, cultural practices, or ceremonies or the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. (Previously, the site was defined to require only an association with traditional beliefs, practices, lifeways, and ceremonial activities.) SB 18 amended Civil Code Section 815.3 and adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

Assembly Bill 52

AB 52 of 2014 amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3.

Consultation with Native Americans

AB 52 formalizes the lead agency–tribal consultation process, requiring the lead agency to initiate consultation with California Native American groups that are traditionally and culturally

affiliated with the project area, including tribes that may not be federally recognized. Lead agencies are required to begin consultation prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report.

Tribal Cultural Resources

Section 4 of AB 52 adds Sections 21074 (a) and (b) to the PRC, which address tribal cultural resources and cultural landscapes. Section 21074 (a) defines tribal cultural resources as one of the following:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

    a. Included or determined to be eligible for inclusion in the California Register of Historical Resources.

    b. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Section 1(a)(9) of AB 52 establishes that "a substantial adverse change to a tribal cultural resource has a significant effect on the environment." Effects on tribal cultural resources should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the PRC, which states that parties may propose mitigation measures "capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource." Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to tribal cultural resources, the consultation shall include those topics (PRC Section 21080.3.2[a]). The environmental document and the mitigation monitoring and reporting program (where applicable) shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

3.18.2 Existing Conditions

Paleo Indian, Archaic Period Milling Stone Horizon, and the Late Prehistoric Shoshonean groups represent the three general cultural periods in San Bernardino County. The following discussion of the cultural history of San Bernardino County references the San Dieguito Complex, the Encinitas Tradition, the Milling Stone Horizon, the La Jolla Complex, the Pauma Complex, and the San Luis Rey Complex, since these culture sequences have been used to describe archaeological manifestations in the region (see also Appendix E3). The Late Prehistoric component in the southwestern area of San Bernardino County was represented by the Gabrielino and Serrano Indians.

PALEO INDIAN PERIOD (LATE PLEISTOCENE: 11,500 TO CIRCA 9,000 YBP)

The Paleo Indian Period is associated with the terminus of the late Pleistocene (12,000 to 10,000 years before present [YBP]). Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using a more generalized hunting, gathering, and collecting adaptation, utilizing a variety of resources including birds, mollusks, and both large and small mammals.

ARCHAIC PERIOD (EARLY AND MIDDLE HOLOCENE: CIRCA 9,000 TO 1,300 YBP)

The Archaic Period of prehistory began with the onset of the Holocene circa 9,000 YBP. The Archaic Period in southern California is associated with a number of different cultures, complexes, traditions, horizons, and periods, including San Dieguito, La Jolla, Encinitas, Milling Stone, Pauma, and Intermediate.

LATE PREHISTORIC PERIOD (LATE HOLOCENE: 1,300 YBP TO 1790)

Approximately 1,350 YBP, a Shoshonean-speaking group from the Great Basin region moved into San Bernardino County, marking the transition to the Late Prehistoric Period. This period has been characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversified and intensified during this period, with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive, yet effective, technological innovations. Technological developments during this period included the introduction of the bow and arrow between A.D. 400 and 600 and the introduction of ceramics. Atlatl darts were replaced by smaller arrow darts, including the Cottonwood series points. Other hallmarks of the Late Prehistoric Period include extensive trade networks as far reaching as the Colorado River Basin and cremation of the dead.

Traditional Tribal Cultural Territories

Gabrielino

The territory of the Gabrielino at the time of Spanish contact covered much of present-day Los Angeles and Orange counties. The southern extent of this culture area is bounded by Aliso Creek; the eastern extent is located east of present-day San Bernardino along the Santa Ana River; the northern extent includes the San Fernando Valley; and the western extent includes portions of the Santa Monica Mountains. The Gabrielino also occupied several Channel Islands, including Santa Barbara Island, Santa Catalina Island, San Nicholas Island, and San Clemente Island. Because of their access to certain resources, including a steatite source from Santa Catalina Island, this group was among the wealthiest and most populous aboriginal groups in all of southern California. Trade of materials and resources controlled by the Gabrielino extended as far north as the San Joaquin Valley, as far east as the Colorado River, and as far south as Baja California.

The Gabrielino lived in permanent villages and smaller resource gathering camps, which were occupied at various times of the year depending upon the seasonality of the resource. Larger villages were comprised of several families or clans, and smaller seasonal camps typically housed smaller family units. The coastal area between San Pedro and Topanga Canyon was the location of primary subsistence villages, and secondary sites were located near inland sage stands, oak groves, and pine forests. Permanent villages were located along rivers and streams, as well as in sheltered areas along the coast. As previously mentioned, the Channel Islands were also the locations of relatively large settlements.

Resources procured along the coast and on the islands were primarily marine in nature and included tuna, swordfish, ray, shark, California sea lion, Stellar sea lion, harbor seal, northern elephant seal, sea otter, dolphin, porpoise, various waterfowl species, numerous fish species, purple sea urchin, and mollusks such as rock scallop, California mussel, and limpet. Inland resources included oak acorn, pine nut, Mohave yucca, cacti, sage, grass nut, deer, rabbit, hare, rodent, quail, duck, and a variety of reptiles such as western pond turtle and snakes.

The social structure of the Gabrielino is little known; however, there appears to have been at least three social classes: 1) the elite, which included the rich, chiefs, and their immediate family; 2) a middle class, which included people of relatively high economic status or long-established lineages; and 3) a class of people that included most other individuals in the society. Villages were politically autonomous units comprised of several lineages. During times of the year when certain seasonal resources were available, the village would divide into lineage groups and move out to exploit them, returning to the village between forays.

Each lineage had its own leader, with the village chief coming from the dominant lineage. Several villages might be allied under a paramount chief. Chiefly positions were of an ascribed

status, most often passed to the eldest son. Chiefly duties included providing village cohesion, leading warfare and peace negotiations with other groups, collecting tribute from the village(s) under his jurisdiction, and arbitrating disputes within the village(s). The status of the chief was legitimized by his safekeeping of the sacred bundle, which was a representation of the link between the material and spiritual realms and the embodiment of power.

Shamans were leaders in the spirit realm. The duties of the shaman included conducting healing and curing ceremonies, guarding the sacred bundle, locating lost items, identifying and collecting poisons for arrows, and making rain.

Marriages were made between individuals of equal social status and, in the case of powerful lineages, marriages were arranged to establish political ties between the lineages.

Men conducted the majority of the heavy labor, hunting, fishing, and trading with other groups. Women's duties included gathering and preparing plant and animal resources, and making baskets, pots, and clothing.

Gabrielino houses were domed, circular structures made of thatched vegetation. Houses varied in size and could accommodate anywhere from one to several families. Sweathouses (semicircular, earth-covered buildings) were public structures used in male social ceremonies. Other structures included menstrual huts and a ceremonial structure called a yuvar, an open-air structure built near the chief's house.

Clothing was minimal. Men and children most often went naked, while women wore deerskin or bark aprons. In cold weather, deerskin, rabbit fur, or bird skin (with feathers intact) cloaks were worn. Island and coastal groups used sea otter fur for cloaks. In areas of rough terrain, yucca fiber sandals were worn. Women often used red ochre on their faces and skin for adornment or protection from the sun. Adornment items included feathers, fur, shells, and beads.

Hunting implements included wood clubs, sinew-backed bows, slings, and throwing clubs. Maritime implements included rafts, harpoons, spears, hook and line, and nets. A variety of other tools included deer scapulae saws, bone and shell needles, bone awls, scrapers, bone or shell flakers, wedges, stone knives and drills, metates, mullers, manos, shell spoons, bark platters, wood paddles and bowls. Baskets were made from rush, deer grass, and skunkbush. Baskets were fashioned for hoppers, plates, trays, and winnowers for leaching, straining, and gathering. Baskets were also used for storing, preparing, and serving food, and for keeping personal and ceremonial items.

The Gabrielino had exclusive access to soapstone, or steatite, procured from Santa Catalina Island quarries. This highly prized material was used for making pipes, animal carvings, ritual objects, ornaments, and cooking utensils. The Gabrielino profited well from trading steatite, since it was highly valued by groups throughout southern California.

Serrano

The Serrano occupied an area east of present-day Los Angeles. Definitive boundaries are difficult to place for the Serrano due to their sociopolitical organization and a lack of reliable data. However, researchers place the Serrano in the San Bernardino Mountains east of Cajon Pass, and at the base of and north of the mountains near Victorville, east to Twentynine Palms, and south to the Yucaipa Valley. Serrano has been broadly used for languages in the Takic family, including Serrano, Kitanemuk, Vanyume, and Tataviam.

The Serrano were part of exogamous clans, which in turn were affiliated with one of two exogamous moieties, tukwutam (Wildcat) and wahiiam (Coyote). Details such as number, structure, and function of the clans are unknown. Clans were not political, but were rather structured based upon economic, marital, or ceremonial reciprocity, a pattern common throughout Southern California. The Serrano formed alliances amongst their own clans and with Cahuilla, Chemehuevi, Gabrielino, and Cupeño clans. Clans were large, autonomous, political and landholding units organized patrilineally, with all males descending from a common male ancestor, including all wives and descendants of the males. However, even after marriage, women would still keep their original lineage and would still participate in those ceremonies.

The Serrano had a shaman, a person who acquired their powers through dreams, which were induced through ingestion of the hallucinogen datura. The shaman was mostly a curer/healer, using herbal remedies.

Serrano village locations were typically located near water sources. Individual family dwellings were likely circular, domed structures. Daily household activities would either take place outside of the house out in the open, or under a ramada constructed of a thatched willow pole roof held up by four or more poles inserted into the ground. Families could consist of a husband, wife/wives, unmarried female children, married male children, the husband's parents, and/or widowed aunts and uncles. Rarely, an individual would occupy his own house, typically in the mountains. Serrano villages also included a large ceremonial house where the lineage leader would live, which served as the religious center for lineages or lineage-sets, granaries, and sweathouses.

The Serrano were primarily hunters and gatherers. Vegetal staples varied with locality. Acorns and piñon nuts were found in the foothills, and mesquite, yucca roots, cacti fruits, and piñon nuts were found in or near the desert regions. Diets were supplemented with other roots, bulbs, shoots, and seeds. Deer, mountain sheep, antelopes, rabbits, and other small rodents were among the principal food packages. Various game birds, especially quail, were also hunted. The bow and arrow were used for large game, while smaller game and birds were killed with curved throwing sticks, traps, and snares. Occasionally, game was communally hunted, often during mourning ceremonies. Earth ovens were used to cook meat, bones were boiled to extract marrow, and blood was either drunk cold or cooked to a thicker consistency and then

eaten. Some meat and vegetables were sun-dried and stored. Food acquisition and processing required the manufacture of additional items such as knives, stone or bone scrapers, pottery trays and bowls, bone or horn spoons, and stirrers. Mortars, made of either stone or wood, and metates were also manufactured.

The Serrano were very similar technologically to the Cahuilla. In general, manufactured goods included baskets, some pottery, rabbit-skin blankets, awls, arrow straighteners, sinewbacked bows, arrows, fire drills, stone pipes, musical instruments (rattles, rasps, whistles, bullroarers, and flutes), feathered costumes, mats for floor and wall coverings, bags, storage pouches, cordage (usually comprised of yucca fiber), and nets.

Historic Period

The historic background in the vicinity of the proposed project began with the Spanish colonization of Alta California. The first Spanish colonizing expedition reached southern California in 1769 with the intention of converting and civilizing the indigenous populations, as well as expanding the knowledge of and access to new resources in the region. In the late eighteenth century, the San Gabriel (Los Angeles County), San Juan Capistrano (Orange County), and San Luis Rey (San Diego County) missions began colonizing southern California and gradually expanded their use of the interior valley (presently western Riverside County) for raising grain and cattle to support the missions. The San Gabriel Mission claimed lands in present-day areas of Jurupa, Riverside, San Jacinto, and the San Gorgonio Pass, and the San Luis Rey Mission claimed land in present-day areas of Lake Elsinore, Temecula, and Murrieta. The indigenous groups who occupied these lands were recruited by missionaries, converted, and put to work in the missions. Throughout this period, the Native American populations were decimated by introduced diseases, a drastic shift in diet resulting in poor nutrition, and social conflicts due to the introduction of an entirely new social order.

In the mid to late 1770s, Juan Bautista de Anza passed through much of what is now Riverside County while searching for an overland route from Sonora, Mexico to San Gabriel and Los Angeles, describing fertile valleys, lakes, and sub-desert areas. Spanish missionaries formed Mission San Gabriel in the San Bernardino Valley in the early nineteenth century. The mission established Rancho San Bernardino in 1819, which included the present-day areas of San Bernardino, Fontana, Rialto, Redlands, and Colton.

Since there was no reliable water source in the area, from 1819 to 1820, the missionaries developed a zanja through the use of Native American labor from the Guachama Rancheria. The creation of the zanja was implemented to divert waters from Mill Creek all the way through the city of Redlands, ending near the mission to assist with agricultural enterprises. The new water source allowed nearby ranching districts to develop during the nineteenth century.

Mexico gained independence in 1822 and desecularized the missions in 1832, signifying the end of the Mission Period. By this time, the missions owned some of the best and most fertile land

in southern California. In order for California to develop, the land would have to be made productive enough to turn a profit. The new government began distributing the vast mission holdings to wealthy and politically connected Mexican citizens. The “grants” were called “ranchos,” and many of these ranchos have lent their names to modern-day locales.

The treatment of Native Americans grew worse during the Rancho Period. Most of the Native Americans were forced off of their land or put to work on the now privately owned ranchos, most often as slave labor. Native American culture had been disrupted to the point where they could no longer rely upon prehistoric subsistence and social patterns.

Spanish colonialism (missions) was based upon utilizing human resources while integrating them into their society. However, the Mexican and American ranchers did not accept Native Americans into their social order and used them specifically for the extraction of labor, resources, and profit. Rather than being incorporated, they were either subjugated or exterminated. In 1846, war erupted between Mexico and the United States. In 1848, with the signing of the Treaty of Guadalupe Hidalgo, the region was annexed as a territory of the United States, which led to California becoming a state in 1850. These events generated a steady flow of settlers into the area, including gold miners, entrepreneurs, health-seekers, speculators, politicians, adventurers, seekers of religious freedom, and individuals desiring to create utopian colonies.

Senate Bill 18 and Assembly Bill 52 Consultation

Pursuant to SB 18, the City of Ontario contacted the NAHC for a consultation list of tribes and a Sacred Lands File search for the Policy Plan Amendment and the EBPSP. Government Code Sections 65352.3 and 65352.4 require local governments to consult with California Native American tribes identified by the NAHC for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending general plans, specific plans, and community plans. A tribe may be the only source of information regarding the existence of a tribal cultural resource. An SLF search is another method of identifying the presence of Native American resources near or on the project area.

In accordance with AB 52 in PRC Section 21080.3.1(d), a lead agency is required to provide formal notification of intended development projects to Native American tribes that have requested to be on the lead agency’s list for receiving such notification. The formal notification is required to include a brief description of the proposed project and its location, lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation regarding potential impacts to tribal cultural resources.

On July 19, 2025, the NAHC responded with a negative SLF search, indicating no record for the presence of Native American resources within the City of Ontario. The NAHC also provided a list of 24 Native American tribes or individuals to contact for further information with traditional lands or cultural places in San Bernardino County (see Appendix M1).

The City of Ontario sent letters to the Native American contacts on August 19, 2025. The letters requested any information related to cultural resources or heritage sites within the City (see Appendix M2). The following summarizes all tribal letters received in response to the City's invitations for AB 52/SB 18 consultation:

- The **Agua Caliente Band of Cahuilla Indians** responded on August 20, 2025, stating that the project is not in the tribe's traditional use area and the tribe would defer comments to other tribes in the area.
- The **Gabrieleño Band of Mission Indians–Kizh Nation** responded on August 20, 2025, stating that they do not have any comments and are okay with the project. The tribe requested to be notified of any future ground disturbances taking place.
- The **FT. Yuma Quechan Indians** responded on August 20, 2025, stating that the tribe would defer comments to other tribes in the area. The tribe did not wish to comment further on this project.
- The **Yuhaaviatam of San Manuel Nation (San Manuel Band of Mission Indians)** responded on September 10, 2025, stating that the project is outside the Serrano ancestral territory and that they did not wish to comment further on this project.

Several tribes responded to the NOP that was released for the proposed project (see Chapter 1, *Introduction*, for more details). The following summarizes the tribal comments that were received during the NOP:

- The **FT. Yuma Quechan Indians** responded to the NOP on November 4, 2025, stating that the tribe would defer comments to other tribes in the area. The tribe did not wish to comment further on this project.
- The **Agua Caliente Band of Cahuilla Indians** responded to the NOP on November 4, 2025, stating that project is not located within the tribe's traditional use area and the tribe would defer comments to other tribes in the area.

3.18.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to tribal cultural resources if it would:

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

   i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).

   ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

METHODOLOGY

Specific Plan

The Cultural Resources Assessment included background research, communication with the NAHC and local Native American groups, a cultural resource survey of the Specific Plan area, and resource documentation and evaluation. Additionally, City outreach letters were sent to local Native American tribal groups to elicit information regarding Native American cultural resources that may be in the vicinity of the Specific Plan area.

3.18.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.18.5 Environmental Impacts

2022 CERTIFIED EIR

The Certified EIR identified impacts to prehistoric archeological resources, which include TCRs, as a potentially significant impact of the approved project. As part of the Certified EIR, the City of Ontario conducted tribal consultation pursuant to SB 18 to identify resources that may be of cultural value to California Native American tribes. Mitigation Measures TCR-1-PPA (former MM 5-3), TCR-2-PPA (former MM 5-4), TCR-3-PPA (former MM TCR-1), and TCR-4-PPA (former MM TCR-2) were incorporated into the Certified EIR to reduce impacts to TCRs to less than significant levels.

PROPOSED PROJECT

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

The 2022 Certified EIR found that the TOP 2050 would not result in new impacts or a substantial increase in the magnitude of impacts to TCRs. Grading and construction activities in undeveloped areas or redevelopment that requires deeper soil excavation than in the past could potentially disturb TCRs, but mitigation measures TCR-1-PP through TCR-4-PP provided in the 2022 Certified EIR would reduce potential impacts associated with TCRs to a level that is less than significant.

Policy Plan Amendment

The SLF search conducted by the NAHC did not indicate the presence of known tribal cultural resources within or immediately adjacent to the City boundaries. Four tribes responded to the City's invitation for tribal resources consultation, the Agua Caliente Band of Cahuilla Indians, Gabrieleño Band of Mission Indians–Kizh Nation, FT. Yuma Quechan Indians, and Yuhaaviatam of San Manuel Nation (San Manuel Band of Mission Indians). As described above, all the tribes that responded deferred to other tribes or did not wish to consult.

The Policy Plan Amendment is a regulatory document that sets the framework for future growth and development in the City and does not result in development in and of itself; however, future development as a result of the implementation of proposed project could include grading in portions of the City with sensitivity to TCRs. Though the proposed project would not result in new impacts or a substantial increase in the magnitude of impacts to TCRs compared to the approved project, there is potential to uncover tribal cultural resources during construction,

which would also include disturbing previously undisturbed soils. Since the proposed project could result in the discovery of subsurface TCRs, the disturbance of which could cause a substantial adverse change in the significance of the resource(s), impacts would be potentially significant. Therefore, this impact is **potentially significant**. However, the proposed project would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Policy Plan Amendment Significance without Mitigation: Potentially significant

Specific Plan

As discussed in Section 3.5, *Cultural Resources*, a records search at the South Central Coastal Information Center (SCCIC) indicated that no cultural resources have previously been recorded within the Specific Plan area boundaries (see Appendix E3). Additionally, results of the NAHC SLF results were negative for the presence of Native American sacred sites or locations of ceremonial importance within the vicinity of the Specific Plan area. The field survey conducted as part of the Cultural Resources Survey did not identify any tribal resources.

AB 52, which became effective on July 1, 2015, requires lead agencies to provide notice to Native American tribes that are traditionally and culturally affiliated with the geographic area of a project. SB 18 requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places ("cultural places") through local land use planning. The consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code 65450 et seq.).

To this end, outreach letters were sent to the following local Native American tribal groups on August 29, 2025.

- Agua Caliente Band of Cahuilla Indians
- Cahuilla Band of Indians
- Gabrieleno Band of Mission Indians - Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Gabrielino-Tongva Tribe
- Morongo Band of Mission Indians
- Quechan Indian Tribe of the Fort Yuma Reservation
- San Manuel Band of Mission Indians
- Santa Rosa Band of Cahuilla Indians

- Serrano Nation of Mission Indians
- Soboba Band of Luiseno Indians

The outreach letters provided formal notification of the EBPSP, elicited information on Native American cultural resources that may be in the vicinity of the Specific Plan area, and offered formal consultation pursuant to AB 52/SB18.

Outreach responses received by the City are summarized below.

- San Manuel Band of Mission Indians indicated that the Specific Plan area was outside of their ancestral territory and did not request consultation.
- Agua Caliente Band of Cahuilla Indians indicated that the Specific Plan area was outside of their ancestral territory and did not request consultation.
- Quechan Indian Tribe of the Fort Yuma Reservation declined consultation.
- Gabrieleno Band of Mission Indians - Kizh Nation requested notification of ground disturbing activities.

The consultation period ended on November 17, 2025, with no tribes requesting formal consultation. Regardless, the Cultural Resources Study concluded that there is a potential for previously undiscovered archeological resources to exist within the Specific Plan area; this is a **potentially significant** impact. However, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Potentially significant

Impact TCR-1: Tribal cultural resources could be adversely impacted by grading activities associated with the Proposed Project.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The following mitigation measures were taken directly from the 2022 Certified EIR. Any modifications to the mitigation measures from the certified EIR are shown in strikethrough for deleted text and underline for new, inserted text. The numbering of the mitigation measures has been updated for clarity, with the original mitigation number in the Certified EIR identified in parenthesis [Former MM].

> **Mitigation Measure TCR-1-PPA [Former MM 5-3]:** Upon receipt of an application for a proposed project subject to CEQA and is within the City's jurisdiction, the City's representative shall consult with the relevant tribe(s)' representative(s) to determine if the proposed project is within a culturally sensitive area to the tribe. If sufficient

evidence is provided to reasonably ascertain that the site is within a [tribal] culturally sensitive area, an archaeologist shall prepare a cultural resources assessment. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the tribe(s). If mitigation is recommended in the CEQA document, the procedure described in Mitigation Measure ~~5-4~~ TCR-2-PPA shall be followed.

Mitigation Measure TCR-2-PPA [Former MM 5-4]: ~~Prior to the issuance of grading permits for a proposed project for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated tribe(s) to notify them of the grading, excavation, and monitoring program.~~ The applicant shall coordinate with ~~the City of Ontario and the~~ tribal representative(s) to ~~develop mitigation measures that~~ address the designation, responsibilities, and participation of tribal monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City's jurisdiction.

Mitigation Measure TCR-3-PPA [Former MM TCR-1]: Tribal Cultural Resources Monitoring. The project archaeologist, in consultation with interested tribes, the developer, and the City of Ontario, shall develop an archaeological monitoring plan (AMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the project site. Details in the AMP shall include:

1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling;

2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists (if the tribes cannot come to an agreement on the rotating or simultaneous schedule of tribal monitoring, the Native American Heritage Commission shall designate the schedule for the onsite Native American Tribal Monitor for the proposed project);

3. The protocols and stipulations that the developer, City, Tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground disturbing activities on the site, the developer shall retain a tribal cultural monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.

Pursuant to the AMP, a tribal monitor from the consulting tribe shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities.

Mitigation Measure TCR-4-PPA [Former MM TCR-2]: Treatment and Disposition of Cultural Resources. In the event that Native American cultural resources are inadvertently discovered during the course of any ground-disturbing activities, including but not limited to brush clearance, grading, trenching, etc., for the proposed project, the following procedures will be carried out for treatment and disposition of the discoveries:

1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process;

2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Ontario with evidence of same:

    a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed; all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality;

    b. A curation agreement with an appropriate qualified repository in San Bernardino County that meets federal standards per 36 CFR Part 79, and therefore the resource would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title,

to an appropriate curation facility in San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation;

c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, materials shall be curated at the San Bernardino County Museum by default;

d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, County Museum, and consulting tribes.

New Mitigation Measures

Policy Plan Amendment

No additional mitigation measures are warranted.

Specific Plan

Mitigation Measure TCR-1-SP: The EBPSP shall implement MM TCR-2-PPA, MM TCR-3-PPA, MM TCR-4-PPA.

Significance After Mitigation

Policy Plan Amendment

In the event that subsurface TCRs are discovered, Mitigation Measures TCR-1-PPA, TCR-2-PPA, TCR-3-PPA, and TCR-4-PPA would reduce potential impacts associated with TCRs to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to TCRs remain.

Policy Plan Amendment Significance with Mitigation: Less than significant.

Specific Plan

Implementation of Mitigation Measures TCR-2-PPA, TCR-3-PPA, and TCR-4-PPA would preclude significant impacts to any tribal cultural resources, in the event such resources are discovered within the Specific Plan area. Additionally, Mitigation Measure TCR-2-PPA would also ensure the notification requested by Kizh Nation is conducted.

Specific Plan Significance with Mitigation: Less than significant.

3.18.6 Cumulative Impact Analysis

Cumulative impacts to tribal cultural resources occur when the impacts of the proposed project, in conjunction with past, existing, and other foreseeable projects and development in the region, result in multiple and/or cumulative impacts to tribal cultural resources in the area. Projects in the City, including the EBPSP, future development would disturb soil and thus could potentially uncover tribal cultural resources. Future projects in the City of Ontario would comply with federal and state regulations and the Mitigation Measures in this SEIR to ensure that impacts to TCRs are less than significant and would be less than cumulatively considerable. Therefore, this impact is **less than significant.**

Cumulative Impacts: The proposed project, together with cumulative projects, would not have a substantial impact related to Tribal Cultural Resources.

3.18.7 References

BFSA (BFSA Environmental Services, Inc.). 2026, January. Cultural Resources Study for the Eucalyptus Business Park Specific Plan Project. (Appendix E3)

SCCIC (South Central Coastal Information Center). July 16, 2025. Record Search Results for The Ontario Plan 2050 Policy Plan Amendment and Specific Plan.

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3.19 Utilities and Service Systems

This section of the Draft Supplemental Environmental Impact Report (SEIR) addresses the potential for implementation of the Ontario Policy Plan Amendment and EBPSP (proposed project) to impact utilities and service systems in the City of Ontario compared to the current TOP 2050 (approved project) and impacts identified in the 2022 Certified EIR.

Utilities and service systems include water supply and distribution systems; wastewater (sewage) conveyance and treatment; storm drainage systems; solid waste collection and disposal services; electricity and natural gas, and telecommunication services. Impacts to hydrology (e.g., flooding) and water quality can be found in Section 3.10, *Hydrology and Water Quality*. The regulatory framework and existing conditions for electricity and natural gas facilities can be found in Section 3.6, *Energy*.

Public services and utilities are provided in the City of Ontario by the providers listed in Table 3.19-1*, Utility Providers*.

Table 3.19-1 Utility Providers

Utility	Agency Name
Water	City of Ontario Municipal Utilities Company Chino Basin Desalter Authority Inland Empire Utilities Agency San Antonio Water Company Water Facilities Authority
Wastewater Treatment	City of Ontario Municipal Utilities Company (infrastructure) Inland Empire Utilities Agency (treatment)
Regional Flood Control	City of Ontario San Bernardino County Flood Control District
Solid Waste Collection	City of Ontario Integrated Waste Department
Solid Waste Disposal (Landfills)	USA Waste of California, a subsidiary of Waste Management, Inc. Riverside County Department of Waste Resources
Electricity	Southern California Edison
Natural Gas	Southern California Gas Company
Telecommunications	OntarioNet, AT&T, Frontier, Spectrum, Earthlink Fiber

Water demand and supply is based on the Water Supply evaluation in Appendix L1. The site-specific analysis for the EBPSP is based on the "Preliminary Hydrology Study for Ontario Ranch" prepared by JLC Engineering & Consulting which considers both on-site and off-site impacts associated with the EBPSP (see Appendix H1) and the "EBPSP Water Supply Assessment" (see Appendix L2). In addition, the "Preliminary Water Quality Management Plan" for the EBPSP (Appendix H2) and the "Draft Eucalyptus Business Park Sewer Study" are also provided (Appendix L3).

Terminology

- **BMPs.** best management practices
- **LID.** low impact development
- **MS4.** municipal separate storm sewer system
- **NPDES.** National Pollution Discharge Elimination System
- **OMUC.** Ontario Municipal Utilities Company
- **SWPPP.** stormwater pollution prevention plan
- **UWMP.** urban water management plan
- **WSA.** water supply assessment
- **WQMP.** water quality management plan

3.19.1 Regulatory Framework

FEDERAL

Water

Federal Safe Drinking Water Act

The Safe Drinking Water Act, the principal federal law intended to ensure safe drinking water to the public, was enacted in 1974 and has been amended several times since then. It authorizes the United States Environmental Protection Agency (EPA) to set national standards for drinking water, called the National Primary Drinking Water Regulations, to protect against both naturally occurring and human-made contaminants. These standards set enforceable maximum contaminant levels in drinking water and require all water providers in the United States to treat water to remove contaminants, except for private wells serving fewer than 25 people. In California, the State Water Resources Control Board (SWRCB) conducts most enforcement

activities. If a water system does not meet standards, it is the water supplier's responsibility to notify its customers.

America's Water Infrastructure Act of 2018

America's Water Infrastructure Act was signed into law on October 23, 2018, and authorizes federal funding for water infrastructure projects; expands water storage capabilities; assists local communities in complying with the Safe Drinking Water Act and Clean Water Act; reduces flooding risks for rural, western, and coastal communities; and addresses significant water infrastructure needs in tribal communities (Barasso 2018). Additionally, the act requires public water systems serving more than 3,300 people to develop or update risk assessments and emergency response plans every 5 years and certify them to the EPA within a deadline specified by America's Water Infrastructure Act.

Wastewater

Clean Water Act and National Pollution Elimination Discharge System

The federal Clean Water Act requires that wastewater be treated before it is discharged to Waters of the United States (US Code Title 33, Sections 1251, et seq.). Requirements for waste discharges from publicly owned treatment works to navigable waters are addressed in National Pollution Elimination Discharge Systems (NPDES) regulations under the Clean Water Act. NPDES permits for such discharges in the project region are issued by the Santa Ana Regional Water Quality Control Board (RWQCB).

NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable connections and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities. Wastewater discharge is regulated under the NPDES permit program for direct discharges into receiving waters and by the National Pretreatment Program for indirect discharges to a wastewater (sewage) treatment plant.

Stormwater

National Pollutant Discharge Elimination System

Under the NPDES program, all facilities that discharge pollutants into waters of the United States are required to obtain an NPDES permit. Requirements for stormwater discharges are also regulated under this program. The NPDES permit regulates municipal and industrial

discharges to surface water of the United States from their municipal separate storm water systems (MS4s). The MS4 permits are issued by the regional water quality control boards. The City of Ontario is regulated by the San Bernardino County MS4 Permit issued by the Santa Ana RWQCB. This is discussed in further detail under the San Bernardino County Regional MS4 Permit section.

Solid Waste

Resource Conservation and Recovery Act of 1976

The Resource Conservation and Recovery Act of 1976 (Title 40 of the Code of Federal Regulations, Part 258), contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design (liners, leachate collection, run-off control, etc.), groundwater monitoring, and closure of landfills.

STATE

Water

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Act (Water Code secs. 13000, et seq.) passed in California in 1969 and was amended in 2013. It is the basic water quality control law for California. Under this act, the SWRCB has authority over state water rights and water quality policy. The act divided the state into 9 regional jurisdictions, each under the SWRCB, and oversee water quality on a day-to-day basis at the local and regional levels. RWQCBs engage in various water quality functions in their respective regions and regulate all pollutant or nuisance discharges that may affect either surface water or groundwater. The City of Ontario is under the jurisdiction of the Santa Ana RWQCB (Region 8).

Sustainable Groundwater Management Act of 2014

On September 16, 2014, a three-bill legislative package was signed into law collectively known as the Sustainable Groundwater Management Act (SGMA). The Governor's signing message states "a central feature of these bills is the recognition that groundwater management in California is best accomplished locally." Under the roadmap laid out by the legislation, local and regional authorities in medium and high priority groundwater basins must form groundwater sustainability agencies (GSA) that oversee the preparation and implementation of groundwater sustainability plans (GSP). The City of Ontario is part of the Chino Basin, an adjudicated basin which is exempt from many requirements of SGMA including the need to prepare a GSP.

Urban Water Management Planning Act

The California Urban Water Management Planning Act and Section 10610, et seq., of the Water Code require that all urban water suppliers in California that provide water to more than 3,000 customers or supply more than 3,000 acre-feet per year (AFY) to prepare and adopt an urban water management plan (UWMP) and update it every 5 years. The act is intended to support efficient use of urban water supplies. The act requires the UWMP to compare water supply and demand over the next 20 years for normal years, single dry years, and multiple dry years and to determine current and potential recycled water uses. The UWMP also provides conservation measures to ensure the efficient use of water supplies and must include a water shortage contingency plan.

Senate Bills 610 and 221

Senate Bills 610 and SB 221 amended State law to ensure better coordination between local water supply and land use decisions and confirm that there is an adequate water supply for new development. Specific projects are required to prepare a water supply assessment (WSA). The WSA is composed of information regarding existing and forecast water demands as well as information pertaining to available water supplies for the new development. The following projects that are subject to the California Environmental Quality Act (CEQA) are required to prepare a WSA:

- Residential developments consisting of more than 500 dwelling units.
- Shopping center or business establishment employing more than 1,000 people or having more than 500,000 square feet of floor area.
- Commercial office building employing more than 1,000 people or having more than 250,000 square feet of floor space.
- Hotel or motel, or both, having more than 500 rooms.
- Industrial, manufacturing, or processing plant, or industrial park employing more than 1,000 people, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- Mixed-use project that includes one or more of the uses specified above.
- Project that would demand an amount of water equivalent to, or greater than, the amount of water required for 500 dwelling units.

SB 221 requires written verification that there is sufficient water supply available for new residential subdivisions that include over 500 dwelling units. The verification must be provided before commencement of construction for the project.

Water Conservation Act of 2009 (Senate Bill X7-7)

New mandatory requirements for increasing water use efficiency, per State law (SB X7-7), mandate the reduction of per capita water use and agricultural water use throughout the State by 20 percent by 2020. Effective in 2016, urban retail water suppliers who do not meet the water conservation requirements established by this bill are not eligible for State water grants or loans. SB X7-7 requires that urban water retail suppliers determine baseline water use and set reduction targets according to specified standards. Demonstration of compliance with this regulation is a required component of each water provider's 2020 UWMP. The 2025 UWMPs will likely be prepared and approved in 2026.

2018 Water Conservation Legislation

In 2018, the California Legislature enacted two policy bills (SB 606 and Assembly Bill [AB] 1668) to establish long-term improvements in water conservation and drought planning to adapt to climate change and longer and more intense droughts in California (DWR 2025). The framework applies to both urban and agricultural water use. The Department of Water Resources and the SWRCB will develop new standards for:

- Indoor residential water use
- Outdoor residential water use
- Commercial, industrial, and institutional water use for landscape irrigation with dedicated meters
- Water loss

Urban water suppliers are required to stay within annual water budgets based on their standards for their service areas, and to calculate and report their urban water use objectives in an annual water use report. The indoor residential water use standard was established with the passage of SB 1157 in 2022. As a result, the California Water Code defines a 47-gallon-per-person daily standard for indoor residential use beginning in 2025 and further decreases to 42 gallons by 2030.

The outdoor residential and commercial water use standards are established as landscape efficiency factors (LEF) and become progressively more efficient over time, with an LEF for residential and commercial account of 0.80 until 2035, at which time it decreases to 0.63 until 2040, and then establishes a LEF for residential outdoor accounts of 0.55 and a LEF for commercial outdoor accounts of 0.45 after 2040. The water loss standard is the maximum allowable "real" water loss measured in gallons per connection per day for each water

purveyor's service area. Real losses are defined as the volume of annual leakage from the water purveyor's distribution system.

Collectively, the water use efficiency standards and local service area characteristics (such as population and landscape area) establish the Urban Water Use Objectives (UWUO) per urban retail water supplier that cannot be exceeded on an annual basis. Urban retail water suppliers are required to calculate and report their UWUOs alongside their actual usage in an annual report. The first reports were due to the SWRCB on January 1, 2024, and are required to be submitted every January 1 thereafter. The final proposed "Making Conservation a California Way of Life" regulation was adopted by the SWRCB on July 3, 2024, and became effective in January 1, 2025 (SWRCB 2025a).

The legislation also includes changes to UWMP preparation requirements. These changes include additional requirements for Water Shortage Contingency Plans (WSCP), expansion of dry year supply reliability assessments to a 5-year drought period, and establishment of annual drought risk assessment procedures and reporting.

Water Conservation in Landscaping Act of 2006

The Water Conservation in Landscaping Act (AB 1881) requires cities and counties to adopt the State of California's Model Water Efficient Landscape Ordinance (MWELO) or a comparable landscape water conservation ordinance that is at least as effective as the State's MWELO in conserving water.

The MWELO was revised in July 2015 via Executive Order B-29-15 to address the ongoing drought and to build resiliency for future droughts. The 2015 revisions to the MWELO increased water efficiency standards for new and retrofitted landscapes through more efficient irrigation systems, greywater usage, and on-site stormwater capture and by limiting the portion of landscapes that can be covered in turf. Each city and county is required to submit annual reports to DWR that document how the agency is achieving compliance with the State MWELO and how many projects were subject to the ordinance during the annual reporting period. MWELO went through a round of revisions in 2024 to reduce ambiguity and improve clarity of the requirements as well as reorganize the content to better adhere to the landscape design process. The 2024 revisions did not modify or add new requirements to MWELO.

The City of Ontario complies with the State's current MWELO and has implemented landscape development standards. Developers are required to submit landscape plans and complete water efficient landscape worksheets prepared by a certified landscape architect prior to the start of construction.

California Building Code: CALGreen

The California Building Standards Commission adopted the nation's first green building standards in July 2008, the California Green Building Standards Code (California Code of Regulations [CCR], Title 24, Part 11), also known as CALGreen. CALGreen applies to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure in California unless otherwise indicated in the code. CALGreen establishes planning and design standards for sustainable site development, including water conservation measures and requirements that new buildings reduce water consumption by 20 percent below a baseline. CALGreen is updated every three years to allow for consideration and possible incorporation of new efficient technologies and methods.

The mandatory provisions of CALGreen became effective January 1, 2011, and the latest version, the 2022 California Green Building Standards Code, became effective on January 1, 2023 (DGS 2025). The building efficiency standards are enforced through the local building permit process.

California Plumbing Code

The latest version of the California Plumbing Code (24 CCR Part 5) was issued in 2022 and became effective as of January 1, 2023. It specifies technical standards for the design, materials, workmanship, and maintenance of plumbing systems. One of the purposes of the plumbing code is to prevent conflicting plumbing codes within local jurisdictions. Among many topics covered in the code are water fixtures, potable and non-potable water systems, and recycled water systems.

Recycled Water Regulations

Planning and implementing water recycling projects entail numerous interactions with these regulatory agencies prior to project approval. The SWRCB, specifically the Division of Drinking Water, establishes the statewide effluent bacteriological and treatment reliability standards for recycled water uses in CCR, Title 22, Division 4, Environmental Health. Title 22 establishes standards for each general type of use based on the potential for human contact with recycled water. The SWRCB is responsible for establishing and enforcing requirements for the application and use of recycled water. Permits are required from the RWQCB for a water recycling operation. As part of the permit application process, applicants are required to demonstrate that the proposed recycled water operation will not exceed the ground and surface water quality objectives in the basin management plan and that the operation is compliant with Title 22 requirements.

California Health and Safety Code: California Safe Drinking Water Act

The California Health and Safety Code (HSC) addresses water issues primarily through the California Safe Drinking Water Act. The Act establishes a regulatory program enforced by Division of Drinking Water to ensure the safety of public drinking water systems. The SWRCB adopts primary and secondary drinking water standards and the Office of Environmental Health Hazard Assessment (OEHHA) develops public health goals (PHG). Public water systems are required to test their water for contaminants and notify customers if standards are exceeded or certain notification levels are met. The California HSC also establishes accreditation procedures for environmental laboratories, programs to certify operators of water treatment plants and water distribution systems, and the Drinking Water State Revolving Fund to assist small water systems serving disadvantaged communities.

California Water Code

The California Water Code states that the water resources of the State must be put to beneficial use and that waste or unreasonable use of water should be prevented. The code is divided into several sections that include provisions regarding water quality, formation of irrigation districts and water districts, safe drinking water, and water supply and infrastructure improvements. The California Water Code also addresses water shortage emergencies, drought planning, conservation mandates, potable water reuse. appropriation of water, and water rights.

Mandatory Water Conservation

Following the declaration of a state of emergency due to drought conditions on July 15, 2014, the SWRCB adopted Resolution No. 2014-0038 for emergency regulation of statewide water conservation efforts (SWRCB 2014). These regulations went into effect on August 1, 2014, to reduce outdoor urban water use and intended that all California households would voluntarily reduce their water consumption by 20 percent. Water companies with 3,000 or more service connections were required to report monthly water consumption to the SWRCB.

In January of 2022, following the Governor's proclamation of a drought state of emergency for all counties, the SWRCB adopted the prohibited wasteful water uses emergency regulations. These include the prohibition of the following wasteful water use practices: 1) the application of potable water to outdoor landscapes in a manner that causes excess runoff; 2) the washing of vehicles without an automatic shut-off nozzle; 3) the application of potable water to driveways and sidewalks; 4) the use of potable water in nonrecirculating ornamental fountains; and 5) the application of potable water to outdoor landscapes during and within 48 hours after at least 0.25 inch of rainfall. In June of 2022, additional emergency water conservation regulations were enacted prohibiting the irrigation of nonfunctional turf at commercial, industrial, and institutional accounts, and the implementation of conservation actions under Level 2 of urban water suppliers' WSCPs. As of June 5, 2024, the emergency regulations expired.

In October of 2023, AB 1572 was signed into law by the governor, prohibiting the irrigation of nonfunctional turf at commercial, industrial, and institutional sites (with exceptions for areas irrigated with recycled water or harvested rainwater). The irrigation prohibitions become effective in stages between 2027 and 2031, beginning with state and local government facilities. Under the law, urban water suppliers must adopt the same irrigation prohibitions into their local regulations.

SWRCB Division of Drinking Water

Division of Drinking Water regulates public water systems within California; oversees water recycling projects; permits water treatment devices; and supports and promotes water system security. The Division of Financial Assistance provides funding opportunities for drinking water system improvements; provides support for small water systems and for improving technical, managerial, and financial capacity; and certifies drinking water treatment and distribution operators. The Field Operations Branch of the Division of Drinking Water is responsible for the enforcement of the federal and California Safe Drinking Water Acts and the regulatory oversight of approximately 7,500 public water systems to ensure the delivery of safe drinking water to all Californians. In this capacity, Field Operations Branch staff perform field inspections, issue operating permits and amendments, review plans and specifications for new facilities, take enforcement actions for noncompliance with laws and regulations, review water quality monitoring results, and support and promote water system security. All public water systems in San Bernardino County and the City of Ontario County are under the purview of the Division of Drinking Water.

Principles Governing CEQA Analysis of Water Supply

In *Vineyard Area Citizens for Responsible Growth, Inc., v. City of Rancho Cordova* (February 1, 2007), the California Supreme Court articulated the following principles for analysis of future water supplies for projects subject to CEQA:

- To meet CEQA's informational purposes, the EIR must present sufficient facts to decision makers to evaluate the pros and cons of supplying the necessary amount of water to the project.
- CEQA analysis for large, multiphase projects must assume that all phases of the project will eventually be built, and the EIR must analyze, to the extent reasonably possible, the impacts of providing water to the entire project. Tiering cannot be used to defer water supply analysis until future phases of the project are built.
- CEQA analysis cannot rely on "paper water." The EIR must discuss why the identified water should reasonably be expected to be available. Future water supplies must be likely rather than speculative.

- When there is some uncertainty regarding future availability of water, an EIR should acknowledge the degree of uncertainty, include a discussion of possible alternative sources, and identify the environmental impacts of such alternative sources. Where a full discussion still leaves some uncertainty about long-term water supply, mitigation measures for curtailing future development if intended sources become unavailable may become a part of the EIR's approach.

- The EIR does not need to show that water supplies are ensured, because such a degree of certainty would be "unworkable, as it would require water planning to far outpace land use planning." The requisite degree of certainty of a project's water supply varies with the stage of project approval. CEQA does not require large projects, at the early planning phase, to provide a high degree of certainty regarding long-term future water supplies.

- The EIR analysis may rely on existing urban water management plans, if the project's demand was included in the water management plan's demand accounting.

The ultimate question under CEQA is not whether an EIR establishes a likely source of water, but whether it adequately addresses the reasonably foreseeable impacts of supplying water to the project.

Wastewater

State Water Resources Control Board: General Waste Discharge Requirements

On May 2, 2006, the SWRCB adopted Statewide General Waste Discharge Requirements (Order No. 2006-0003) and a monitoring and reporting program (Order No. WQ-2013-0058-EXEC) for all publicly owned sanitary sewer collection systems in California with more than one mile of sewer pipes. The order provides a consistent statewide approach to reducing sanitary sewer overflows (SSO). The Waste Discharge Requirements require public agencies that own or operate sanitary sewer systems to develop and implement a sewer system management plan (SSMP) and report all SSOs to the California Integrated Water Quality System Project (CIWQS).

The SWRCB has delegated authority to 9 RWQCBs to enforce these requirements within their regions. The Santa Ana RWQCB (Region 8) issues and enforces NPDES permits in the portion of San Bernardino County that includes Ontario. NPDES permits allow the RWQCB to regulate where and how waste is disposed, including the discharge volume and effluent limits of waste and the monitoring and reporting responsibilities of the discharge. The RWQCB is also charged with conducting inspections of permitted discharges and monitoring permit compliance.

Storm Drainage System

SWRCB General Construction Permit

Construction activities that disturb one or more acres of land that could impact hydrologic resources must comply with the requirements of the newly reissued SWRCB Construction General Permit (Order WQ 2022-0057-DWQ). Under the terms of the permit, applicants must file Permit Registration Documents (PRD) with the SWRCB prior to the start of construction. The PRDs include a Notice of Intent, risk assessment, site map, Storm Water Pollution Prevention Plan (SWPPP), annual fee, and a signed certification statement. The PRDs are submitted electronically to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS) website.

Applicants must also demonstrate conformance with applicable best management practices (BMP) and prepare a SWPPP containing a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP must list BMPs that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. Additionally, the SWPPP must contain a visual monitoring program, a sampling program to ensure compliance with water quality standards, and on-site collection of samples and inspection of BMPs during a qualifying precipitation event.

SWRCB General Industrial Permit

The Statewide General permit for Storm Water Discharges Associated with Industrial Activities, Order No. 2014-0057-DWQ and amended by 2015-0122-DWQ (2018) implements the federally required stormwater regulations in California for stormwater associated with industrial activities that discharge to Waters of the United States. This regulation covers facilities that are required by federal regulations or by the RWQCBs to obtain an NPDES permit. Dischargers are required to eliminate non-storm water discharges, develop SWPPPs that include BMPs, conduct monitoring of stormwater runoff, and submit all compliance documents via the SWRCB's SMARTS program

SWRCB Trash Amendment

On April 7, 2015, the SWRCB adopted an amendment to "Water Quality Control Plan for Ocean Waters of California" to control trash. In addition, "Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California" added "Part 1, Trash Provisions." Together, they are collectively referred to as the "Trash Amendments." The Trash Amendments provide statewide consistency for the RWQCBs in their regulatory approach to protect aquatic life and public health beneficial uses, reduce environmental issues associated with trash in State waters, and focus limited resources on high-trash-generating areas (SWRCB 2015).

The Trash Amendments apply to all Phase I and II permittees under the NPDES municipal separate storm sewer systems (MS4) permits. Compliance with the Trash Amendment requires municipalities to install certified trash treatment control systems on all catch basins no later than December 2, 2030 (SWRCB 2025b). The Santa Ana RWQCB implements the statewide Trash Amendments through Water Code Section 13383 Orders that contain region-specific requirements.

Solid Waste

California Integrated Waste Management Act

California's Integrated Waste Management Act of 1989 (AB 939) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity. In 2007, SB 1016 amended AB 939 to establish a per-capita disposal measurement system based on two factors: a jurisdiction's reported total disposal of solid waste divided by the jurisdiction's population. CalRecycle sets a per-capita disposal rate target for each jurisdiction. Each jurisdiction must submit an annual report to CalRecycle with an update of its progress in implementing diversion programs and its current per-capita disposal rate.

California Short-Lived Climate Pollutants Act

SB 1383 focuses on the elimination of methane gas created by organic materials in landfills and set targets to achieve a 50 percent reduction in the statewide disposal of organic waste by 2020 and a 75 percent reduction by 2025. Organic waste makes up half of what Californians send to landfills. SB 1383 requires all businesses and residents to divert organic materials (including food waste, yard waste, and soiled paper products) from the landfill. The regulation took effect on January 1, 2022, and requires that organics collection service be provided to all residents and businesses. The collected organic waste must be recycled into new products, such as compost, mulch, biofuel, and electricity. Each city and county have an annual procurement target based on its population. Also, an edible food recovery program must be established by 2025 with the goal of recovering 20 percent of currently disposed edible food that would otherwise be sent to landfills to feed people in need. Mandated food donors and food recovery organizations and services must keep records of the amount and dates of food donations and acceptances.

Mandatory Commercial and Multifamily Residential Recycling Requirements

AB 341 (Chapter 476) set a statewide solid waste diversion goal of 75 percent by 2020. AB 341, which was passed in 2011 and took effect July 1, 2012, mandates recycling for businesses

producing four or more cubic yards of solid waste per week or multifamily residential dwellings of five or more units. Under AB 341, businesses and multifamily dwellings of 5 or more units in the proposed project must separate recyclables from trash and either subscribe to recycling services, self-haul their recyclables, or contract with a permitted private recycler.

Mandatory Organics Recycling Act

AB 1826, which was enacted in 2014, mandates organic waste recycling for all businesses and multifamily dwellings with 5 or more units. Starting January 1, 2020, all generators of 2 cubic yards or more of garbage, recycling, and compost combined per week must recycle organic waste. Organic waste includes food scraps, food-soiled paper waste, yard trimmings, and landscape materials. Organic waste can be recycled through composting, mulching, and anaerobic digestion which produces renewable energy and fuel. In addition to recycling food scraps, donating surplus food to local food banks can be part of the AB 1826 compliance effort.

California Solid Waste Reuse and Recycling Access Act

The California Solid Waste Reuse and Recycling Access Act requires development projects to set aside areas for collecting and loading recyclable materials. This act required CalRecycle to develop a model ordinance for adoption by any local agency to provide adequate areas for the collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt a model or an ordinance of their own that establishes standards, including space allocation, for the collection and loading of recyclable materials.

California Green Building Standards Code

Sections 4.408 and 5.408 of CALGreen pertain to construction waste reduction disposal and recycling. The requirements mandate that, in the absence of a more stringent local ordinance, a minimum of 65 percent of the nonhazardous construction and demolition waste generated during most new construction must be recycled or salvaged. CALGreen requires developers to prepare and submit a waste management plan for on-site sorting of construction debris, which is submitted to the City for approval, or use a waste management company with verifiable documentation. The waste management plan must:

- Identify the materials to be diverted from disposal by recycling, reuse on the project, or salvage for future use or sale.
- Specify if materials will be sorted on-site or mixed for transportation to a diversion facility.
- Identify the diversion facility where the material collected can be taken.
- Identify construction methods employed to reduce the amount of waste generated.

- Specify that the amount of materials diverted shall be calculated by weight or volume, but not by both.

The 2025 CALGreen Code is scheduled for adoption in 2025 and will become effective January 1, 2026, as part of California's triennial building code cycle. The California Building Standards Commission adopts updates to CALGreen as part of Title 24 of the California Code of Regulations.

REGIONAL

Wastewater

Inland Empire Utilities Agency NPDES Permit

The City of Ontario conveys its wastewater via regional trunk sewers to regional wastewater treatment plants (WWTPs) operated by the Inland Empire Utilities Agency (IEUA). The IEUA operates under an NPDES permit issued by the Santa Ana RWQCB (Order No. R8-2022-0041) that covers three of its regional water recycling plants (Nos. 1, 4, and 5) and the Carbon Canyon Water Recycling Facility. The permit sets forth discharge points, effluent limitations, receiving water limitation, and monitoring and reporting requirements (Santa Ana RWQCB 2022).

Inland Empire Utilities Agency Sewer System Management Plan

The IEUA maintains and regularly updates its Sewer System Management Plan to assess infrastructure capacity and plan for necessary capacity increases with future buildout conditions. The Plan was most recently updated in March 2025, and the latest audit report is dated 2024. A key element of the program is the System Evaluation and Capacity Assurance Plan, which establishes the steps necessary to address identified hydraulic deficiencies, including prioritization, alternatives analysis, and schedules (IEUA 2025a; IEUA 2024).

Stormwater

San Bernardino County Regional MS4 Permit

The Santa Ana RWQCB regulates stormwater discharges through separate MS4 (Municipal Separate Storm Sewer System) permits for each of the three counties in the Santa Ana River watershed (Orange, Riverside, San Bernardino) since the 1990s. The City is currently subject to the requirements of the San Bernardino County MS4 Permit (Order No. R8-2010-0036, NPDES Permit No. CAS618036). The RWQCB is in the process of revising the MS4 permit to include Orange County, Riverside County, and San Bernardino County under one regional permit covering all counties and cities in the watershed (Santa Ana RWQCB 2025).

Solid Waste

San Bernardino Countywide Integrated Waste Management Plan

The California Integrated Waste Management Act of 1989 (AB 939) requires each county to prepare and adopt a Countywide Integrated Waste Management Plan (CIWMP). The plan identifies solid waste facilities in San Bernardino County and describes the countywide plan for reaching the State-mandated 50 percent recycling goal. Waste reduction and disposal facilities in the county that require solid waste facility permits must conform to policies and siting criteria in the CIWMP. The CIWMP includes, by reference, source reduction and recycling elements, household hazardous waste elements, and nondisposal facility elements as well as a plan that describes countywide diversion programs and landfill disposal needs. The elements must be reviewed every 5 years and revised if necessary. The latest 5-year review report for the CIWMP was submitted by San Bernardino County Solid Waste Management Division on April 2018. The latest CIWMP states that the County has 5 landfills that have the capacity to accept all solid waste from its customers for a period in excess of 15 years (San Bernardino County 2018).

In addition, each city, county, or regional agency must prepare an annual report for submittal to CalRecycle that summarizes its progress in reducing solid waste, as required by Public Resources Code Section 41821. Once every 2 or 4 years (depending on the compliance schedule), CalRecycle conducts its own jurisdictional review of the annual reports to determine if the jurisdiction has met the Integrated Waste Management Act goals.

San Bernardino Recycling Market Development Zone

The San Bernardino Recycling Market Development Zone (RMDZ) includes the unincorporated areas of San Bernardino County and various cities within the county, including parts of Ontario. The County Economic Development Agency administers the RMDZ in collaboration with participating cities and solid waste providers. Materials targeted in the RMDZ include mixed waste paper, glass, tires and rubber, plastic, yard waste, and inert solids. The goal of the zone is to attract businesses that can process these materials in the RMDZ.

LOCAL

Water

City of Ontario Water Master Plan

The City of Ontario Water Master Plan (WMP) was prepared by AKM Consulting Engineers to document a multi-year capital improvement program to maintain the City's water utility infrastructure in a sound operable condition and to meet the level of service expectations of the

City through 2035. The WMP describes the water distribution system in the City of Ontario, identifies system deficiencies, and recommends improvements (Ontario 2012a).

City of Ontario Water Master Plan Update Draft

The City's latest Water Master Plan was completed in 2012. The 2020 Water Master Plan Update Draft aims to update the City's water model, perform hydraulic analyses, and develop capital improvement project recommendations based on the latest available information. The capacity of the City's potable water system was assessed through an initial survey of the water infrastructure, including water supply pipes, pumps, and storage facilities in March 2019. A computer model (Innovyze Infowater) was subsequently developed to model existing flows and proposed future flows. Proposed flows were based on a combination of land use information, including the existing 2020 General Plan and specific plans; previous water studies and plans; and a City buildout table completed in 2015 (Ontario 2020a).

City of Ontario Recycled Water Master Plan

The City recognizes the need to provide customers with the most economically feasible source of water supply. With the decreasing supply and escalating costs of imported water, Recycled Water provides an alternate and more economical source of water supply for irrigation and some industrial processes. The study area aligns with the City boundary, excluding two regions served by Cucamonga Valley Water District. The City is primarily split into the Old Model Colony (OMC) in the north and Ontario Ranch in the south, with Riverside Avenue as the general divider, although a section of the OMC is located south of Riverside Avenue between Archibald Ave and the Edison Power Lines to Schaffer Avenue. The Recycled Water Master Plan builds on previous Water and Recycled Water Master Plan and aims to catalogue users, identify potential future users, assess the economic feasibility of infrastructure development, size future pipelines, and outline a long-term Capital Improvement Plan. The data model used is based on information from IEUA as of November 2010 (Ontario 2012b).

City of Ontario Recycled Water Master Plan Update Draft

The Recycled Water Master Plan is a planning tool to guide future recycled water use and expansion of the existing system for the City of Ontario. The report assesses the recycled water system for 2 phases: the near term and future buildout. The near-term phase, which would take place over the next 5 years, considered the following (Ontario 2020b):

- Recycled water system in the Ontario Ranch service area
- Recycled water to the Creekside conversion project areas
- Conversion of large irrigation meters/users to recycled water
- Conversion of parks and schools to recycled water
- Conversion of current agricultural land to recycled water

The future phase considered full buildout in Ontario Ranch and all potential conversion areas in the Original Model Colony (OMC). The Euclid Avenue conversion areas are also considered as future phase improvements (Ontario 2020b).

City of Ontario Urban Water Management Plan

The City of Ontario has an approved UWMP updated in 2020. The UWMP provides current water usage by residential and nonresidential customers, and it projects future water use for a normal year, single dry year, and multiple dry years over a 25-year planning period. The UWMP was prepared with information from the City's Water Master Plan and 2018 Hazard Mitigation Plan, the San Bernardino County's 2017 Multi-Jurisdictional Hazard Mitigation Plan, and the UWMPs from the various agencies that supply water to the City, including the IEUA (Ontario 2021).

The City is currently preparing its 2025 UWMP update, which is scheduled for adoption in 2026. As such, the proposed project's water demand analysis is based on the most current planning information and is consistent with the City's ongoing long-range water resource planning efforts.

City of Ontario Water Shortage Contingency Plan

The City's Water Shortage Contingency Plan, which is provided in Chapter 8 of the 2020 UWMP, provides a detailed approach to how the City would respond in the case of a water shortage. The plan also includes an annual water supply and demand assessment, which reviews the water demands for the current years and for a potential upcoming single dry year prior to any response actions taken by the City. The water shortage contingency plan also contains a summary of the Emergency Response Plan, which provides the actions and responses that would be implemented during a catastrophic water shortage resulting from natural disasters, system failure, or other unforeseen circumstances. Per Water Code Section 10632 (a)(3)(A), the City must include the 6 standard water shortage levels from the normal reliability, as determined by an annual assessment of water demand and supply. The 6 standard water shortage levels correspond to progressively increasing estimated shortage conditions and align with the response actions the supplier would implement to meet the severity of the impending shortages. As part of the 2025 UWMP Update, the City's Water Shortage Contingency Plan will be updated and scheduled for adoption in 2026.

City of Ontario Water Connection and Water Usage Fees

The City imposes water connection fees and water usage fees in order to maintain and expand the water supply infrastructure that supplies potable and recycled water to residential and nonresidential customers. The rate structure has 2 components: a Readiness-to-Serve charge,

which is based on the size of the meter, and a monthly usage charge, which is based on the amount of water used. There are separate tier structures for potable water and recycled water. In addition, the City collects water service connection fees for new service connections.

Wastewater

City of Ontario Sewer System Management Plan

Ontario's current Sewer System Management Plan (SSMP) is dated February 2025 and was prepared pursuant to SWRCB's Order No. 2022-0103 DWQ and its amendment. The SSMP provides a plan and schedule to properly manage, operate, and maintain all parts of the sanitary sewer system, to reduce and prevent any SSOs, and to mitigate any SSOs that occur.

The SSMP demonstrates the City's ability to comply with the State requirements through collection system use ordinances, service agreements, or other legally binding procedures. It also outlines the measures taken to prevent illicit discharges into the wastewater collection system and steps taken to minimize infiltration and inflow, stormwater, chemical dumping, and unauthorized debris. The SSMP describes the design criteria for proper construction of sewers and connections; the City's operation and maintenance program; description of cleaning methods; sewer rehabilitation and replacement program; training; and an overflow emergency response plan (OMUC 2025a).

City of Ontario Sewer Master Plan Update

The City's Sewer Master Plan analyzes the age and status of the sewer infrastructure and the capacity of the sewer collection system for existing and future peak flows under both dry- and wet-weather conditions. The Ontario Ranch area was reassessed in this document for consistency with planning documents (Ontario 2012c).

Stormwater

City of Ontario Master Plan of Drainage

The City of Ontario's Master Plan of Drainage (MPD) was updated in 2012 to analyze existing storm drain infrastructure capacity and to determine future storm drain facility needs for buildout conditions (Ontario 2012d).

City of Ontario Capital Improvements Program

The Ontario Municipal Utilities Company (OMUC) regularly updates its CIP to prepare and budget for upcoming infrastructure improvements across a five-year planning horizon. The Engineering Department also prepares a budget for upcoming infrastructure improvements over a 5-year planning period.

All Utilities and Service Systems

City of Ontario Standard Conditions of Approval for New Development

The City's standard conditions of approval for new development include the following regulations that pertain to utilities and service systems (Ontario 2017).

- **SC 3.33 (OMC), 3.34.** All refusers must be kept in proper containers within a City-approved trash enclosure that includes a solid roof to prevent rainwater contact, consistent with the City's Refuse and Recycling Planning Manual. The enclosure and roof must match the building's architectural design, and architectural details of the roofed enclosure must be included in both the Development Plan submittal and the Water Quality Management Plan.
- **SC 3.42 (OMC), 3.43** Private sewer, domestic water, and storm drainage systems, shall be designed in accordance with CPC/UPC requirements, including but not limited to, the sizing of pipes. These systems must be reviewed, approved, and inspected by the Building Department. Design standards used by other departments for public sewer, water, and storm drainage systems shall not be used for such private systems.
- **SC 3.48 (OMC), 3.49.** For non-residential projects, the applicant must complete an Industrial Wastewater Discharge Permit and comply with all relevant local, state, and federal wastewater regulations. The permit application is available online.
- **SC 3.65 (OMC), 3.66.** A hydrology study and drainage analysis, prepared in accordance with the San Bernardino County Hydrology Manual and the City of Ontario's Standards and Guidelines, and signed by a Civil Engineer registered in the State of California, shall be submitted to the Engineering Department prior to Grading Plan approval. Additional drainage facilities may be required as a result of the findings of the study.
- **SC 3.67 (OMC), 3.68.** Prior to Grading Plan approval and the issuance of a grading permit, an Erosion and Sediment Control Plan shall be submitted to, and approved by, the Engineering Department. The Erosion and Sediment Control Plan shall identify the BMPs that would be implemented by development projects during construction in order to reduce the discharge of sediment and other pollutants into the City's storm drain system.
- **SC 3.9 (OMC), 3.10.** The project shall comply with the adopted California Energy Code (California Code of Regulations, Title 24, Part 6).

City of Ontario Municipal Code

The City of Ontario Municipal Code includes various directives that pertain to utilities as codified in Title 6, Sanitation and Health:

- **Chapter 3, Integrated Solid Waste Management.** This chapter describes the requirements and regulations for the users of the City's solid waste collection services, including nonorganic waste, recycling, green waste, and other organic waste. It also requires owners and occupants of residential and commercial buildings to pay monthly integrated waste service charges. The code describes the business recycling requirements and construction and demolition diversion requirements that must be implemented for compliance with State recycling and diversion laws. Business recycling plans must be submitted for new development and certain redevelopment projects that plan to use commercial collection services. Construction and demolition recycling plans must be submitted for the construction, addition, or alteration of residential and nonresidential structures. The code also specifies mandatory business recycling and mandatory commercial business organics recycling services.

- **Chapter 6, Stormwater Drainage System**. This chapter specifies prohibited discharges to the storm drain system, required compliance with Best Management Practices (BMPs), and residential, commercial and industrial requirements. Other sections of the chapter govern discharges into stormwater from construction activities and the requirements for preparation of a stormwater quality management plan for qualifying new development and redevelopment projects. Article 8 provides the basis for establishing the stormwater pollution abatement charges that are collected for developed parcels within the City to fund future storm drain improvements and the fees imposed for business inspections to ensure compliance with the MS4 permit requirements.

- **Chapter 7, Public Sewer System**. Article 2 contains prohibited discharges and limitations on industrial waste discharges, and Article 3 provides the requirements for industrial wastewater permits. Article 4 has specifications for pretreatment and monitoring facilities, and Article 5 provides monitoring, reporting, and inspection requirements. Article 6 covers enforcement, and Article 7 provides a schedule of fees and charges for sewer connections and for maintaining service with the City's sewer system.

- **Chapter 8A, Water Conservation Plan.** This section of the code provides the steps to be taken to minimize the potential for a water shortage through water conservation and the enactment of policies to be implemented during various stages of water shortages.

Chapter 8B, Water Services. This section of the code provides the rules for the collection and payment of water, refuse, storm water abatement, and wastewater services; service disconnection; service fees and charges; water service; water meters; and the use of fire hydrants.

Chapter 8C, Recycled Water Use. The purpose of this chapter is to establish procedures, specifications, and limitations on the development and operation of recycled water facilities and

systems within the City's service area and adopt rules and regulations controlling such use. The section includes rates, fees, charges, and deposits for obtaining recycled water service.

Chapter 8D, Potable Water Facilities. This section defines the roles and responsibilities of applicants, developers, contractors, the City, and customers and provides standards and procedures for the design, construction, monitoring, inspection, and management of potable water facilities.

Chapter 8E, Cross-Connection Control. This chapter establishes the City's authority to protect the public drinking water system from contamination caused by cross-connections and backflow. It provides control mechanisms to water users through inspection, testing, notification, reporting, and enforcement. The City of Ontario Municipal Code includes the following regulation that pertain to utilities, as codified in Title 7, Public Works:

- **Chapter 6, Underground Utility Service Connections.** This section of the code requires that all utility lines and related facilities, including, but not limited to, wires for supplying and distributing electrical energy and services, including street lighting, telephone, telegraph, and cable television service, to be constructed within the City upon property which is yet undeveloped shall be placed underground.

3.19.2 Existing Conditions

WATER

Policy Plan Amendment

The City of Ontario and its associated Water Utility (OMUC) provides water service within a 49-square mile service area. The service area includes most of the City of Ontario; however, the Cucamonga Valley Water District (CVWD) operates water lines that serve 2 areas in the northeastern portion of the City, including 1) North of 4th Street and East of Vineyard Avenue, and 2) North of I-10 and East of I-15. In addition, Inland Empire Utility Agency (IEUA) maintains water lines that carry the wholesale recycled water from RP-1 that is sold to the City for distribution to customers. Finally, the Metropolitan Water District of Southern California (MWD) also has delivery/conveyance lines that run through the City (Fuscoe and PlaceWorks 2021a).

The City's distribution system consists of approximately 584 miles of water mains, between 2 and 42 inches in diameter. There are 12 active reservoirs with a total capacity of 75 million gallons (MG). Additionally, the City has 6 pumping stations and 18 groundwater wells, with a total production capacity of approximately 56 million gallons per day (MGD). The City provides an average supply of 33.14 MGD of water to its service area.

The City receives its water supply from:

- Groundwater pumped from the Chino Basin.
- Treated groundwater from the Chino Basin produced by the Chino Basin Desalter Authority.
- Purchased surface water from the State Water Project from IEUA and supplied by the Metropolitan Water District of Southern California. This water is treated locally by the Water Facilities Authority.
- Groundwater purchased from San Antonio Water Company.
- Recycled water purchased from IEUA. (Ontario 2021)

Chino Basin Groundwater

Approximately 38 percent of Ontario's water supply is groundwater pumped by the City from the Chino Groundwater Basin, which is adjudicated and managed by the Chino Basin Watermaster. The 1978 Chino Basin Judgment initially estimated the "safe yield" of the basin at approximately 140,000 AFY. The safe yield is the amount of water that can be pumped from the aquifer annually and for a number of years without depleting the source beyond its ability to be replenished naturally through recharge. The safe yield is recalculated every 10 years, and the safe yield was reset to 131,000 AFY for the next 10 years (2020 to 2030). There are 3 stakeholder groups, designated as Pools, that are governed by the Chino Basin Judgment:

- Appropriative Pool, consisting of local cities, public water districts, and private water companies
- Overlying Agricultural Pool, representing dairymen, farmers, and the State of California.
- Overlying Non-agricultural Pool, representing area industries.

Pursuant to the judgment, the City of Ontario is in the Appropriative Pool and has a "base water right," which is a percentage of the safe yield. The City has appropriative rights of approximately 21 percent of the safe operating yield from the Appropriative Pool. This amounted to 8,470 AFY in 2020 (Ontario 2021) and varies from year to year based on the safe yield; however, the judgment stipulates that water producers can pump more than their appropriative right if they either pay for replenishment water that is recharged back into the groundwater basin or purchase water rights from other users. Stakeholders in the different Pools can also transfer or lease groundwater rights. By 2020, the City had purchased rights to 3,921 AFY of "overlying non-agricultural" pool water.

In addition, the judgment provides that as agricultural uses convert to urban uses, water rights in the Overlying Agricultural Pool can be converted at 2 acre-feet per acre to the water agency that serves the urban area. As of 2025, the City had obtained an additional 7,488 AFY from land use conversions (Chino Basin Watermaster 2025).

The City is also entitled to water rights due to groundwater recharge with stormwater and recycled water in the Chino Basin, and the City has rights to store water in the Chino Basin. As of

June 30, 2025, the City has 148,935 AF in storage pursuant to appropriative rights and zero AF in storage pursuant to overlying non-agricultural rights (Ontario 2021; Chino Basin Watermaster 2025). 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.

Chino Desalter Authority

The City of Ontario also receives treated groundwater for potable uses from the Chino Desalter Authority (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 remove salts from brackish groundwater extracted from the lower Chino Basin. The City has an agreement to receive 8,533 AFY of treated water from the CDA (Ontario 2021). In 2024, the City received 8,064 AF from CDA, which is approximately 20 percent of its water supply (OMUC 2025b).

MWD Imported Water

In addition, the City purchases treated, imported surface water from the Water Facilities Authority (WFA). The WFA is a joint powers authority consisting of the cities of Chino, Chino Hills, Ontario, and Upland and the Monte Vista Water District. The WFA purchases untreated imported water from MWD through IEUA. The surface water is treated at the WFA-operated Agua de Lejos Treatment Plant in Upland.

In 2024, the City purchased 6,517 AF of treated water from the WFA, which is approximately 16 percent of its total water supply (OMUC 2025). The imported water supplies from the WFA may be impacted during multi-year drought conditions, which limits MWD from delivering sufficient water supplies to all its member agencies. In anticipation of a reduction in supplies, MWD developed a Water Supply Allocation Plan, which provides a means of equitably providing reduced water supplies during drought conditions.

Other Purchased Water

The City also purchases water from the San Antonio Water Company (SAWCo), which delivers domestic and irrigation water to a variety of shareholders. The City has an entitlement of 600 AF based on the active share entitlements. SAWCo's water supply sources include surface water from San Antonio Canyon, water from the San Antonio tunnel, and groundwater sources from the Chino Basin, Six Basins, and Cucamonga Basin. Most of SAWCo's water supplies are obtained from groundwater produced in the Cucamonga Basin. In 2024, the City purchased 496 AF of water from SAWCo, which is approximately 1.2 percent of its total water supply (OMUC 2025).

2020 Urban Water Management Plan

Table 3.19-2, *UWMP Existing and Projected Supply and Demand: Normal Year*, provides the annual average water supply and demand projections from the City's UWMP under normal conditions through year 2045.

Table 3.19-2 UWMP Existing and Projected Supply and Demand: Normal Year

Supply/Demand	(Acre-Feet/Year)					
	2020	2025	2030	2035	2040	2045
Groundwater Pumped from Chino Basin	18,395	20,249	22,915	24,943	31,476	31,476
Chino Desalter Authority	6,626	11,000	13,000	15,000	17,000	17,000
Water Facilities Authority	6,513	8,533	8,533	8,533	8,533	8,533
San Antonio Water Company	565	600	600	600	600	600
Recycled Water – IEUA	7,812	12,168	13,465	14,762	16,059	16,059
Total Supplies	39,921	52,550	58,513	63,838	73,668	73,668
Average Annual Demand	39,921	52,550	58,513	63,838	73,668	73,668

Source: Ontario 2021.

The 2020 UWMP also reports the City's daily per capita water demand of 161 gallons per capita per day in 2020. This demand is well below the minimum water use reduction target of 196 gallons per capita per day required by the Water Conservation Bill of 2009 (SB X7-7). Therefore, the City is in compliance with SB X7-7 (Ontario 2021).

According to the 2020 UWMP, the City would increase local groundwater production, surface water purchases from Chino Basin Desalter and imported surface water providers, and the use of recycled water from IEUA to meet its future water supply needs. The supply capacity from additional storage upgrades would add between 2,000 and 5,000 AFY for groundwater sources. Overall, the City plans on increasing its total water supply from 39,921 AFY in 2020 to 73,668 AFY in 2045 (Ontario 2021).

Recycled Water

The City's recycled water system is an important component of its total water supplies. In 2024, the City obtained 9,994 AF from IEUA, which is approximately 25 percent of the total water supply (OMUC 2025). Recycled water is received from IEUA's water recycling plants RP-1 and RP--5, and then distributed through the City's purple pipe system. The recycled water received from IEUA is used for industrial uses, landscape irrigation, agricultural irrigation, and golf course

irrigation. The recycled pipelines operated and maintained by the City currently totals approximately 65.2 miles.

The City's Recycled Water Master Plan identifies potential future recycled water customers in the City as well as plans to expand the recycled water system to additional parks, schools, nurseries, and commercial landscaping areas. The City also plans to continue retrofitting landscape irrigation systems to use recycled water where available. Economic incentives for customers to convert to recycled water are being explored, since the monthly charge for recycled water is approximately 60 percent of the charge for potable water. The City is also investigating the viability of making conversion to recycled water mandatory for customers with non-potable uses that are in proximity to an existing or planned recycled water pipeline. In 2020, recycled water demands and projected near-term and future recycled water demands were reanalyzed and are summarized in Table 3.19-3, *Recycled Water Demands*.

Table 3.19-3 Recycled Water Demands

Service Area	2020 Recycled Water Demands (AFY)	Near Term Recycled Water Demands (AFY)	Future Recycled Water Demands (AFY)
Ontario Ranch	4,465	6,740	8,158
Original Model Colony (OMC)	5,190	5,428	7,901
Total	**9,655**	**12,168**	**16,059**

Source: Ontario 2020.

Specific Plan

The 2022 Certified EIR evaluated the projected water demand and the needed infrastructure expansion for the Specific Plan area. The proposed EBPSP includes several land use changes compared to what was previously evaluated in the 2022 Certified EIR. The EBPSP establishes nine planning areas that would provide for development of the site with approximately 2,939,000 square feet of Business Park uses on 138.01 acres and 36.15 acres of Open Space. A publicly operated animal shelter that would not exceed 35,000 square feet may also be included in any of the Business Park planning areas. The remaining 14.50 acres would be utilized for roadway improvements. A Water Supply Assessment (WSA) was prepared for the EBPSP and is included in Appendix L2.

Potable Water Facilities

The OMUC provides water service to residents, businesses, and other users in the City, including the Specific Plan area. As previously stated above the City's water supply sources include: groundwater pumped from the Chino Basin; treated groundwater from the Chino Basin produced by the Chino Basin Desalter Authority; treated, imported water purchased from MWD

through IEUA and treated by WFA; groundwater purchased from San Antonio Water Company; and recycled water purchased from IEUA (OMUC 2021)

The Specific Plan area lies within the 925 Pressure Zone (PZ). Existing potable water lines are located within Eucalyptus Avenue (16-inch and 24-inch) and Grove Avenue (30-inch). Additional lines are located south of the Specific Plan area within Walker Avenue (16-inch).

Recycled Water Facilities

Recycled water lines are currently located within Eucalyptus Avenue (30-inch and 12-inch) and Bon View Avenue (30-inch). Additionally, 8-inch lines are located south of the Specific Plan area within Campus Avenue, Grove Avenue, and Walker Avenue.

WASTEWATER

Policy Plan Amendment

The City operates and maintains the sewer collection system, which currently serves the Original Model Colony area and portions of the Ontario Ranch area. The sewer collection system consists of approximately 425 miles of sewer mains. The system operates largely by gravity but also includes 4 primary pump stations and approximately 11,000 feet of associated force mains. The existing wastewater flow is approximately 10.4 MGD. The sewer lines range in size from 4 inches up to 48 inches in diameter (Fuscoe and PlaceWorks 2021b).

Inland Empire Utilities Agency Sewer Collection System and Treatment Plants

IEUA operates four WWTPs that provide recycled water to the western part of San Bernardino County. IEUA also maintains a series of regional trunk lines that transport wastewater flows from Ontario to one of IEUA's regional treatment plants, described below (Fuscoe and PlaceWorks 2021).

- **Regional Water Recycling Plant #1 (RP-1).** This WWTP serves the cities of Ontario, Chino, Fontana, Montclair, Rancho Cucamonga, and Upland. It features two separate treatment sections, one for liquids and one for solids, and has a treatment capacity of 44 MGD. The wastewater flows are treated to Drinking Water Title 22 standards; therefore, the recycled water from the plant is suitable for distribution and use for landscape irrigation and industrial processes. The plant is in the City of Ontario at 2662 East Walnut Street.
- **Regional Water Recycling Plant #5 (RP-5).** This WWTP is in Chino and serves Chino, Chino Hills, and Ontario. The plant has a current capacity of 16.3 MGD, which will increase to 22.5 MGD with its planned expansion project that is currently under construction. Wastewater treated by this facility is either discharged to Chino Creek, delivered to industrial users, or pumped to basins for groundwater recharge.

IEUA also operates a system for non-reclaimable wastewater (NRW) that consists of industrial waste, groundwater treatment, and other high-strength wastewaters and brines. This system enables IEUA to prevent high-strength wastewater from entering the water-recycling facilities so that they can meet their NPDES permit limits and wastewater quality goals. IEUA operates 3 trunk lines that are part of the NRW system, one of which passes through Ontario. The NRW system conveys wastewater to large-scale treatment facilities in Los Angeles under the jurisdiction of the Sanitation Districts of Los Angeles County, where it is treated and ultimately discharged into the Pacific Ocean.

Specific Plan

Sanitary sewer and wastewater collection for the Specific Plan area are provided by the OMUC, which conveys wastewater to the IEUA for transmission and treatment. Under existing conditions, sanitary sewer lines are located south of the Specific Plan area within Campus Avenue (15-inch), Bon View Avenue (18-inch), Grove Avenue (21-inch), and Walker Avenue (21-inch). No sanitary sewer infrastructure is currently provided within the Specific Plan area.

Wastewater generated from the Ontario Ranch area is conveyed to the IEUA Regional Water Recycling Plant No. 5. RP-5 currently treats about 9 MGD, with a total treatment capacity of 16.3 MGD. RP-5 is currently undergoing an expansion to include solids handling infrastructure, which will increase capacity to 22.5 MGD. Ultimately, RP-5 will treat 30 MGD with a peak flow of 60 MGD (IEUA 2025a).

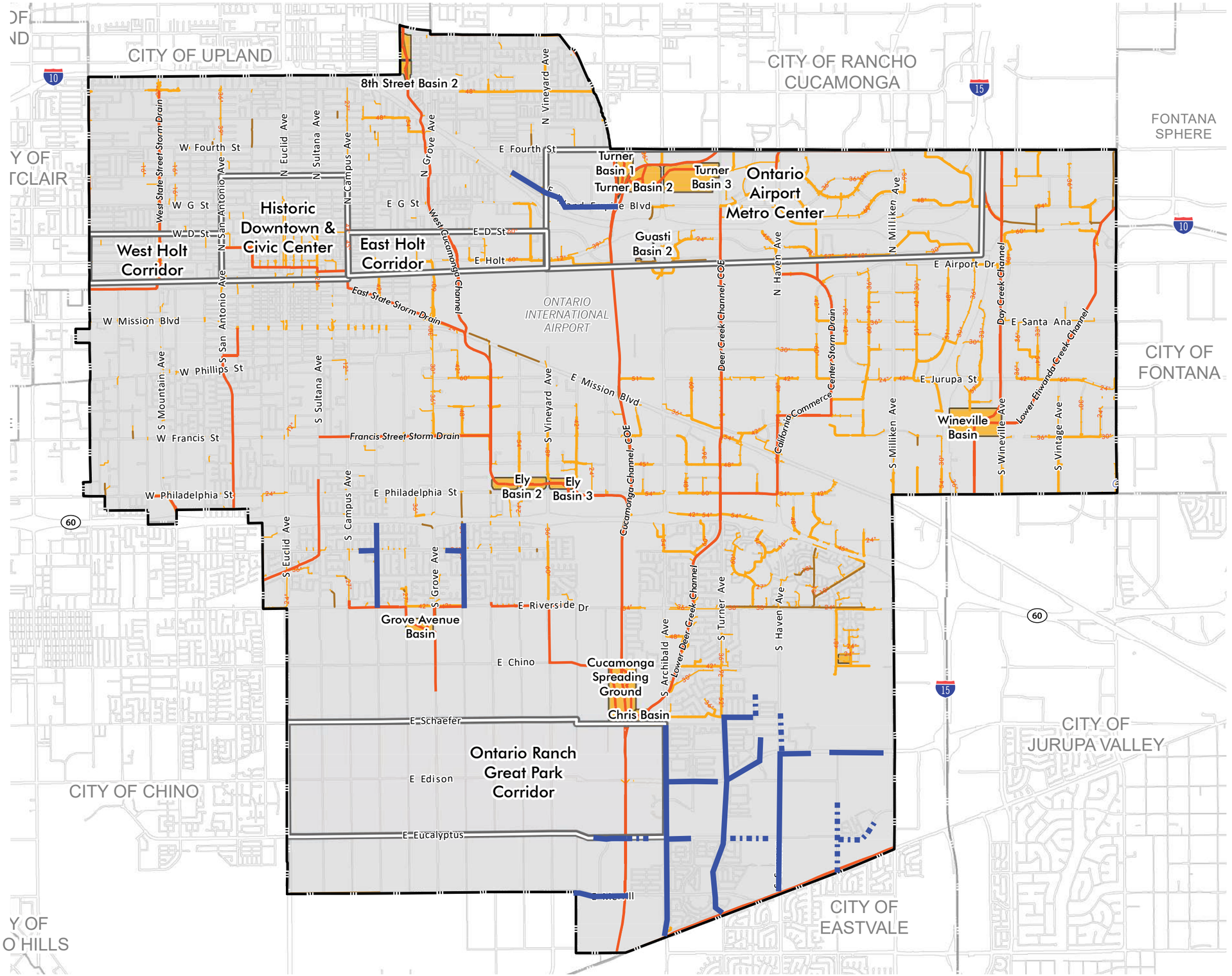
STORMWATER INFRASTRUCTURE

Policy Plan Amendment

The City owns and maintains over 136 miles of storm drains. The existing storm drain system is shown on Figure 3.19-1, *Existing Storm Drain System*. In addition, Caltrans has storm drains along Interstate 10 and State Route 60 corridors. All of the storm drains convey runoff to several regional backbone facilities owned and operated by the San Bernardino County Flood Control District (SBCFCD). The City is in Zone 1 of the SBCFCD. The following list shows the 3 major regional channels that convey stormwater from the City (Ontario 2012c).

- **San Antonio Channel.** The northwest portion of the City drains to San Antonio Channel via the city of Montclair's San Bernardino Avenue Storm Drain, SBCFCD's West State Street Storm Drain, and SBCFCD's Chino Storm Drain. San Antonio Channel runs along the western boundary of San Bernardino County through the cities of Montclair, Chino, and Chino Hills.
- **Cucamonga Channel.** This channel and a number of its tributary systems convey runoff from the central portion of the City. The regional SBCFCD storm drain systems that are tributary to Cucamonga Channel are:

Figure 3.19-1
Existing Storm Drain System



EBPSP Boundary
County Flood Control Channel
City Storm Drain - Open Channel

City Storm Drain - Underground
12” - 42”
42” - 120”

Detention Basins
Proposed Growth Areas
Ontario City Boundary
Newly Constructed City Storm Drain (accepted by City)
Newly Constructed City Storm Drain (not yet accepted by City)

Note: Does not show the SBCFCD Grove Basin Outlet Storm Drain Improvement Project along Grove Avenue, between the Grove Basin and Edison Avenue.

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: Fuscoe 2021 Date: 3/3/2022

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  - West Cucamonga Channel System, including the 8th Street Basins, Princeton Basin, East State Street Storm Drain, Francis Street Storm Drain, and Ely Basin
  - Riverside Drive Storm Drain #2 and Lower Cucamonga Spreading Grounds
  - Deer Creek Channel and Turner Basins
  - Lower Deer Creek Channel, Commerce Center Storm Drain, and Chris Basin
  - County Line Channel
- **Day Creek Channel.** The eastern portion of the City drains to this channel system and includes the following tributaries: Lower Etiwanda Creek Channel, Wineville Basin, and Riverside Basin.

Areas in the southwest portion of the City that do not drain to the three areas listed above instead drain to the Prado Flood Control Basin via other regional and backbone facilities in Chino, including the three listed here (Chino 2022).

- **Cypress Channel.** The channel system, which is owned and operated by the SBCFCD, includes Magnolia Storm Drain and Sultana-Cypress Storm Drain, which drain south through Chino to the Prado Flood Control Basin.

- **City of Chino, Line I.** As per Chino's Master Drainage Plan, Line I is a proposed double 10-foot by 8-foot reinforced concrete culvert (RCB) that will convey offsite runoff from the City of Ontario through a future storm drain system located at the intersection of Euclid Avenue and Merrill Avenue and eventually discharge into Prado Lakes.

- **City of Chino, Line J.** Line J currently receives runoff from the City of Ontario at the intersection of Grove Avenue and Merrill Avenue with flows routed to Kimball Basins and eventually into Prado Lakes.

SBCFCD is planning improvements to the Grove Basin outlet to address flooding issues along Grove Avenue, between Chino Avenue and Edison Avenue (SBCFCD 2025). The project includes a new 84-inch reinforced concrete pipe (RCP) and 96-inch RCP from Edison Avenue to Chino Avenue. From the Grove Basin outlet to Chino Avenue, the existing 66-inch RCP will be replaced with a 72-inch RCP. This storm drain system ultimately discharges into the Prado Basin.

Specific Plan

The existing topography within the Specific Plan area is relatively flat with a north-to-south sheet flow drainage pattern. The Specific Plan area is located within three City of Ontario Master Drainage Plan areas, including Area XII-1, Area XIII-1, Area XIV-1 and Area XIV-2. Existing storm drain infrastructure within the Specific Plan area includes portions of Eucalyptus Avenue (24-inch and 36-inch). Additional lines are located south of the Specific Plan area within Campus Avenue (60-inch), Bon View Avenue (102-inch), and Grove Avenue (120-inch).

SOLID WASTE

Policy Plan Amendment

Solid Waste Collection

The City of Ontario provides its own solid waste collection service. The Integrated Waste Department, which is part of the OMUC, provides its customers with blue containers for recyclables, green containers for grass clippings, leaves, and brush; and black containers for all nonrecyclable materials. The department has also developed a Refuse and Recycling Planning Manual to assist developers with meeting the City's requirements for refuse and recycling storage and access for service and addressing the City's recycling goals. The manual provides standards for residential, commercial, and industrial container storage and vehicle access, minimum weekly service requirements, and Ontario and San Bernardino County code requirements. The City also provides a household hazardous waste facility for residents at 1430 S. Cucamonga Avenue. Residents can recycle used computers, televisions, and other electronic waste free of charge.

Landfills

Household and business refuse, green waste, and recycling collected in Ontario are sent to the West Valley Materials Recovery Facility in Fontana for processing, recycling, or landfilling; the facility is operated by Burrtec. According to the most recent CalRecycle data, over 92 percent of the solid waste collected from the City was taken to either Badlands Sanitary Landfill or El Sobrante Landfill (CalRecycle 2025a). El Sobrante Landfill in Corona is owned and operated by USA Waste of California, a subsidiary of Waste Management, Inc. The Badlands Sanitary Landfill in Moreno Valley is owned and operated by the Riverside County Department of Waste Resources. The local enforcement agency for both landfills is the County of Riverside Department of Environmental Health. Information regarding these landfills is provided in Table 3.19-4, *Landfills Serving the City of Ontario*.

Table 3.19-4 Landfills Serving the City of Ontario

	Badlands Sanitary Landfill	El Sobrante Landfill
Total waste received in 2019 (tons)	886,389	3,419,460
Total waste received from Ontario in 2019 (tons)	47,574	218,454
Percentage of total waste from Ontario	5.4%	6.4%
Maximum permitted throughput (TPD)	5,000	16,054
Average daily disposal rate in 2024 (TPD)	2,964	10,441
Excess daily capacity (TPD)	2,036	5,613
Remaining capacity (cubic yards)	4,900,00	121,083,583
Estimate closing date	2059	2051

Sources: CalRecycle 2025a, 2025b, 2025c, 2025d.
Note: TPD = tons per day

Solid Waste Diversion and Recycling

Compliance with AB 939 is measured by comparing the CalRecycle target disposal rates for residents and employees to actual disposal rates. The latest target disposal rates for Ontario are 9.9 pounds per day (PPD) for residents and 16.4 PPD for employees. Actual disposal rates in 2024 were 10 PPD for residents and 14 PPD for employees (CalRecycle 2025e). Therefore, solid waste diversion goals for Ontario for employment are in compliance with AB 939. However, the diversion rate for residents is slightly over the target goal of 9.9 PPD.

Specific Plan

The City collects solid waste from residential, commercial, and industrial facilities, including the Specific Plan area. Based on data reported to CalRecycle, a large majority (approximately 76 percent in 2019) of the City's solid waste disposed of at landfills is transported to the El Sobrante Sanitary Landfill in the City of Corona at 10919 Dawson Canyon Road (CalRecycle 2025a)

Solid waste generated during the operation of the Specific Plan is anticipated to be collected by the City of Ontario and is anticipated to be hauled to either Badlands Sanitary Landfill or El Sobrante Landfill. As shown in Table 3.19-4, the Badlands Sanitary Landfill has a permitted disposal capacity of 5,000 tons per day with a remaining capacity of 4,900,000 cubic yards and the El Sobrante Landfill is permitted to receive 16,054 tons of solid waste per day with a remaining capacity of 121,083,583.

OTHER UTILITIES

Policy Plan Amendment

Telecommunications services include wireless internet, cell phone and land line telephone, cable television, and satellite television. There are numerous telecommunication and internet providers that serve the City, including the City's own OntarioNet. Additional telecommunication providers include AT&T, T-Mobile, Verizon, and others. Internet providers include Spectrum, Xfinity, AT&T, Frontier, T-Mobile, and others. Multiple choices give city residents and businesses a variety of options when choosing telecommunication providers. The current infrastructure is in place and sufficient to serve existing and future customers in Ontario and the surrounding area.

Specific Plan

OntarioNet and Frontier Communications provide telecommunication services to the Specific Plan area. Existing fiber optic lines exist south of Specific Plan area in Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue.

3.19.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that the proposed project would result in a significant impact related to public services if it would:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

c) 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.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

METHODOLOGY

Specific Plan

EBPSP-specific information regarding water supply and demand was obtained from the Water Supply Assessment (WSA). Water demand and wastewater generation were calculated using demand factors provided in the City's 2024 Water Demand and Sewer Flow Factors Technical Memorandum. The Specific Plan's solid waste generation was calculated using the California's Department of Resources Recycling and Recovery (CalRecycle) estimated solid waste generation rates.

3.19.4 Relevant New and Modified General Plan Policies

There are no applicable policy changes.

3.19.5 Environmental Impacts

2022 CERTIFIED EIR

Water

Water Infrastructure

The Certified EIR determined that the approved project would increase residential and nonresidential development, leading to a higher demand for both potable and recycled water. Most of this increased demand would come from designated growth areas, with the largest share in the OMC. The Certified EIR determined that the Water Master Plan and Capital Improvement Plan developed by the City would address the growth and guide infrastructure upgrades and expansions. In addition, the City would manage growth through the requirement of development impact fees, water connection fees, and site-specific capacity studies to ensure new projects contribute fairly to the cost of expanding the water system. With these measures in place, and coordinated planning with the regional water agency, the expected impact of the proposed growth under the approved project on water infrastructure would not be significant. Impacts were determined to be less than significant.

Water Demand

The Certified EIR found that the approved project would increase water demand beyond projections in the City of Ontario's 2020 Urban Water Management Plan (UWMP) for 2040–

2045; however, this estimate was conservative and did not account for future water-saving measures, such as updated plumbing codes, greater use of recycled water, and state-mandated efficiency standards (e.g., SB 606 and AB 1668). With these measures in place—including reduced per capita water use and improved building standards—actual demand would likely remain below UWMP projections. City policies also promote water efficiency and require that infrastructure be in place before or during development. The 2020 UWMP confirms that water supplies are sufficient through 2045, even in dry years. As a result, the Certified EIR concluded that the City would meet the approved project's water needs with a less than significant impact on water supply.

Wastewater

Sewer Infrastructure

The Certified EIR concluded that the approved project would increase residential and nonresidential development, resulting in higher wastewater generation throughout the City of Ontario and its surrounding growth areas. While some locations are expected to see greater increases in sewer flow, the City has already planned and sized its sewer infrastructure to accommodate this growth. Existing policies require that necessary sewer improvements be implemented alongside new development, and the City routinely updates its Sewer Master Plan and Capital Improvement Program to maintain system capacity. In addition, site-specific studies and developer-funded fees help support ongoing upgrades. As a result, the Certified EIR found that the project would not cause a new or substantial impact on sewer infrastructure and determined the impact to be less than significant.

Wastewater Treatment Capacity

The City is served by 2 wastewater treatment facilities operated by the Inland Empire Utilities Agency. The Certified EIR concluded that these facilities have adequate capacity to accommodate both existing and future wastewater flows associated with the approved project. Planned facility expansions and ongoing infrastructure investments are in place to support anticipated regional growth, with funding provided through usage and connection fees. Additionally, water conservation efforts and compliance with modern building codes have led to a reduction in per-household wastewater generation. Regulatory agencies continue to ensure that treated water meets all applicable state and regional quality standards. Based on these factors, the Certified EIR determined that the approved project would not result in any significant impacts on wastewater collection or treatment systems. Impacts were determined to be less than significant.

Stormwater

The Certified EIR determined that potential future development under the approved project would increase impervious surfaces and stormwater runoff, potentially causing higher peak

flows and localized flooding. However, since much of the new development would occur on already paved infill sites, large increases in impervious surfaces are not expected. The City has planned storm drain improvements, especially in areas like Ontario Ranch where current drainage is limited, through its Master Plan Document (MPD) and Capital Improvement Plan (CIP). In addition, future projects under the approved project would still need to comply with stormwater regulations requiring treatment measures to control runoff and prevent increases in peak flows. City policies also require hydrological studies and adequate infrastructure to be in place before or during development. Developers must prepare drainage and water quality management plans to minimize runoff impacts. Development fees fund necessary storm drain upgrades, and ongoing maintenance and improvements will continue. Overall, compliance with these policies and plans means stormwater impacts from the approved project would be less than significant.

Solid Waste

The Certified EIR determined that the approved project would increase population and reduce employment, resulting in a net increase in solid waste generation. However, this additional waste would represent only a small fraction of the available landfill capacity, which is expected to remain sufficient well beyond 2050. The analysis assumes conservative waste generation rates and does not account for likely increases in recycling. State laws and City policies require recycling and waste diversion for construction, commercial, and organic waste, further reducing impacts. Therefore, the project would not cause significant impacts to solid waste facilities or services. Impacts were determined to be less than significant.

Other Utilities

The Certified EIR determined that the approved project would expand electric power, natural gas, and telecommunications infrastructure. Overall compliance with State laws, the City's municipal code, and the approved project policies would reduce impacts due to the expansion of energy and telecommunications infrastructure. Impacts were determined to be less than significant.

PROPOSED PROJECT

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

WATER

Policy Plan Amendment

The proposed project would result in an overall increase in the number of residential dwelling units and nonresidential square footage compared to the approved project. The breakdown for the increase in water demand is provided in Table 3.19-5, *Projected Water Demand Rates*. Full implementation of the proposed project has the potential to increase water demand by. 1,317 AFY of potable water and 68 AFY of recycled water.

Table 3.19-5 Projected Water Demand Rates

Land Use	Potable (AFY)		Recycled (AFY)	
	Approved Project	Proposed	Approved	Proposed
Residential	27,761	29,076	9,075	9,047
Mixed Use	7,477	7,109	2,104	2,036
Retail/Service	2,555	2,366	1,568	1,476
Employment	6,166	6,737	7,539	7,926
Other	1,358	1,346	9,125	8,994
Total	45,318	46,634	29,410	29,478
Increase in Water Demand	**1,317**		**68**	

Source: Appendix L1.

Notes: AFY = acre-feet-per-year.

Demand factors used to calculate water demands were from the City's 2024 Demand Factor Technical Memorandum (Ontario 2024a).

Water Infrastructure

To accommodate needed infrastructure expansion and improvements, the City has prepared a WMP and CIP. It also requires development impact fees and has construction requirements based on an evaluation of existing and projected water demands. The potable water demand

factors in the WMP are conservative and are used for sizing water pipes to convey average and peak daily flow rates. Therefore, they do not reflect the State's requirements to reduce residential indoor water demand to 47 gallons per person per day by 2025 and 42 gallons per person per day after 2030 (DWR 2021).

Because the planned development in the City for the current proposed project would result in an increase in demand for potable and recycled water, the City and the IEUA have made plans for infrastructure expansion and improvement. As part of the land development approval process, the City determines a project's fair-share costs and connection fees. Through the use of connection fees and agreements, the City maintains and expands its water distribution system as necessary and is able to ensure that new developments pay their fair-share costs. The City has the discretion to require water capacity studies associated with new development and redevelopment and currently requires site-specific studies to determine a project's impact throughout the water system. Therefore, impacts related to infrastructure expansion and improvement caused by the implementation of the proposed project would not result in significant environmental impacts.

Water Demand

Total water demand (potable plus recycled water) associated with the proposed project would be 76,112 AFY, which is an increase of approximately 3 percent compared to the 2020 UWMP calculated water demand of 73,688 AFY for the years 2040 and 2045 (Ontario 2021). The proposed project would result in an approximately 2 percent increase compared to the approved project of 74,728 AFY (potable plus recycled water).

The water demand factors used in the 2020 UWMP are conservative because they are based on the City's water demand factors from the WMP, which do not consider reductions in per capita water use in future years, the City's continuing conservation efforts, and the increased use of recycled water. Recent State laws, changes in the building code, and water service costs are anticipated to substantially lower water demand rates in the future:

- SB 606 and AB 1668 establish indoor water use standards (55 gallons per capita per day [GPCD] until 2025, 47 GPCD from 2025 to 2030, and 42 GPCD after 2030), outdoor water standards, and water loss standards that water suppliers must meet by 2028.
- New construction is subject to the latest CALGreen building code, which typically results in a 20 percent reduction in indoor water use.
- SB 407 requires all buildings in California to meet current plumbing fixture standards within this decade, which will require retrofitting of existing homes and businesses.
- Increases in water service costs, which will provide an incentive for additional water-saving practices and the use of recycled water, which is less costly, for nonpotable uses.

Therefore, applying these more conservative water demand factors by implementing a future water demand factor of 47 to 42 GPCD for all residential uses and a 20 percent reduction in nonresidential uses (compliance with CALGreen and new building code requirements) would reduce future water demand under the proposed project.

In addition, TOP 2050 includes policies that would further alleviate water demands from the proposed project such as:

- **Policy LU-1.3 Adequate Capacity.** We require adequate infrastructure and services for all development.
- **Policy LU-4.3 Infrastructure Timing.** We require that the necessary infrastructure and services be in place prior to or concurrently with development.
- **Policy ER-1.1 Local Water Supply.** We increase local water supplies to reduce our dependence on imported water. New and redevelopment projects are aligned with our available water supply and/or to enhance our available water supply.
- **Policy ER-1.2 Matching Supply to Use.** We match water supply and quality to the appropriate use.
- **Policy ER-1.3 Conservation and Sustainable Water Supply.** We work with regional water providers and users to conserve water and ensure sustainable local water supplies as more frequent droughts reduce long term local and regional water availability
- **Policy ER-1.4 Supply-Demand Balance.** We require that available water supply and demands be balanced.
- **Policy ER-1.5 Water Resource Management.** Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.
- **Policy S-3.7 Water Supply and System Redundancy.** We monitor our water system to manage and ensure adequate firefighting water supplies.

The 2020 UWMP states that there are sufficient water supplies through 2045 to meet projected demands in normal years, single dry years, and multiple dry years through 2045. Although the proposed project at buildout is estimated to generate a 3 percent increase in water demand compared to the 2020 UWMP using conservative water demand factors, new State requirements as listed above and City policies and code requirements would result in enhanced water efficiency and conservation. Applying these measures to the proposed project water demand estimates would result in total water demand below the projections in the 2020

UWMP for year 2045. Therefore, there would be sufficient water supplies to meet the demand for the proposed project buildout.

The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts identified in the 2022 Certified EIR. Therefore, impacts to water infrastructure and water demand are **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Water Demand

As part of the Policy Plan Amendment being processed in conjunction with the EBPSP, a Policy Plan designation would be processed for the Specific Plan area. The Policy Plan land use designation would be changed from Medium Density Residential (with an Affordable Housing Overlay) (MDR-AH), Mixed Use (with an Affordable Housing Overlay) (MU-BC-AH), and Open Space–Parkland (OS-R) to Business Park (BP) and Open Space–Parkland (OS-R). The water demand for the EBPSP is provided in the WSA (Appendix L2) and summarized in Table 3.19-6, *EBPSP Water Demand*.

Table 3.19-6 EBPSP Water Demand

Land Use	Units	Water Demand Factor	Water Demand (GPD)	Water Demand (AFY)
Potable Water Demand				
Office Park	137.9 AC	1,800 GPD/AC	248,220	278.0
Open Space	36.15 AC	100 GPD/AC	3,615	4.0
Animal Shelter	Up to 35,000 SF	0.1 GPD/SF	3,500	3.9
			POTABLE - Sub Total (AFY)	**286.0**
Recycled Water Demand				
Office Park	137.9 AC	1,200 GPD/AC	165,480	185.4
Open Space	36.15 AC	2,500 GPD/AC	90,375	101.2
			RECYCLED - Sub Total (AFY)	**286.6**
			TOTAL EBPSP WATER DEMAND	**572.6**

Sources: Ontario 2024a; LACSD 2025.

Notes: AC = acre; SF = square feet; GPD = gallons per day; AFY = acre-feet per year.

Totals may not sum to 100 percent due to rounding.

Animal shelter water demand assumed to be 100 percent of wastewater generated from the proposed facility. Animal kennel wastewater generation rate from Los Angeles County Sanitation District (2025).

The total water demand for the EBPSP is estimated to be 572.6 AFY, which is less than the baseline water demand of 765.3 AFY for the previous land uses estimated in the 2022 Certified EIR (Appendix L2). The net reduction in water demand is 193 AFY, largely due to the removal of the residential land uses from the Specific Plan area and evaluated as part of the 2022 Certified EIR.

Water Infrastructure

As illustrated in Figure 3.19-2, *EBPSP Potable Water Infrastructure Plan*, new potable water lines would be installed in Campus Avenue and Walker Avenue to serve the Specific Plan area. Additional potable water lines would be installed in Bon View Avenue and Public Street A between Campus Avenue and Walker Avenue. These lines would connect to existing potable water facilities located adjacent to the Specific Plan area. In accordance with Ontario Municipal Code Chapter 8C, Recycled Water Use, recycled water infrastructure would be installed to serve the Specific Plan area.

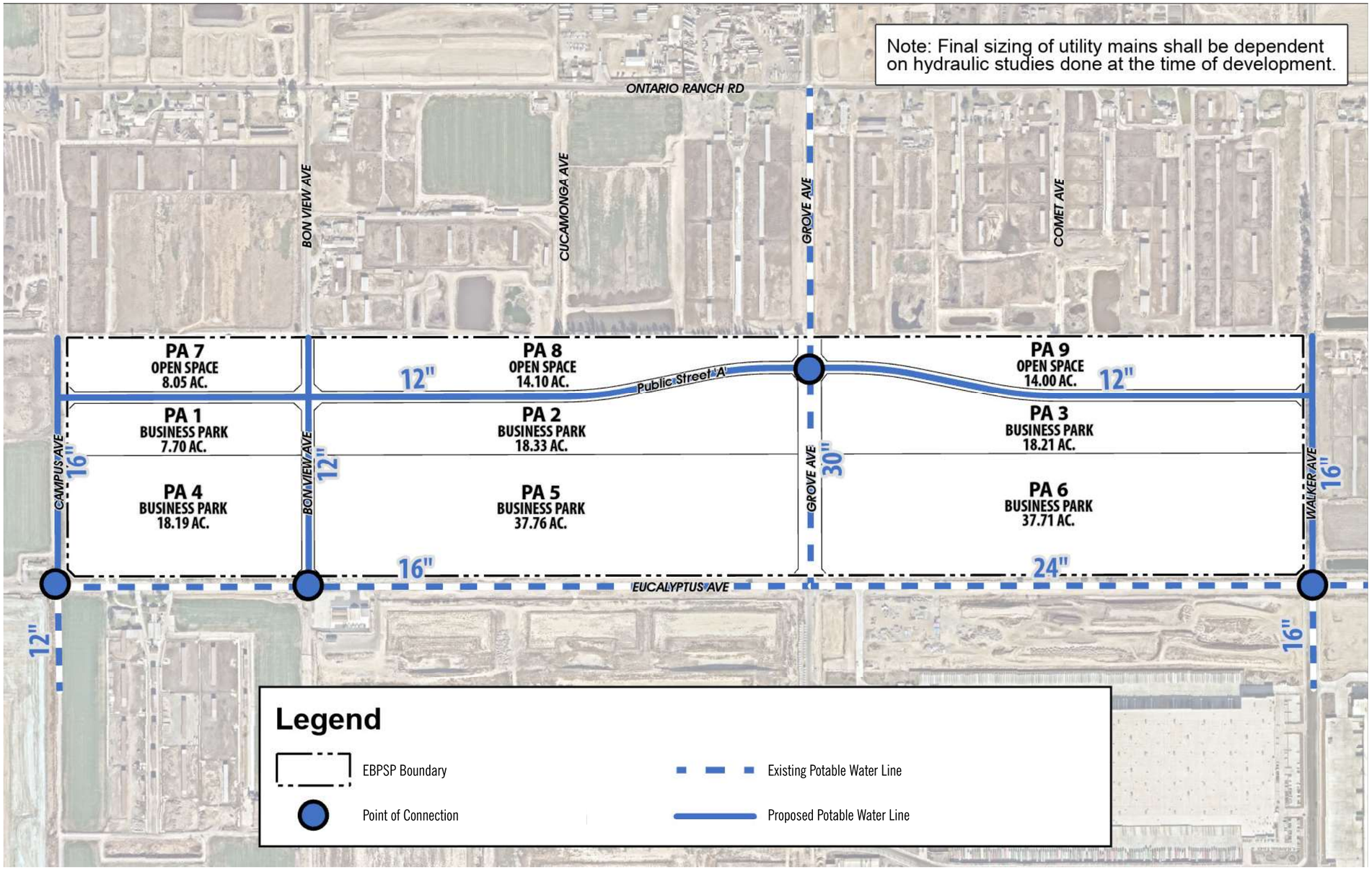
As illustrated in Figure 3.19-3, *EBPSP Recycled Water Infrastructure Plan*, new recycled water lines would be installed in Grove Avenue and Walker Avenue to serve the Specific Plan area. An additional recycled water line would be installed in Campus Avenue and Public Street A between Campus Avenue and Walker Avenue, at the City's discretion. These lines would connect to existing recycled water facilities located adjacent to the Specific Plan area.

Construction of the water lines would occur within dedicated public easements/right-of-way or within the boundaries of the Specific Plan. All water system improvements would be designed and constructed consistently with City requirements. Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development. Through the use of connection fees and agreements, the City maintains and expands its water distribution system as necessary and ensures that new developments pay their fair-share costs.

As described in the City's 2020 UWMP, the City has adequate supplies to serve 100 percent of its customers during normal, dry year, and multiple dry year demand through 2045 with projected population increases and future development projects. Also, the City has the flexibility to increase groundwater production from the Chino Basin and increase the amount of imported water in wet and normal years. Completion of a new ion exchange treatment facility in 2024 that treats groundwater from two existing City groundwater wells would help ensure that the City's need for safe drinking water is met. The rest of the City's water supplies are purchased from various sources. The OMUC Water Master Plan and Recycled Water Master Plan are currently being updated. The EBPSP water infrastructure would be consistent with the master plans at the time of project approval, with final sizing and design determined upon submittal of development plans.

Figure 3.19-2

EBPSP Potable Water Infrastructure Plan



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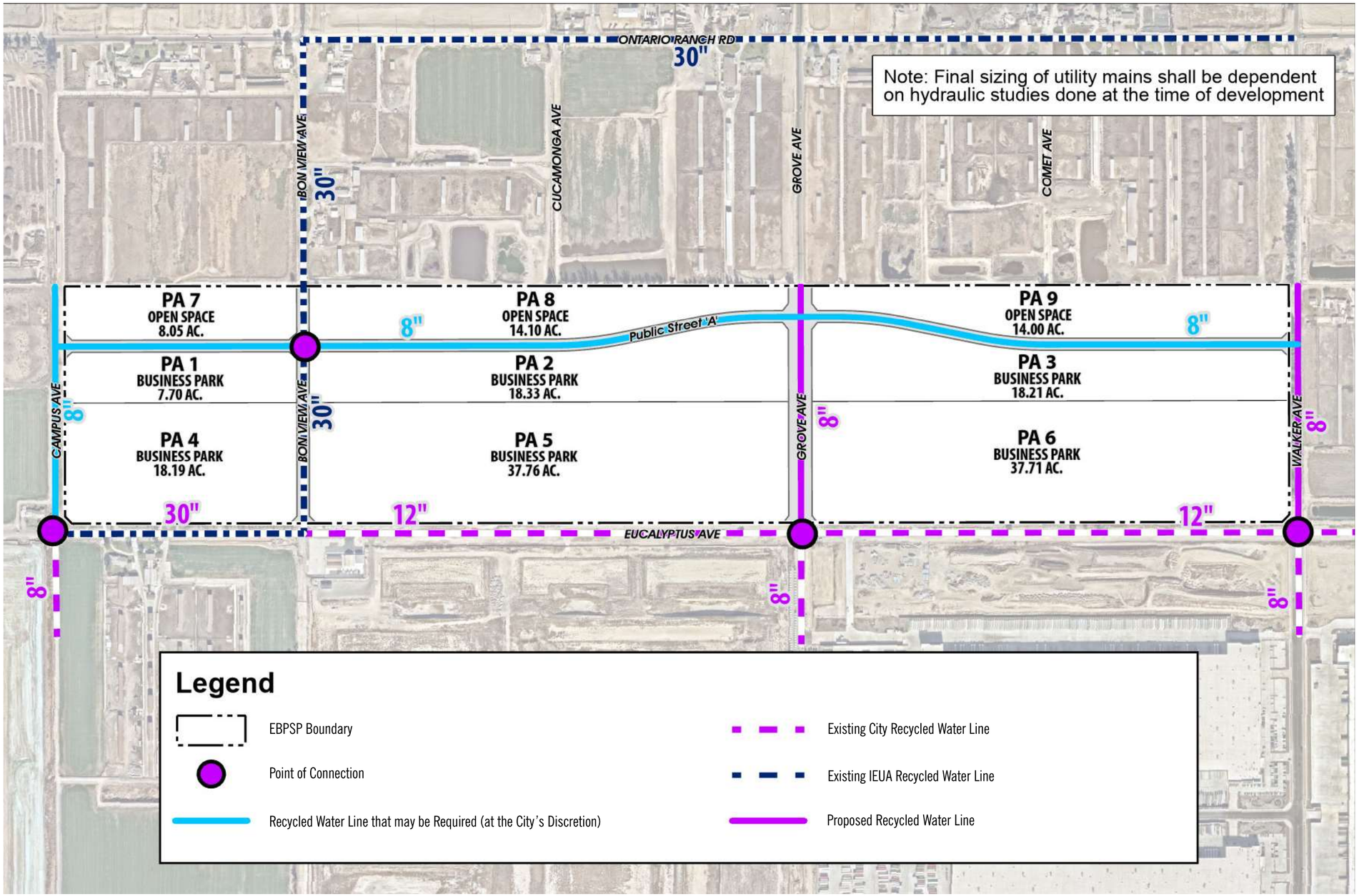
Source: T&B 2025

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Figure 3.19-3

EBPSP Recycled Water Infrastructure Plan



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Source: T&B 2025

Date: 02/24/2026

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Although the EBPSP would result in new water connections, these connections would be part of the construction phase evaluated throughout this SEIR. The construction of the water lines necessary to serve the Specific Plan would not result in any significant physical effects on the environment that are not already identified and disclosed throughout this SEIR. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-1: Implementation of the proposed project would not result in the relocation or construction of new or expanded water facilities which would cause a significant impact.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant water infrastructure impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are necessary.

WASTEWATER

Policy Plan Amendment

The 2022 Certified EIR concluded that the approved project would generate additional wastewater that would be treated in accordance with the Santa Ana RWQCB and California Department of Public Health requirements.

The proposed project would result in an overall increase in the number of residential dwellings and nonresidential square footage compared to the approved project. The breakdown for the increases in wastewater flows is provided in Table 3.19-7, *Projected Wastewater Flow Rates*.

Table 3.19-7 Projected Wastewater Flow Rates

Land Use	Approved Project (GPD)	Proposed Project (GPD)	Change in Sewer Flow (GPD)	Percent Change
Residential	15,911,428	17,226,404	1,314,976	8.3
Mixed Use	5,721,159	5,396,954	-324,205	-5.7
Retail/Service	1,547,299	1,439,336	-107,963	-7.0
Employment	3,613,182	3,938,768	325,586	9.0
Other	974,359	966,218	-8,141	-0.8
Total (GPD)	**27,767,427**	**28,967,680**	**1,200,253**	**4.3**
Total (MGD)	**27.8**	**29.0**	**1.2**	**4.3**

Notes: GPD = gallons per day; MGD = millions of gallons per day.
Totals may not sum to 100 percent due to rounding.

Sewer Infrastructure

The proposed project would have the potential to increase wastewater flows by 1.2 MGD within the City. The largest increase would happen in the residential land use category. Mixed use and retail/service categories would see a reduction in wastewater flow rates as compared to the 2022 Certified EIR.

The proposed project would continue implementation of the four previously approved capital improvement projects, including construction of a new sewer main to divert flow from Vineyard Avenue. Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development. The City has confirmed that the existing sewer infrastructure is adequately sized to accommodate the projected increase in flows under the proposed project; therefore, no adverse impacts on sewer infrastructure are anticipated.

Additionally, TOP 2050 includes policies that ensure sewer infrastructure improvements are implemented in coordination with new development or redevelopment. These requirements, which would continue with the proposed project, ensure that adequate capacity and proper timing of infrastructure are maintained to support growth. Relevant policies include:

- **Policy LU-1.3 Adequate Capacity.** We require adequate infrastructure and services for all development.
- **Policy LU-4.3 Infrastructure Timing.** We require that the necessary infrastructure and services be in place prior to or concurrently with development.
- **Policy ER-1.8 Wastewater Management.** We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.

The City also has the discretion to require additional sewer capacity studies for new development and redevelopment and is currently performing site-specific studies of certain areas of the sewer system. The City can require development fees to fund infrastructure improvements that are required for the proposed new developments.

The City regularly updates its Sewer Master Plan and CIP and has a process to assess local sewer impacts on a project-by-project basis. The Sewer Master Plan serves as an infrastructure planning tool to make decisions as to when CIP projects are warranted. The OMUC regularly provides and prioritizes sewer projects for inclusion in the latest CIP, which includes a budget for wastewater infrastructure improvements over a five-year planning horizon.

Wastewater Treatment Capacity

The City is served by 2 wastewater treatment facilities (RP-1 and RP-5) operated by the Inland Empire Utilities Agency (IEUA). IEUA can route flows to either of the 2 facilities as needed.

RP-1 has a hydraulic design capacity of 44 MGD but the current design treatment loading capacity for liquids is 32 MGD. Currently RP-1 is treating wastewater flows of 28 MGD (IEUA 2025b). RP-5 has a design capacity of 16.3 MGD and is currently treating wastewater flows of 9 MGD (IEUA 2025b). RP-5 is currently undergoing expansion to increase its capacity to 22.5 MGD with a projected completion date of 2026. Future expansions of the facilities will result in a total treatment capacity of 70 MGD. The current and future capacities of these treatment facilities are provided in Table 3.19-8, *IEUA WWTP Flow Rates and Capacities*.

Table 3.19-8 IEUA WWTP Flow Rates and Capacities

Wastewater Treatment Plant	Current Capacity (MGD)	2025 Capacity with RP-5 Expansion (MGD)	Scheduled Expansions (MGD)
RP-1	32[1]	32	40
RP-5	16.3	22.5	30
Total Capacity	48.3	54.5[2]	70
Current Flow Rates	37	37	
Excess Capacity	11.3	17.5	--

Source: IEUA 2025b.

Notes: MGD = millions of gallons per day

1. RP-1 total hydraulic capacity without loading treatment limitations is 44 MGD.
2. The RP-5 Liquids Expansion to 30 MGD and Biosolids Facility will be substantially completed by June 30, 2026. RP-1 Liquids Treatment Recovery is anticipated to start FY 28/29; the project will recover liquids treatment capacity to 40 MGD.

Upon completion of the expansion, the total capacity of the treatment facilities will be 54.5 MGD with average flows of 37 MGD. The residual capacity will be 17.5 MGD (IEUA 2025b). The proposed increase in wastewater with implementation of the proposed project would be 1.2 MGD as compared to the 2022 Certified EIR (See Table 3.19-7), which is about 6.9 percent of the residual capacity. Therefore, the wastewater treatment facilities have adequate capacity to accommodate both existing and future wastewater flows associated with the proposed project. Anticipated future regional growth will be accommodated by additional facility expansions and ongoing infrastructure investments, with funding provided through usage and connection fees. Additionally, water conservation efforts and compliance with modern building codes have led to a reduction in per-household wastewater generation.

In summary, the City's wastewater collection system and regional wastewater treatment facilities are adequate to convey the additional 1.2 MGD that would occur with implementation of the proposed project. With funding from sewer connection/usage fees and the CIP budget, the City would continue to expand and improve the sewer infrastructure to accommodate new development and future growth. Therefore, the impact on wastewater infrastructure is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As part of the Policy Plan Amendment being processed in conjunction with the EBPSP, a Policy Plan designation would be processed for the Specific Plan area. The Policy Plan land use designation would be changed from Medium Density Residential (with an Affordable Housing Overlay) (MDR-AH), Mixed Use (with an Affordable Housing Overlay) (MU-BC-AH), and Open Space–Parkland (OS-R) to Business Park (BP) and Open Space–Parkland (OS-R). Using the wastewater demand factors provided in the City's 2024 Water Demand and Sewer Flow Factors Technical Memorandum, the previous wastewater demand for the project and the new wastewater demand for the project were calculated, as shown in Table 3.19-9, *Projected Wastewater Flow Rates for Specific Plan Area.*

Table 3.19-9 Projected Wastewater Flow Rates for Specific Plan Area

Land Use	Approved Project (GPD)	Proposed Project (GPD)	Change in Sewer Flow (GPD)
MDR	168,160	--	-168,160
HDR	160,160	--	-160,160
Commercial	8,919	--	-8,919
Office	17,839	--	-17,839
Industrial	6,980	--	-6,980
Business Park	--	158,585	158,585
Open Space	4,604	3,254	-1,351
Animal Shelter	--	3,500	3,500
Total	**366,663**	**165,339**	**-201,325**

Source: Ontario 2024a; Appendix L2.

Wastewater Treatment Capacity

With the removal of residential land uses in the currently proposed EBPSP, the projected wastewater demand has decreased significantly, with an estimated wastewater generation rate of 165,339 GPD. The wastewater demand for the EBPSP has been included in the calculations for the proposed project (see Table 3-19-7). As identified above, the two treatment facilities that serve the City of Ontario and the EBPSP area have adequate capacity to accommodate existing and future wastewater flows.

Sewer Infrastructure

As illustrated in Figure 3.19-4, *EBPSP Sanitary Sewer Infrastructure Plan*, new sewer lines would be installed to support the Specific Plan land uses. Sewer lines would be installed in Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Public Street A between Campus Avenue and Walker Avenue. Additional sewer improvements may also be required along Eucalyptus Avenue and 'A' Street within the EBPSP frontage where future development would not front an existing public master-planned main (see Appendix L3). Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development. These lines would connect to existing sewer facilities located adjacent to the Specific Plan area.

Construction of sewer lines would occur within dedicated public easements/right-of-way or within the boundaries of the Specific Plan. Sewer system improvements would be designed and constructed consistent with City requirements. Final sizing of utility mains shall be dependent on hydraulic studies done at the time of development. Through the use of connection fees and agreements, the City maintains and expands its sanitary sewer system as necessary and ensures that new developments pay their fair-share costs. TOP 2050 policies will ensure that sewer

infrastructure improvements are implemented in coordination with new development or redevelopment.

Although the EBPSP would result in new sewer connections, these connections would be part of the construction phase evaluated throughout this SEIR. The construction of the sewer lines necessary to serve the Specific Plan would not result in any significant physical effects on the environment that are not already identified and disclosed throughout this SEIR. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-2: Implementation of the proposed project would not result in the relocation or construction of new or expanded wastewater facilities which would cause a significant impact.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant wastewater infrastructure impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are needed.

STORMWATER INFRASTRUCTURE

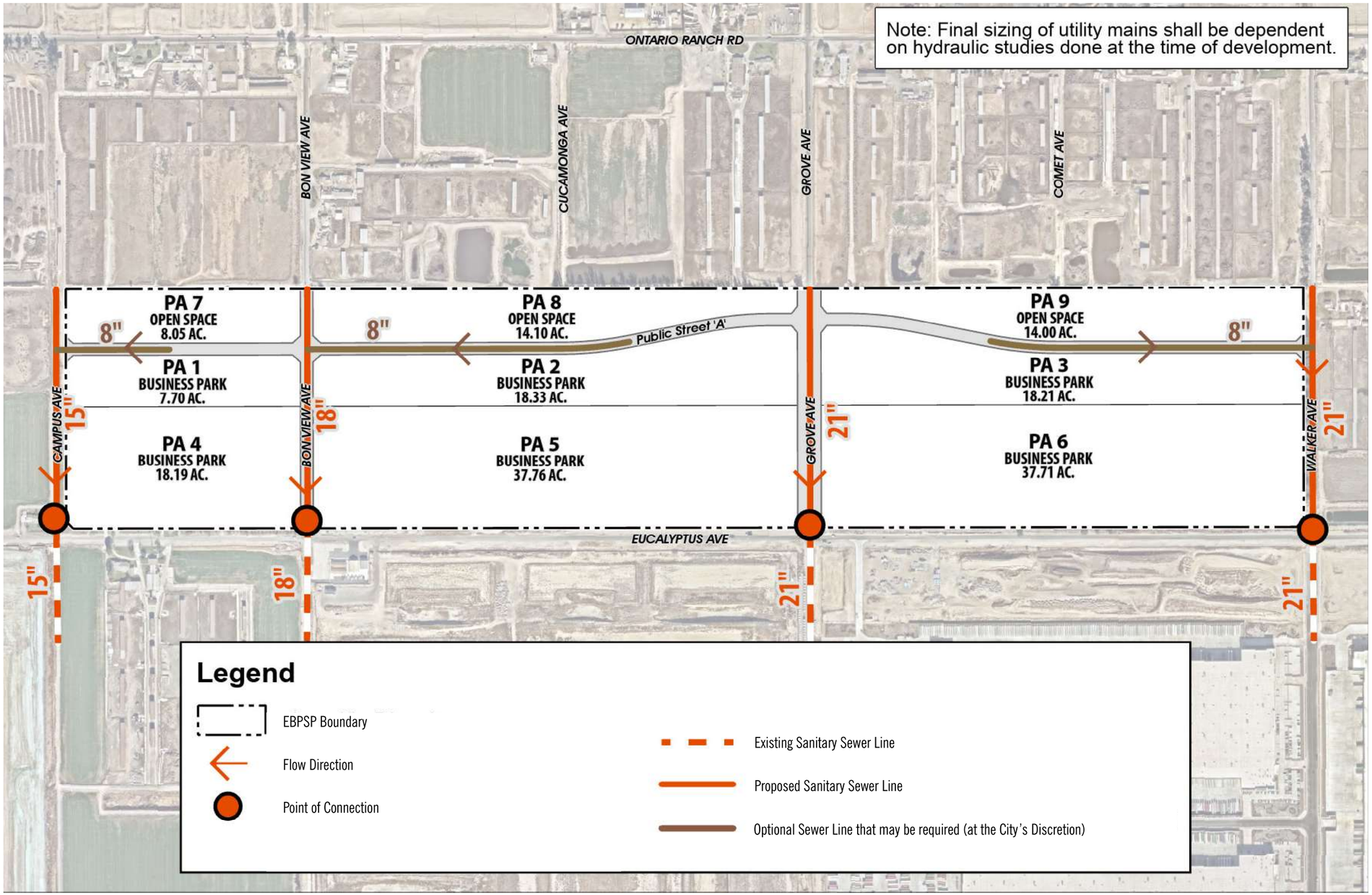
Policy Plan Amendment

Potential future development as part of the proposed project and the change in land uses could result in an increase in impervious surfaces, which in turn could result in an increase in stormwater runoff, higher peak discharges to drainage channels, and the potential to cause nuisance flooding in areas without adequate drainage facilities.

Most projects in Ontario Ranch would not be exempt from hydromodification requirements. Therefore, in this area and other portions of the City that are not exempt, all future projects would be required to install stormwater treatment measures to ensure that post-project runoff does not exceed pre-project runoff for the two-year, 24-hour storm event. This would also minimize the potential for increases in peak runoff from newly developed sites.

Figure 3.19-4

EBPSP Sanitary Sewer Infrastructure Plan



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Source: T&B 2025

Date: 02/24/2026

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In addition, TOP 2050 includes policies that would reduce stormwater impacts from the proposed project. Specific policies include:

- **Policy LU-4.3 Infrastructure Timing.** We require that the necessary infrastructure and services be in place prior to or concurrently with development.
- **Policy ER-1.6 Urban Run-off Quantity.** We encourage the use of low impact development strategies, including green infrastructure, to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.
- **Policy ER-1.7 Urban Run-off Quality.** We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.
- **Policy S-2.1: Entitlement and Permitting Process.** We require hydrological studies prepared by a state-certified engineer when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient.
- **Policy S-2.2 Floodplain Mapping.** We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.
- **Policy S-2.5 Stormwater Management.** We maintain the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces
- **Policy S-2.6 Use of Flood Control Facilities.** We encourage joint use of flood control facilities as open space or other types of recreational facilities.

Compliance with these policies will ultimately reduce discharge volumes to the storm drain system. The proposed project would continue to implement these policies.

Each future project in the OMC and Ontario Ranch would be required to comply with the City's storm drain policies and the MS4 permit. This would require the preparation of hydrology reports and drainage plans for review and approval by the City to ensure that there are no adverse impacts to the City's storm drain system with the addition of stormwater from the project sites. Also, the developers would need to prepare a WQMP that addresses stormwater runoff and requires the construction of stormwater treatment facilities for temporary on-site retention of stormwater runoff. These requirements would minimize the amount of stormwater runoff from potential future development in these areas. Revenue from the City's development impact fees are used to fund infrastructure projects, including storm drain improvements. And

the City would continue to implement the proposed improvements to the storm drain infrastructure, as documented in the MPD and the CIP.

Compliance with the City's policies and programs that ensure adequate infrastructure and the regulatory provisions in the MS4 permit that limit runoff from new development would ensure that implementation of proposed would not result in significant increases in runoff that would contribute to the construction or expansion of new storm drains beyond what is already planned. In addition, the City would continue to repair, rehabilitate, and upgrade the storm drain system through implementation of the CIP program, and potential future development would be required to pay storm drainage fees per the City's municipal code. Therefore, impacts with respect to stormwater infrastructure would be less than significant. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

New stormwater infrastructure would be installed within the Specific Plan area to accommodate area stormwater flows. Specifically, stormwater lines would be installed in Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue. A storm drain line of varying diameter would be installed in Public Street A between Campus Avenue and Walker Avenue. The final sizing of utility mains shall be dependent on hydraulic studies done at the time of development. These lines would connect to existing stormwater facilities located adjacent to the Specific Plan area. Please refer to Figure 3.19-5, *EBPSP Storm Drainage Infrastructure Plan*.

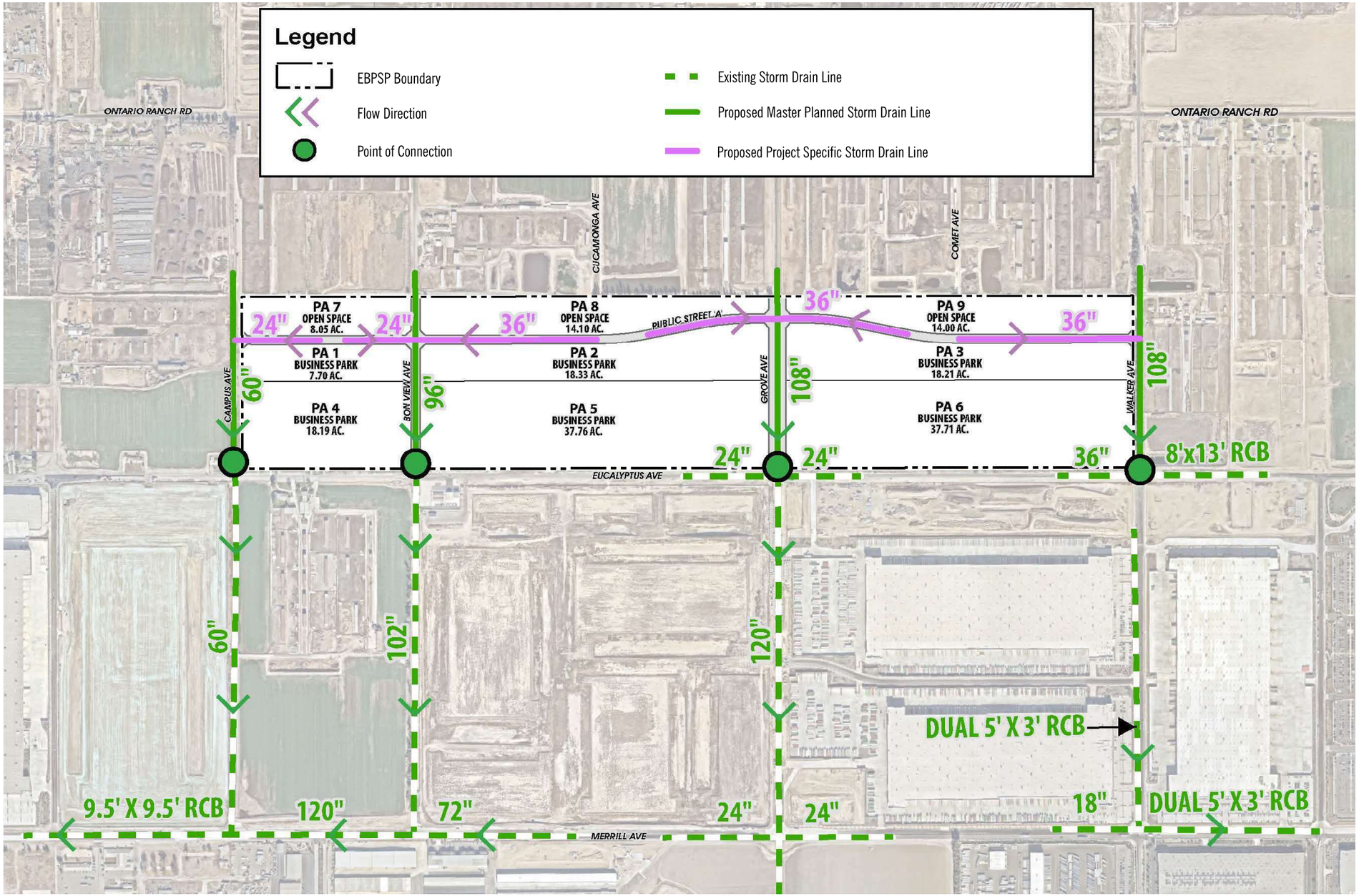
Construction of all stormwater infrastructure would occur within dedicated public easements/ right-of-way or within the boundaries of the Specific Plan. All stormwater improvements would be designed and constructed consistent with City requirements. Through the use of connection fees and agreements, the City maintains and expands its stormwater system as necessary and ensures that new developments pay their fair-share costs.

Although the EBPSP would result in new stormwater connections, these connections would be part of the construction phase evaluated throughout this SEIR. The construction of the stormwater facilities necessary to serve the Specific Plan would not result in any significant physical effects on the environment that are not already identified and disclosed throughout this SEIR. Impacts would be **less than significant.** The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Figure 3.19-5

EBPSP Storm Drain Infrastructure Plan



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Source: T&B 2025

Date: 01/29/2026

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Impact USS-3: Implementation of the proposed project would not result in the relocation or construction of new or expanded storm drainage facilities which would cause a significant impact.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant stormwater infrastructure impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are proposed for the Policy Plan Amendment or Specific Plan.

ENERGY INFRASTRUCTURE

Policy Plan Amendment

Electricity

The proposed project is in Southern California Edison's (SCE) service area, which spans much of southern California from Orange and Riverside counties on the south to Santa Barbara County on the west to Mono County on the north. Total electricity consumption in SCE's service area was approximately 91,912 gigawatt-hours (GWh) in 2024 (CEC 2025a).

Electrical service to the City is provided by SCE through connections to existing off-site electrical lines and new on-site infrastructure. As shown in Table 3.19-10, Year 2050 Forecast Electricity Consumption, electricity use in the City due to the proposed project would increase by 92 GWh per year. The increase due to the proposed project is approximately 0.1 percent of the total electricity consumption for SCE in 2024 of 91,912 GWh.

Table 3.19-10 Year 2050 Forecast Electricity Consumption

Area	Electricity Usage, GWh per Year		
	Approved Project	Proposed Project	Net Change
Nonresidential	2,859	2,906	47
Residential	816	861	45
Total	3,674	3,766	92

Note: GWh = gigawatt=hours

Additionally, all new development as a result of the proposed project would be required to demonstrate compliance with the current Energy Code and CALGreen standards in effect at the time the individual development applications are submitted and can therefore be expected to be more energy-efficient than the current uses being replaced. This would result in reductions in electricity consumption per dwelling unit and per square foot when compared to existing development. Therefore, the proposed project would not require SCE to obtain new or expanded electricity supplies, and impacts would be less than significant.

Natural Gas

The Southern California Gas Company (SoCalGas) provides natural gas to the City of Ontario. SoCalGas' service area spans much of the southern half of California, from Imperial County on the southeast to San Luis Obispo County on the northwest, to part of Fresno County on the north, to Riverside County and most of San Bernardino County on the east (CEC 2022). Total natural gas consumption in SoCalGas's service area was approximately 495.93 trillion British thermal units (BTU) in 2024 (CEC 2025b).

Natural gas service to the City is provided by SoCalGas through connections to existing off-site natural gas pipelines and new on-site infrastructure. As shown in Table 3.19-11, *Year 2050 Forecast Natural Gas Consumption*, natural gas use in the City due to the proposed project would increase by 341,697 million BTU (MMBTU) per year. The increase due to the proposed project is less than 0.1 percent of the total natural gas consumption for SoCalGas in 2024 of 495.93 trillion BTU per year.

Table 3.19-11 Year 2050 Forecast Natural Gas Consumption

Area	Natural Gas Consumption, MMBTU per Year		
	Approved Project	Proposed Project	Net Change
Nonresidential	6,021,469	6,120,395	98,926
Residential	4,365,943	4,608,714	242,771
Total	**10,387,412**	**10,729,109**	**341,697**

Note: MMBTU = million British thermal units

Summary

Future developments implemented under the proposed project would be required to comply with the current and future updates to the Building Energy Efficiency Standards and CALGreen, which would contribute to reducing the energy demands shown in Tables 3.19-10 and 3.19-11. New and replacement buildings in compliance with these standards would generally have greater energy efficiency than existing buildings. It is anticipated that each update to the

Building Energy Efficiency Standards and CALGreen would result in greater building energy efficiency.

In addition to the Building Energy Efficiency Standards and CALGreen, the approved project includes the goals and policies to increase energy efficiency and reduce wasteful, inefficient use of energy resources (see Section 3.6, *Energy*). The Environmental Resources Element policies focus on coordinating with agencies to pursue energy-efficient goals and strategies, promoting energy-efficient development patterns and site designs, and expanding renewable energy strategies (Environmental Resources Element policies ER-3.2, ER-3.3, ER-3.4, and ER-3.6). Policy ER-3.3 would require energy-efficient building and site design strategies for future development projects. Policy ER-3.4 would require all new and substantially renovated City buildings of 10,000 square feet and greater to achieve LEED Silver Certification standard. Encouraging sustainable and energy-efficient building practices and using more renewable energy strategies will further reduce energy consumption in the City. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Energy infrastructure to serve the Specific Plan area would be installed underground or in accordance with applicable public utility standards and specifications and to the satisfaction of the City Engineer (see Figure 3.19-6, *EBPSP Dry Utilities Infrastructure Plan*). Connections to the existing energy networks are available in the vicinity, and any off-site improvements would occur within improved rights-of-way. The locations of other lateral connections, transformers, switches, pull boxes, and dry utility manholes would be determined at the time buildings are positioned and uses are established in each planning area in conjunction with implementing development. Because the Specific Plan area currently consists of agricultural and residential uses that require energy services, implementation of the EBPSP is not anticipated to limit the ability of service providers to provide service to area.

Although the EBPSP would result in new energy infrastructure connections, these connections would be part of the construction phase evaluated throughout this SEIR. The construction of the energy facilities necessary to serve the Specific Plan would not result in any significant physical effects on the environment that are not already identified and disclosed throughout this SEIR. Impacts would be **less than significant.** The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-4: Implementation of the proposed project would not result in the relocation or construction of new or expanded electric power or natural gas facilities which would cause a significant impact.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant energy infrastructure impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are needed.

OTHER UTILITIES

Policy Plan Amendment

Infrastructure supporting telecommunications services associated with the proposed project would be provided and installed in compliance with all State and local regulations. Furthermore, a number of franchised telecommunications providers are available in the region, including OntarioNet, and no significant expansion or construction of the telecommunications network is anticipated as a result of implementation of the proposed project. Additionally, TOP 2050 Policy LU-4.3 would ensure the necessary telecommunications infrastructure would be in place prior to future development because of the proposed project. Therefore, the proposed project would not require new or expanded telecommunication facilities, the construction or relocation of which could cause significant environmental effects. Therefore, this impact is **less than significant**.

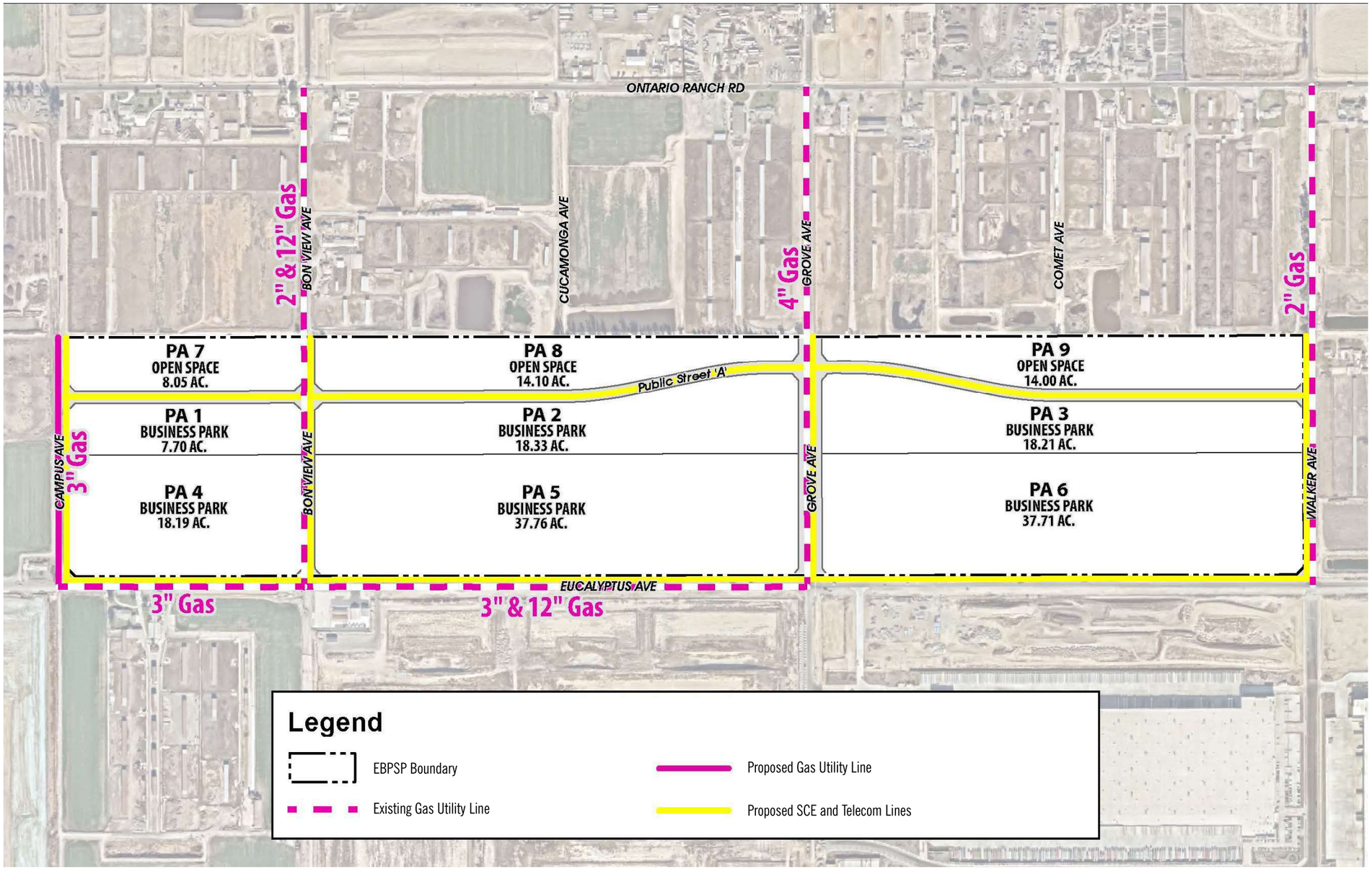
Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Connections to other utilities, such as telecommunications and fiber optic networks, are available in the vicinity as shown in Figure 3.19-7, *EBPSP Fiber Optics Plan*. Infrastructure supporting telecommunications services associated with the EBPSP would be provided and installed in compliance with all State and local regulations. Telecommunication services for EBPSP would be similar as for the City, and would include OntarioNet, AT&T, Spectrum, Xfinity, Frontier, T-Mobile, and others. Dry utilities internal to the Specific Plan area would be installed underground in conjunction with the development in accordance with applicable public utility standards and specifications and to the satisfaction of the Ontario City Engineer.

Figure 3.19-6

EBPSP Dry Utilities Infrastructure Plan



2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

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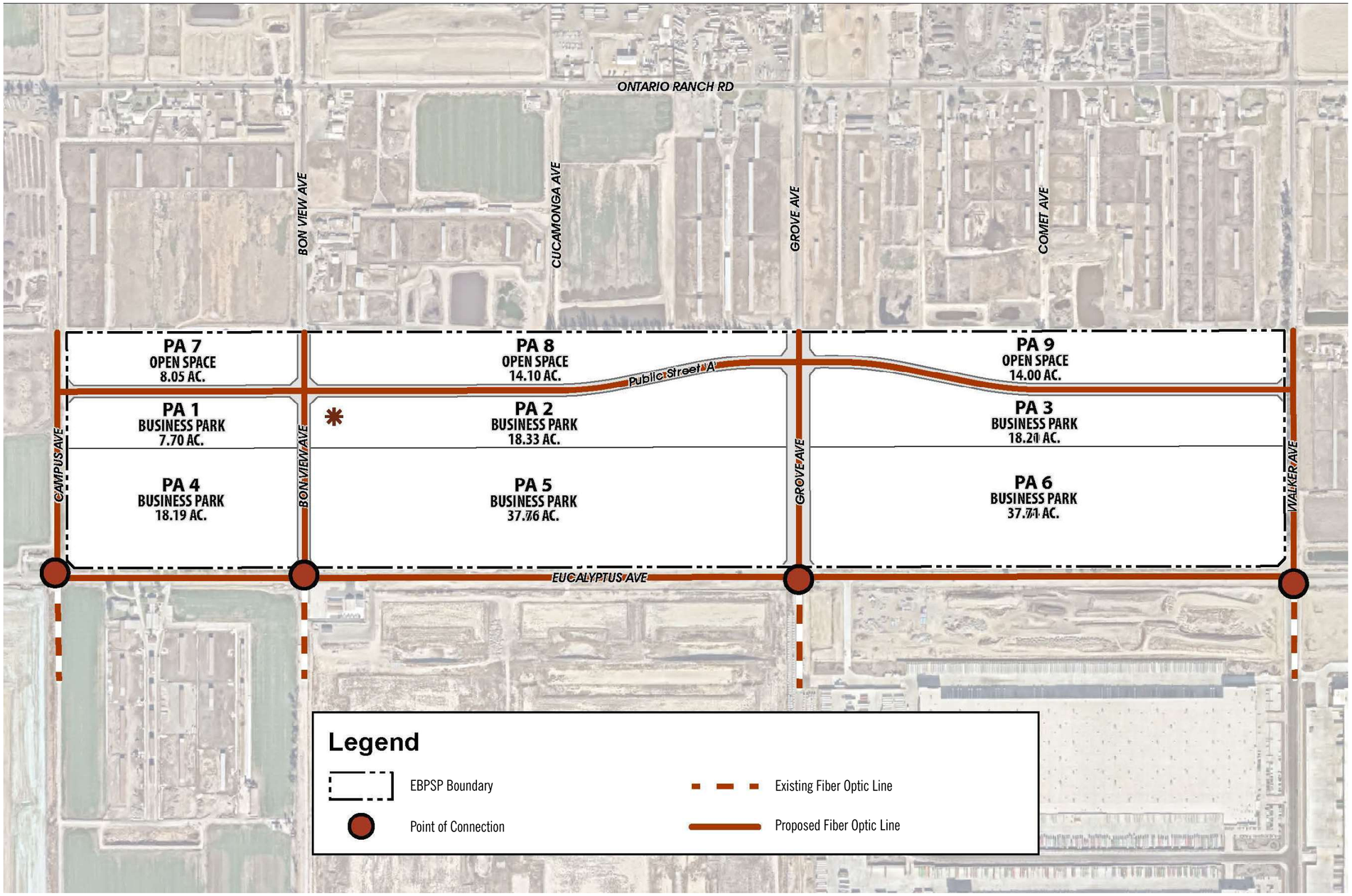
Source: T&B 2025

Date: 01/29/2026

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Figure 3.19-7

EBPSP Fiber Optics Plan



2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 275 550 Feet

Source: T&B 2025

Date: 01/29/2026

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Construction of any other utility network connections would occur within dedicated public easements/ right-of-way or within the boundaries of the Specific Plan. All connections would be designed and constructed consistent with City/purveyor requirements. The locations of other lateral connections, transformers, switches, pull boxes, and dry utility manholes would be determined at the time buildings are positioned and uses are established in each planning area in conjunction with implementing development. Although the EBPSP would result in new utility connections, these connections would be part of the construction phase evaluated throughout this SEIR. The construction of utility connections necessary to serve the Specific Plan would not result in any significant physical effects on the environment that are not already identified and disclosed throughout this SEIR. Impacts would be **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-5: Implementation of the proposed project would not result in the relocation or construction of new or expanded telecommunication facilities which would cause a significant impact.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant infrastructure impacts from telecommunication facilities and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are necessary.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Policy Plan Amendment

As discussed under Impact (a), the proposed project would increase potable and recycled water demand compared to the approved project by approximately 1,317 AFY and 68 AFY, respectively. Total water demand at buildout would be approximately 76,112 AFY, representing an approximately 3 percent increase over the 73,688 AFY projected for 2040 and 2045 in the City's 2020 UWMP and a 2 percent increase over the approved project (74,728 AFY).

As detailed in Impact (a), the demand factors used in the City's WMP and 2020 UWMP are conservative and do not account for declining per-capita water use, continuing conservation efforts, increased recycled water use, or State-mandated water efficiency standards. State laws, CALGreen building code requirements, and SB 407 plumbing fixture retrofits will further reduce long-term water demand. Applying updated efficiency assumptions, such as 47 to 42 GPCD for residential uses and a 20 percent reduction in nonresidential uses, would reduce future water demand associated with the proposed project below levels estimated in the UWMP.

The City also implements TOP 2050 policies requiring adequate water supply, infrastructure timing, conservation, supply–demand balance, and water system redundancy (Policies LU-1.3, LU-4.3, ER-1.1 through ER-1.5, and S-3.7). As described under Impact (a), the City and IEUA have planned to expand the water infrastructure, apply connection fees and fair-share cost requirements, and conduct site-specific water capacity analyses for new development to ensure the system can meet future needs.

The 2020 UWMP concludes that sufficient water supplies are available through 2045 under normal, single-dry, and multiple-dry year conditions. Even with the proposed project's incremental increase in demand, updated State efficiency requirements and City policies would reduce actual water use below the conservative projections of the UWMP.

Therefore, consistent with the conclusions in Impact a), sufficient water supplies would be available to serve the proposed project and other foreseeable development during normal, dry, and multiple dry years. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As shown in Table 3.19-6, the proposed EBPSP would have a water demand of approximately 572.6 AFY, consisting of 286 AFY of potable water and 286.6 AFY of recycled water. This is less than the 765.3 AFY that was determined for the previous land uses provided in the 2022 Certified EIR, largely due to the removal of the residential land use components (Appendix L2).

As described in the City's 2020 UWMP, the City has adequate supplies to serve 100 percent of its customers during normal, dry year, and multiple dry year demand through 2045 with projected population increases and future development projects. The City has the flexibility to increase groundwater production from the Chino Basin during drought conditions and increase the amount of imported water in wet and normal years. Implementation of the proposed EBPSP will not require new water treatment facilities and there will be sufficient supplies to serve this project and future development within the City. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-6: The City has sufficient water supplies to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant water supply impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are proposed for the Policy Plan Amendment or Specific Plan.

c) 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?

Policy Plan Amendment

As discussed in Impact (a), IEUA has two wastewater facilities that serve the City of Ontario: RP-1 and RP-5. As provided in Table 3.19-8, the current combined capacity of these 2 facilities is 48.3 MGD and would increase to 54.5 MGD by 2026 once the expansion project for RP-5 is completed. In the future, the combined capacity of both wastewater treatment facilities will be 70 MGD.

Currently, RP-1 treats an average wastewater flow of 28 MGD and RP-5 treats an average wastewater flow of 9 MGD for a combined total of 37 MGD (IEUA 2025). The future expansion of these 2 facilities will result in a total treatment capacity of 70 MGD (IEUA 2025c). As shown in Table 3.19-7, the 2022 Certified EIR shows a wastewater demand of 27.8 MGD at buildout, and there will be an additional 1.2 MGD with implementation of the proposed project for a total wastewater flow of 29.0 MGD.

Combining the future project buildout of the proposed project of 29 MGD with the existing demand of 37 MGD, the total flow rate in the future would be 66 MGD. This is less than the total treatment capacity of 70 MGD, and therefore the proposed project would not exceed the capacity of the wastewater treatment facilities. Although the proposed project would result in a 1.2 MGD increase as compared to the approved project, this does not result in a significant increase as compared to the approved project.

IEUA continually invests in upgrades and expansion of their wastewater treatment facilities, as documented in the Ten-Year Sewer Capital Forecast report (IEUA 2025c). Over the next 10 years,

the IEUA is expected to spend 1.65 billion dollars on facility expansions and upgrades to the system. Wastewater flow forecasts are conducted annually based on future growth projections, with funding provided through usage and connection fees. Additionally, water conservation efforts and compliance with modern building codes have led to a reduction in per-household wastewater generation. IEUA has seen a decrease in the total volume of wastewater flows by 10 percent since 2010 due to an increase in indoor water use efficiency, even with an increase in the population served (IEUA 2025c).

In summary, IEUA's regional wastewater treatment facilities are adequate to convey the additional 1.2 MGD that would occur with implementation of the proposed project. Therefore, the proposed project would not exceed the capacity of the wastewater treatment providers, and this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As discussed in Impact (a), implementation of the EBPSP would result in a decrease in the projected wastewater demand as compared to the approved project. This is primarily due to the removal of residential land use from the proposed Specific Plan and the replacement with business park and open space land uses. The estimated wastewater generation rate of 165,339 GPD for the EBPSP has been included in the calculations for the proposed project (Table 3.19-9). As reported in the proposed project discussion above, there is sufficient capacity at the wastewater treatment facilities to treat the future wastewater flows for the buildout of both the EBPSP and Policy Plan Amendment.

Additionally, the EBPSP would pay applicable sewer connection fees and service fees, which act to fund wastewater treatment/reclamation improvement plans, operations, and maintenance generally. The City, in consultation with the IEUA, would determine when and in what manner area-serving facilities would be constructed and/or upgraded to meet increasing demands of area-wide development.

Lastly, the projected wastewater flows for the EBPSP area are conservative and will be lower than is estimated with the implementation of additional water conservation efforts and compliance with modern building codes that result in a reduction in wastewater generation. There is sufficient capacity for the wastewater providers to serve the EBPSP without exceeding existing and future wastewater demands. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-7: The wastewater treatment provider has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant wastewater provider impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are proposed for the Policy Plan Amendment or Specific Plan.

d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Policy Plan Amendment

The proposed project would result in an increase in population of 16,473 residents and 1,831 employees compared to the approved project. This increase in population and employment would result in more solid waste generation and could impact the capacity of the receiving landfills. Table 3.19-12, *Additional Solid Waste Generated by Policy Plan Amendment*, provides an estimate of the amount of solid waste that would be generated with the proposed project.

Table 3.19-12 Additional Solid Waste Generated by Policy Plan Amendment

	Residents	Employees
Increase in population and jobs with Policy Plan Amendment	16,473	1,831
Per capita waste generation rate (PPD)	10	14
Per capita waste generation rate (TPY)	1.83	2.56
Additional waste generated by Policy Plan Amendment (TPY)	30,146	4,687

Sources: CalRecycle 2025a, 2025b, 2025c, 2025d.
Note: PPD = pounds per day; TPY = tons per year

As shown in this table, the proposed project would generate an additional 30,146 tons per year (TPY) of solid waste from residents and 4,687 TPY from employees. This would result in a net increase in solid waste generation at buildout of the proposed project of 34,833 TPY.

This equates to about 112 TPD (assuming 312 disposal days per year). As provided in Table 3.19,4 the excess daily capacities of the Badlands Sanitary Landfill and the El Sobrante Landfill are 2,964 TPD and 10,441 TPD, respectively. The combined daily capacity for both landfills is 13,405 TPD. Therefore, these landfills would easily accommodate the additional 112 TPD from the proposed project, which is less than 1 percent of the landfills' excess capacity, and both landfills have closure dates beyond the year 2050. Additionally, these calculations conservatively assume that there is no increased diversion rate for recycling. In the future, other neighboring landfills would also be available to accept solid waste from the City, if needed. The latest update of the San Bernardino County CIWMP indicates that there is sufficient landfill capacity to meet the needs of the county for at least the next 15 years (San Bernardino County 2018).

Furthermore, future development pursuant to the proposed project would comply with Section 4.408 of the 2022 CALGreen building code, which requires that at least 65 percent of nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. Development would also comply with AB 341, which mandates recycling for commercial and multifamily residential land uses. Additionally, future businesses that generate organic waste in amounts over a certain threshold would be mandated to recycle organic matter in accordance with AB 1826. Therefore, solid waste facilities would be able to accommodate project-generated solid waste associated with the proposed project.

TOP 2050 also includes policies that describe solid waste diversion requirements, which include:

- **Policy ER-2.1 Waste Diversion**. We shall meet or exceed AB 939 requirements.
- **Policy ER-2.2 Hazardous and Electronic Waste**. We prohibit the disposal of hazardous and electronic waste into the municipal waste stream pursuant to state law.
- **Policy ER-2.3 Purchase Products Made from Recycled Materials**. We purchase recycled-content products where it is cost effective.

With continued compliance with the applicable regulations, leading to increased recycling and waste diversion, anticipated rates of solid waste disposal from the proposed project would be less than significant. The proposed project would not result in new or a substantial increase in magnitude of impacts compared to the approved project and impacts in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

Solid waste generated during the operation of the Specific Plan land uses is anticipated to be collected by the City of Ontario and is anticipated to be hauled to either the El Sobrante Landfill

or the Badlands Sanitary Landfill. Construction and operation of the EBPSP land uses would be required to comply with State and local solid waste reduction, diversion, and recycling policies and regulations. Land uses implemented pursuant to the Specific Plan would not generate volumes or types of waste not already considered and addressed under existing policies, regulations, and infrastructure systems.

The Specific Plan would result in a building square footage of 2,939,000 square feet. Therefore, using US EPA's construction waste generation factor of 4.34 pounds per square feet for non-residential uses would result in approximately 12,755,260[1] pounds or 6,377.63[2] tons would be generated during the building construction phase. Additional waste would be expected from infrastructure installation and other related construction activities (EPA 2009).

During operations, based on CalRecycle's estimated waste generation rate of 1.42 pounds per 100 square feet per day for manufacturing/warehousing uses, the Specific plan land uses would generate approximately 41,733.80[3] pounds of solid waste per day or 20.8 tons per day (CalRecycle 2019).

The EBPSP's estimated solid waste generation represents 0.13 percent of the El Sobrante Landfill's daily capacity and 0.42 percent of the Badlands Sanitary Landfill daily capacity; as such, the Specific Plan would not contribute significantly to the daily throughput. Additionally, consistent with CALGreen, at least 65 percent of non-hazardous construction waste would be diverted from landfills through recycling, salvaging, or reuse. The EBPSP has also committed to providing sufficient space for storage and collection of green waste, organic waste, and recyclables, acting to help reduce solid waste generation. Accordingly, the potential for the EBPSP to generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure is considered **less than significant**. The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-8: Implementation of the proposed project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, and would not impair the attainment of solid waste reduction goals.

Mitigation Measures

[1] 2,939,000 SF x 4.34 lbs/SF =12,755,260 lbs
[2] 12,755,260 lbs x 1 ton/2000 lbs = 6,377.63 tons
[3] 2,939,000 SF x 1.42 lbs/100sf per day = 41,733.80 lbs per day

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant solid waste disposal impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are proposed for the Policy Plan Amendment or Specific Plan.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Policy Plan Amendment

As discussed above, the City complies with all State requirements to reduce the volume of solid waste through recycling and organic waste diversion. In addition, all potential future development pursuant to the proposed project would comply with Division 4.4, Material Conservation and Resource Efficiency, of the CALGreen Code, which requires that at least 65 percent of nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. Potential future development would also comply with AB 341, which mandates recycling for commercial and multifamily residential land uses as well as schools and school districts. All jurisdictions in California are required to provide organic waste collection services to all residents and businesses, in accordance with SB 1383.

The City currently complies with all applicable federal, State, and local solid waste regulations, and solid waste, recycling, and green waste collection services are available to all residents and commercial businesses in Ontario. Therefore, the proposed project would comply with all current and future regulatory requirements, and impacts would be less than significant. Therefore, this impact is **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan would be required to comply with applicable City and State waste diversion and recycling mandates, including implementing the requirements of the City's Integrated Waste Department's Refuse & Recycling Planning Manual, which assists developers in meeting the City of Ontario's requirements for refuse and recycling (Ontario 2024b).

Moreover, the EBPSP would implement conventional land uses and would not establish uses or activities that would conflict with or obstruct local, State and federal solid waste management regulations. All solid waste generated by the EBPSP would be collected and disposed of as part of the City's municipal waste stream. In this latter regard, solid waste management services are

provided throughout the City including collection and transfer of refuse, green waste, and bulky items. Recycling services are also provided. The potential for the EBPSP conflict with federal, State, and local management and reduction statutes and regulations related to solid waste is considered **less than significant.** The EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR.

Specific Plan Significance without Mitigation: Less than significant.

Impact USS-9: The proposed project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant solid waste compliance impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No new mitigation measures are proposed for the Policy Plan Amendment or Specific Plan.

3.19.6 Cumulative Impact Analysis

WATER

The area considered for cumulative impacts for water supply and treatment is the City of Ontario, IEUA, and CVWD service areas. The OMUC service area includes most of the City of Ontario and will serve the Ontario Ranch. The CVWD serves two small areas in the northeastern portion of the City and the IEUA provides recycled water that is distributed by OMUC.

The 2020 UWMPs for the City, IEUA, and CVWD all state that there are sufficient water supplies through 2045 to meet projected demands in normal years, single dry years, and multiple dry years. Although the proposed project at buildout is estimated to generate an approximately 3 percent increase in water demand compared to the 2020 UWMP using conservative water demand factors, new State requirements for indoor water usage and City policies and code requirements would result in enhanced water efficiency and conservation efforts which would likely reduce the total water demand below the projections in the 2020 UWMP for year 2045. Overall, cumulative water demands would neither exceed planned levels of supply nor require building new water treatment facilities or expanding existing facilities beyond what is currently planned. In addition, future development would be required to pay connection fees, which would offset the costs of system maintenance and capital upgrades to support the new

development in the service areas. Therefore, cumulative impacts would be less than significant and impacts of the project would not be cumulatively considerable.

WASTEWATER

The area considered for cumulative impacts for wastewater is the IEUA service area. Cumulative projects in the IEUA service area could cause significant impacts if they exceed the combined capacities of the wastewater treatment plants.

Although the IEUA anticipates a significant increase in the growth of its service area in the next ten years, this will be accommodated by upgrades and expansion of their wastewater treatment facilities, as documented in the Ten-Year Sewer Capital Forecast report (IEUA 2025c). Capacity projects to address increasing demand over the next 10 years include the expansion at RP-5, the relocation of RP-2 solids handling to RP-5, and the beginning of the RP-1 liquid capacity recovery and solids treatment expansion. Over the next 10 years, the IEUA is expected to spend 1.65 billion dollars on facility expansions and upgrades to the system.

Wastewater flow forecasts are conducted annually based on future growth projections, with funding provided through usage and connection fees. Additionally, IEUA has experienced a decrease in the volume of sewage flow of approximately 10 percent since 2010 due to a decrease in indoor water consumption with compliance requirements for new development in accordance with the CALGreen and water conservation efforts. The ultimate capacity for wastewater flows to the IEUA WWTPs will be 80 MGD by 2060, with a future combined capacity of 70 MGD for RP-1 and RP-5, which serve the City of Ontario (IEUA 2025c).

Also, future development within the service area would be required to comply with all applicable regulations and ordinances issued by IEUA. The cities that discharge wastewater to the IEUA WWTPs are required to prepare SSMPs to ensure that the sewer infrastructure and treatment facilities can handle the wastewater flows within their service area. The IEUA and the cities within its service area plan for increased demand with future development. Therefore, with continued compliance with local and regional regulations, cumulative impacts would be less than significant and impacts of the project would not be cumulatively considerable.

STORM DRAINAGE

The area considered for cumulative impacts is the Chino Creek and the Middle Santa Ana River subwatershed. Other projects in this area would increase impervious areas, thus increasing runoff and flows into the storm drain systems. Within San Bernardino County, other projects would also be required to prepare hydrology and hydraulic studies in accordance with the County Hydrology Manual and analyze stormwater flows that result from the 100-year storm event to ensure that the capacities of the storm drain systems are not exceeded. Additionally, future projects would be required to comply with the MS4 permits applicable to those

watersheds. The Santa Ana RWQCB MS4 permit applies to portions of three counties in the Santa Ana Basin. Most projects would meet criteria in the MS4 permits that require LID measures and on-site stormwater bioretention facilities that would reduce the amount of runoff entering public storm drain systems. Cumulative impacts would be less than significant and would not be cumulatively considerable.

SOLID WASTE

The area considered for cumulative impacts to solid waste disposal includes all the cities and counties that dispose of their solid waste in Badlands Sanitary Landfill or El Sobrante Landfill. These landfills currently have a combined excess daily capacity of 13,405 TPD and have a remaining landfill capacity of 4,900,000 cubic yards for Badlands Sanitary Landfill and 121,083,583 cubic yards for El Sobrante Landfill. Both landfills have closure dates beyond 2050. In addition, State and local regulations and ordinances regarding the recycling of construction debris and organic waste will further reduce the amount of solid waste transported to these landfills in the future. Therefore, with continued compliance with the applicable regulations, in combination with reasonably foreseeable future development, cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

OTHER UTILITIES

The area considered for cumulative impacts are the service areas of SCE for electricity and SoCalGas for natural gas. Other projects within the service areas would increase electricity and natural gas demands. The cumulative impacts of energy consumption and efficiency are provided in Section 3.6, *Energy*. All future projects developed within the SCE and SoCalGas service areas would implement the requirements of the California Energy Code and CALGreen Building Code. New buildings would also use new energy-efficient appliances and equipment, pursuant to the Appliance Efficiency Regulations. Counties and cities review project design plans against these codes and ensure compliance before issuing construction permits. These measures would reduce the overall consumption of electricity and natural gas.

The energy and telecommunications service providers that serve the EIR Study Area indicate that they have the capability to serve future increases in population within their service areas without significant changes to the existing infrastructure. In addition, the proposed project includes goals, policies, and actions that would contribute to minimizing inefficient, wasteful, or unnecessary energy consumption and ensure compliance with State, regional, or local plans for renewable energy, therefore avoiding the need for new or expanded electric power and natural gas facilities. Therefore, the proposed project would not result in a cumulatively considerable impact to electric power, natural gas, or telecommunication facilities and cumulative impacts would be less than significant.

Therefore, cumulative impacts are **less than significant**.

Cumulative Impact: Implementation of the proposed project, in combination with other developments in the city, would not make a cumulatively considerable contribution to cumulative utility and service systems impacts.

3.19.7 References

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3.20 WILDFIRE

This section of the Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential wildfire impacts associated with implementation of the Ontario Policy Plan Amendment and EBPSP (proposed project) in comparison to TOP (approved project) and the impacts identified in the 2022 Certified EIR.

3.20.1 Regulatory Framework

FEDERAL

National Cohesive Wildfire Management Strategy

In the Federal Land Assistance, Management, and Enhancement Act of 2009 (FLAME Act), Congress mandated the development of a National Cohesive Wildland Fire Management Strategy for all lands in the United States. Wildfire management is guided by the National Cohesive Wildland Fire Management Strategy, which has three primary goals—resilient landscapes, fire-adapted communities, and safe and effective wildfire response. These 3 goals enable land managers to manage vegetation and fuels; protect homes, communities, and other values at risk; manage human-caused ignitions; and effectively and efficiently respond to wildfires. California is part of the Western Regional Strategy Committee, chartered to support and facilitate the implementation of the National Cohesive Wildland Fire Strategy.

National Fire Protection Association Standards

National Fire Protection Association (NFPA) codes, standards, recommended practices, and guides are developed through a consensus standards development process approved by the American National Standards Institute. NFPA standards are recommended (advisory) guidelines for fire protection that are referenced in the California Fire Code, which is adopted by Contra Costa County every 3 years. Specific standards applicable wildland fire hazards include, but are not limited to:

- **NFPA 1141,** Fire Protection Infrastructure for Land Development in Wildlands
- **NFPA 1142,** Water Supplies for Suburban and Rural Fire Fighting
- **NFPA 1143,** Wildland Fire Management
- **NFPA 1144,** Reducing Structure Ignition Hazards from Wildland Fire
- **NFPA 1710,** Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations

STATE

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) is dedicated to the fire protection and stewardship of over 31 million acres of California's wildlands. CAL FIRE provides fire assessment and firefighting services for land in State Responsibility Areas (SRA), conducts educational and training programs, provides fire planning guidance and mapping, and reviews general plan safety elements to ensure compliance with State fire safety requirements. CAL FIRE staff, or a designee, also reviews building permit applications, parcel maps, and use permits for construction or development in SRAs and Local Responsibility Areas (LRA).

The Board of Forestry and Fire Protection is a government-appointed approval body within CAL FIRE. It is responsible for developing the general forest policy of the state, determining the guidance policies of CAL FIRE, and representing the state's interest in federal forestland in California. The Board of Forestry and Fire Protection also promulgates regulations and approves general plan safety elements that are adopted by local governments for compliance with State statutes.

The California Office of the State Fire Marshal supports the mission of CAL FIRE by focusing on fire prevention. These responsibilities include regulating buildings in which people live, congregate, or are confined; controlling substances and products that may, in and of themselves or by their misuse, cause injuries, death, and destruction by fire; providing statewide direction for fire prevention within wildland areas; regulating hazardous liquid pipelines; developing and renewing regulations and building standards; and providing training and education in fire protection methods and responsibilities. These are accomplished through major programs, including engineering, education, enforcement, and support from the Board of Forestry and Fire Protection.

Together, the Board of Forestry and Fire Protection, Office of State Fire Marshal, and CAL FIRE protect and enhance the forest resources of all wildland areas of California that are not under federal jurisdiction.

Fire Hazard Severity Zones and Responsibility Areas

CAL FIRE designates Fire Hazard Severity Zones (FHSZs) as authorized under California Government Code Sections 51175, et seq. FHSZs may be designated Very High, High, or Moderate. CAL FIRE considers many factors when designating FHSZs, including fire history, existing and potential vegetation fuel, flame length, blowing embers, terrain, and weather patterns for the area. CAL FIRE designates FHSZs in 2 types of areas depending on which level of government is financially responsible for fire protection.

- **Local Responsibility Area (LRA).** Incorporated communities are financially responsible for wildfire protection.
- **State Responsibility Area (SRA).** CAL FIRE and contracted counties are financially responsible for wildfire protection.

California Code of Regulations Section 1299.02

California Code of Regulations Section 1299.02 defines defensible space as the buffer landowners are required to create on their property between a "Building or Structure" and the plants, brush, and trees or other items surrounding the "Building or Structure" that could ignite in the event of a fire. A building or structure are defined as anything constructed that is designed or intended for support, enclosure, shelter, or protection of persons, animals, or property, having a permanent roof that is supported by walls or posts that connect to, or rest on the ground.

Public Resources Code Section 4291

Public Resources Code Section 4291, Mountainous, Forest-, Brush- and Grass-Covered Lands, is intended for any person who owns, lease, controls, operates, or maintains a building or structure in a mountainous area, forest-covered lands, shrub-covered lands, grass-covered lands, or land that is covered with flammable material, regardless of whether the property is in an SRA or Very High FHSZ. This section requires defensible space to be maintained within 100 feet from each side of a structure. An ember-resistant zone is required within 5 feet of a structure and more intense fuel reduction between 5 and 30 feet of a structure.

California Building Code

The California Buildings Standards Code (CCR Title 24) provides 12 different codes for construction and buildings in California. This code is updated every 3 years, with the most recent version effective January 1, 2023. The City of Ontario regularly adopts the most recent version of the California Building Standards Code, with local amendments, through Ontario Municipal Code Title 8, Chapter 1, Administrative and Building Code.

Building Design Standards

The California Building Code (CBC), Part 2 of 24 CCR, identifies building design standards, including those for fire safety. It is effective statewide, but a local jurisdiction may adopt more restrictive standards based on local conditions under specific amendment rules prescribed by the State Building Standards Commission. Commercial and residential buildings are plan checked by local city and county building officials for compliance with the CBC and any applicable local edits. Typical fire safety requirements of the CBC include the installation of sprinklers in buildings and other facilities; the establishment of fire-resistance standards for fire

doors and building materials; requirements for smoke-detection systems; exiting requirements; and the clearance of debris.

California Fire Code

The California Fire Code (CFC) incorporates, by adoption, the International Fire Code of the International Code Council, with California amendments. This is the official fire code for the state and all political subdivisions. It is found in 24 CCR Part 9 and, like the CBC, it is revised and published every 3 years by the California Building Standards Commission. Also like the CBC, the CFC is effective statewide, but a local jurisdiction may adopt more restrictive standards based on local conditions. The CFC is a model code that regulates minimum fire safety regulations for new and existing buildings; facilities; storage; processes, including emergency planning and preparedness; fire service features; fire protection systems; hazardous materials; fire flow requirements; and fire hydrant locations and distribution. Typical fire safety requirements include installation of sprinklers in all buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

Fire Safety During Construction and Demolition

Chapter 33 of the CFC, Fire Safety During Construction and Demolition, provides requirements for fire safety precautions during construction and demolition of a development project. The purpose of this chapter is to provide reasonable safety to life and property from fire during construction and demolition operations, including those in underground locations. Specific requirements include prohibiting smoking on-site, except for in approved areas; management of combustible materials and debris; cutting and welding; electrical wiring; and cooking. Additional requirements include the preparation of site safety plans prior to building permit issuance, providing fire watch during nonworking hours, and maintaining water supply for fire protection as soon as combustible materials arrive on a project site.

California Public Utilities Commission

In 2007, wildfires in southern California were ignited by overhead utility power lines and aerial communication facilities near power lines. In response, the California Public Utilities Commission began considering and adopting regulations to protect the public from fire hazards posed by overhead power lines and nearby aerial communication facilities. The commission published a fire threat map—under Rulemaking 15-05-006, following procedures in Decision 17-01-009, revised by Decision 17-06-024—that adopted a work plan for the development of a utility high-fire-threat district where enhanced fire safety regulations in Decision 17-12-024 apply (CPUC 2025). The fire regulations require electrical utilities to:

- Prioritize the correction of safety hazards.
- Correct nonimmediate fire risks in "Tier 2" (elevated fire threat) areas in the high fire-threat district within 12 months, and in "Tier 3" (extreme fire threat) areas within 6 months.
- Maintain increased clearances between vegetation and power lines in the high fire-threat district.
- Maintain stricter wire-to-wire clearances for new and reconstructed facilities in Tier 3 areas.
- Conduct annual inspections of overhead distribution facilities in rural areas of Tier 2 and Tier 3 areas.
- Prepare a fire prevention plan annually if overhead facilities exist in the high fire-threat district. (CPUC 2017)

Governor's Office of Land Use and Climate Innovation's Fire Hazard Technical Advisory

LCI (formerly the Governor's Office of Planning and Research) published the Fire Hazard Technical Advisory in 2015 and revised it in 2022 as a planning guide for addressing fire hazards, reducing risk, and increasing resilience across California's diverse communities and landscapes. The guide provides a range of goals, policies, and programs for fire hazard prevention and mitigation, disaster preparedness, and emergency response and recovery. The 2022 update includes specific land use strategies to reduce fire risk to buildings, infrastructure, and communities.

LOCAL

The Ontario Plan 2050

The Safety Element of TOP 2050 includes nine sections: 1) Seismic and Geologic Hazards, 2) Flood Hazards, 3) Fire and Rescue Hazards, 4) Noise Hazards, 5) Wind-Related Hazards, 6) Hazardous Materials and Waste, 7) Law Enforcement, 8) Emergency Management, and 9) Energy Resiliency. Chapter 3, Fire and Rescue Hazards, analyzes the City's risk from wildfires and structural fires as well as its firefighting capabilities, water supply, roadway standards, and emergency evacuation routes. This chapter contains specific requirements for complying with the CBC and CFC, maintaining sufficient fire services, maintaining an effective emergency notifications system, water supply redundancy, and fire prevention through environmental design.

City of Ontario Local Hazard Mitigation Plan

In 2023, the City of Ontario prepared a Local Hazard Mitigation Plan (LHMP) to identify local hazards, review and assess past disaster events, estimate the probability of future occurrences, and establish goals to reduce or eliminate long-term risks to people and property from natural and human-caused hazards. The City is not in an FHSZ or Wildland-Urban Interface (WUI). Consequently, wildfire was not identified as a hazard of concern in the LHMP; instead, urban fire represents the City's primary fire-related risk. The LHMP includes a comprehensive set of mitigation actions (see Table 5-3: *Mitigation Action Implementation Plan*) designed to enhance community resilience to hazard events. The LHMP is required to be updated and readopted by FEMA and the City of Ontario every 5 years, with the next update scheduled for November 2028.

City of Ontario Emergency Operations Plan

The City of Ontario Emergency Operations Plan, adopted in 2024, addresses the City's planned response to natural disasters, technological incidents, and national security emergencies. The plan does not address normal day-to-day emergencies or the well-established and routine procedures used in coping with such emergencies. Its operational concepts focus on potential large-scale disasters that can generate unique situations requiring unusual, large, and/or coordinated emergency responses.

City of Ontario Municipal Code

The Ontario Municipal Code includes various directives to minimize adverse impacts associated with wildfires. Most provisions related to wildfire and evacuation are in the following chapters:

- **Title 4, Chapter 4, Fire Code.** This chapter adopts the CFC by references and establishes local amendments to the CFC.
- **Title 8, Chapter 13, Flood Damage Prevention Program.** This chapter applies to any lands within areas of special flood hazards or areas of flood-related erosion hazards. This chapter provides specific development standards for development in flood hazard areas to promote public health, safety, and general welfare, and minimize losses due to flooding.

3.20.2 Existing Conditions

POLICY PLAN AMENDMENT

Wildfire Background

The term "wildfire" refers to fires that usually result from the ignition of dry grass, brush, or timber. Historically, wildfires commonly occurred in areas that are characterized by steep or

heavily vegetated areas, which make suppression of the fire difficult. More recently, wildfires have been encroaching into more urban areas, or the wildland-urban interface, threatening homes, businesses, and essential infrastructure. While wildfires play an important role in the ecology of many natural habitats, as urban development moves into areas susceptible to wildfire hazards, risks to human safety and property increase.

Wildfire Causes

Although the term "wildfire" suggests natural origins, a 2017 study that evaluated 1.5 million wildfires in the United States between 1992 and 2012 found that humans were responsible for igniting 84 percent of wildfires, accounting for 44 percent of acreage burned (Balch et al. 2017). The three most common initiators of human-caused wildfires are debris burning (logging slash, farm fields, trash, etc.), arson, and equipment use (Pacific Biodiversity Institute 2007). Lightning is the most common cause of nature-induced wildfire, with more than 40 percent of wildfires in the western United States caused by lightning between 1992 and 2015 (Balch et al. 2017; Cart 2023).

Power lines can ignite wildfires several ways, including:

- **Downed lines.** Downed power lines can produce arcing that can cause the powerlines to spark and ignite vegetation.
- **Vegetation contact.** A branch contacting two conductors for a sufficient duration may ignite the branch; a tree falling on a line can cause a downed line.
- **High winds and severe weather.** Conductors can slap together during high winds and severe weather, creating arcing of the powerlines and ejecting hot metal particles that can ignite flammable matter on the ground.
- **Equipment failures.** As circuit components deteriorate, they can arc and spark and thus ignite nearby flammable matter. (TWMP 2018)

Wildfires ignite structures in three ways: embers landing on the structure or flammable material next to the structure, direct flame contact, and radiant heat from fire close to the structure. Embers are the most common cause of home ignition. Embers ignite structures by entering through attic vents, igniting flammable materials around the home (litter in the roof gutter; wood stacks; or wood fencing), or finding their way under roofing materials (California Chaparral Institute 2025).

CAL FIRE estimated in 2017 that there were about three million housing units in California in FHSZs and potentially at risk from wildland fire—that is, just over 20 percent of all housing units in the state (CAL FIRE 2018).

Secondary Effects

Secondary effects of wildfire include debris flows postfire and air pollution from the smoke generated by fires. The following sections describe the hazardous conditions created by these secondary wildfire effects.

Postfire Debris Flows

Postfire landslide hazards include fast-moving, highly destructive debris flows that can happen soon after wildfires in response to high intensity rainfall events, and flows that are generated over a longer time because of root decay and loss of soil strength. Fires increase the potential for debris flows by increasing the imperviousness of soil so that it repels water, and by destroying vegetation that would slow and absorb rainfall, and whose roots would help stabilize soil (USGS 2018). The burning of vegetation and soil on slopes more than doubles the rate that water will run off into watercourses (CGS 2025). Postfire debris flows are particularly hazardous because they can occur with little warning, exert great impulsive loads on objects in their paths, strip vegetation, block drainage ways, damage structures, and endanger human life. Debris flows differ from mudflows in that debris flows are composed of larger particles. Postfire debris flows are most common in the 2 years after a fire; they are usually triggered by heavy rainfall. It takes much less rainfall to trigger debris flows from burned basins than from unburned areas.

Air Pollution

Smoke is made up of a complex mixture of gases and fine particles produced when wood and other organic materials burn. The biggest health threat from smoke is from fine particles ($PM_{2.5}$), which are microscopic particles that can penetrate the lungs and cause a range of health problems, from burning eyes and a runny nose to aggravated chronic heart and lung diseases. Exposure to particulate pollution is even linked to premature death. Some populations are more sensitive than others to smoke—for instance, people with heart or lung diseases, the elderly, children, people with diabetes, and pregnant women (USEPA 2021).

Wildfire in Ontario

CAL FIRE establishes FHSZs, designating each as moderate, high, or very high severity. Incorporated areas such as Ontario are considered local responsibility areas (Government Code 51178).

According to the California Office of Emergency Services, a WUI is defined as any area where structures and other human development meet or intermingle within wildland vegetation (Cal OES 2023). According to CAL FIRE, the WUI is subdivided into the “interface” zone (housing adjacent to wildland vegetation, but not mingled with it), the “intermix” zone (where houses and wildland vegetation directly mingle), and the “influence” zone (areas of wildfire-susceptible vegetation surrounding the other zones). The interface and intermix zones carry the highest risk

for wildfires affecting developed areas. Unlike wildfire in wildland areas, fires in WUI areas are more likely to damage or destroy buildings and infrastructure that support populations, the economy, and key services in the city.

The City is not located within a FHSZ or WUI; however, moderate, high, and very high FHSZs are to the north of the City, outside its boundaries in the San Bernardino Mountains. Although Ontario itself is not classified within an FHSZ, wildfires originating in these nearby areas could still pose a potential threat to the City's developed areas.

Wildfire History

CAL FIRE maintains a list of historic fires throughout the State. According to CAL FIRE, several wildfires outside the boundaries of the City of Ontario have occurred. The County of San Bernardino MJHMP lists wildfire events in the county from 2017 to 2022 (San Bernardino County 2022), none of which were in Ontario. Two historical wildfires in the City were the 1958 Pole Line fire that burned 3,960 acres and the 2007 Walker fire that burned 166 acres of pastureland (Ontario 2018).

Table 3.20-1, *Historic Wildfires in and Surrounding Ontario,* lists historic wildfire incidents surrounding Ontario from 1970 to 2024.

Table 3.20-1 Historic Wildfires in and Surrounding Ontario

Year	Fire Name	Acres Burned
1970	FPD #92	499
1974	Sunnyslope Fire	1,819
1979	Millie Fire	1,996
1979	Los Sarranos Fire	171
1980	Owl Fire	18,332
1988	Texas Fire	12,095
1990	Webb Fire II	339
1990	Yorba Fire	7,883
1996	Union Fire	269
1996	Philadelphia Fire	1,834
1998	Leroy Fire	171

Table 3.20-1 Historic Wildfires in and Surrounding Ontario

Year	Fire Name	Acres Burned
1998	Country Fire	1,111
2003	Padua Fire	10,457
2003	Grand Prix Fire	50,617
2007	Walker Fire	166
2014	Etiwanda Fire	2,141
2020	Blue Ridge Fire	13,694
2024	Bridge Fire	55,724
2024	Vista Fire	2,935
2024	Line Fire	43,975

Source: CAL FIRE 2025a.

Factors Influencing Wildfire

Several factors influence wildfire conditions and facilitate the spread of wildfires, including fuels, topography, weather conditions, and climate change. Human actions are also the leading cause of wildfires in California, increasing the risk of wildfire devastating natural lands and communities. This section describes these 5 factors in the context of the City of Ontario.

Fuel

Native habitats and vegetation communities are mostly absent throughout Ontario. According to Section 3.4, *Biological Resources,* of this Draft SEIR, natural vegetation in Ontario consists of California walnut woodland, Riversidian 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 2025). Each type of vegetation contributes to fire hazard severity to varying degrees. The qualities of vegetation that directly influence fire risk include fuel type and size, loading, arrangement, chemical composition, and dead and live fuel moisture, which contribute to the flammability characteristics of the vegetation. Grass and brush fuel types react quickly to changes in weather such as low humidity or high wind speeds. Fires in areas covered by this vegetation type can spread quickly in gusty wind conditions. Low humidity, high wind, and fuel buildup conditions can also lead to crown fires in woodland fuel types, which can be fast moving and difficult to suppress.

Topography

Steep terrain or slope plays a key role in the rate and direction that wildfires spread, since fires will normally burn much faster uphill. When the gradient of a slope doubles, the rate of spread of a fire will also likely double. Terrain that forms a funneling effect, such as chimneys, chutes, or saddles on the landscape, can result in especially intense fire behavior. Conversely, flat terrain tends to have little effect on fire spread, resulting in fires that are driven by vegetation and wind. The city's topography is characterized by a mix of flat and gently rolling terrain. Ontario is part of the Inland Empire Valley, a large valley region surrounded by mountain ranges, contributing to a mix of plains and hills.

Weather and Wind

The climate in Ontario is influenced by the Pacific Ocean and a seasonal, migratory subtropical high-pressure cell. The area experiences wet winters and dry summers, with mild seasonal changes, and an average of approximately 20.78 inches of precipitation annually, with the wettest months being January and February (USA.com 2025). July and August are typically considered the hottest months of the year, with average high temperatures of 92 degrees Fahrenheit (°F) (USA.com 2025). Because the summer months are generally hot and dry, the risk of wildfires has historically been greatest in summer and fall. Relative humidity is also an important fire-related weather factor. As humidity levels drop, the dry air causes vegetation moisture levels to decrease, increasing the likelihood that plant material will readily ignite and burn; the risk of wildfire increases when lightning strikes occur during dry periods.

Wind is a primary weather factor in wildfire behavior. Santa Ana winds are warm easterly winds that flow from the Great Basin through the desert and through the passes of the San Bernardino Mountains. These winds have reported speeds of up to 80 miles per hour with sustained wind speeds of 40 miles per hour. As wind speeds increase, the rates of fire spread, intensity, and ember spread potential also increase. Gusty and erratic wind conditions, like those of the Santa Ana winds, can cause a wildfire to spread irregularly, making it difficult to predict its path and effectively deploy fire suppression forces. Santa Ana winds are especially dangerous because they are accompanied by low humidity that can dry out fuel. This can increase wildfire conditions in the area. Wind can also shift suddenly due to temperature changes, causing fires to spread unpredictably. Fall has historically been one of the most dangerous times for wildfire risk because it has periods of very high temperatures, low humidity, and strong wind increases that cause red flag warnings and extreme fire danger. Additionally, wind hazards can occur with destructive impacts to trees, power lines, and utility services, which could spark potential wildfires.

Human Actions

Most wildfires are ignited by human action, the result of direct acts of arson, carelessness, or accidents. Many fires originate in populated areas along roads and around homes and are often

the result of the careless disposal of cigarettes, mowing of dead grass, electrical equipment malfunction, use of equipment, or burning of debris. Recreation areas with increased human activity that are in high or very high fire hazard areas also increase the potential for wildfires.

Climate Change

Climate change is likely to increase annual average maximum temperatures in Ontario from a historical annual average of 78.5°F to 84.2°F by 2050 and 87.3°F by 2100 (Cal-Adapt 2025a). This will likely create warmer temperatures earlier and later in the year. Precipitation levels are projected to increase slightly over the course of the century, changing from a historical annual average of 13.2 inches to an annual average of 14.8 inches by 2099 (Cal-Adapt 2025a). Variations in precipitation patterns will also lead to an increase in frequency and intensity of heavy precipitation events as well as prolonged periods of drought. The combination of extreme heat and droughts can cause soils and vegetation to dry out, creating more fuel for wildfires. These factors are expected to increase wildfire conditions, creating the risk of more frequent and intense wildfires. Because wildfires burn the trees and other vegetation that help stabilize hillsides and absorb water, more areas burned by fire may also lead to an increase in landslides and floods. Historically, an average of 46.8 acres burned annually in the City of Ontario (Cal-Adapt 2025b). Wildfires are projected to decrease to an annual average in the city of 20.9 acres burned by 2050 and an annual average of 16.1 acres burned by 2100 (Cal-Adapt 2025b).

Fire Protection Services

Fire protection services in the plan area are provided by the Ontario Fire Department (OFD). OFD operates 11 fire stations throughout the City, including the Ontario International Airport fire station. Throughout the 11 fire stations there are ten 4-person paramedic engine companies, four 4-person truck companies, an 8-person aircraft rescue and firefighting (ARFF) station, a fire investigation supervisor, and 2 battalion chiefs (OFD 2025).

Evacuation and Access

Evacuation routes are designated roadways that allow many people to quickly leave an area due to a potential or imminent disaster. These routes should have sufficient capacity to accommodate the needs of the community, be safely and easily accessible, and allow people to travel far enough away to be safe from emergency conditions.

Primary emergency access and evacuation routes in the City of Ontario include State Route (SR-) 60, which traverses the City from west to east; SR-83, which extends from south to north through the western portion of the City; Interstate (I-) 10, which runs west to east across the northern portion of the City; and I-15, which extends south to north along the eastern portion of the City. These highways and a network of local arterial and collector roadways that connect to them, provide the City's primary evacuation routes.

As shown in the adopted General Plan Safety Element Figure S-09, Evacuation Constrained Areas, evacuation-constrained residential development in Ontario primarily consist of cul-de-sac-style neighborhoods along SR-60, in the downtown area, and along I-10. These areas are not in fire-prone areas, but may experience delays in evacuating due to the single ingress/egress nature of the neighborhoods.

SPECIFIC PLAN

The Specific Plan area is located within a Local Responsibility Area (LRA), but outside of a FHSZ or WUI area, similar to the rest of the City. The topography of the EBPSP is generally flat with existing agricultural uses and nonnative vegetation. The Specific Plan area experiences similar Santa Ana winds compared to the larger Ontario area.

Fire protection services are provided by the Ontario Fire Department. The nearest stations that serve the Specific Plan area include Fire Station 11, directly south of the Specific Plan area, located at 7721 Eucalyptus Avenue and Fire Station 9, located approximately 1.35 miles east of the Specific Plan area, at 2661 East Grand Park Street (OFD 2025).

Primary evacuation routes to the EBPSP include East Eucalyptus Avenue and South Grove Avenue. As shown in the adopted General Plan Safety Element Figure S-09, *Evacuation Constrained Areas*, the EBPSP does not contain residential evacuation constrained parcels.

3.20.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, "Environmental Checklist Form," of the California Environmental Quality Act (CEQA) Guidelines states that, "If located in or near state responsibility areas or lands classified as very high fire hazard severity zones," the proposed project would result in a significant impact related to wildfire if it would:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

3.20.4 Relevant New and Modified General Plan Policies

The proposed project does not include new or modified policies relevant to wildfire.

3.20.5 Environmental Impacts

2022 CERTIFIED EIR

The City is outside of the SRA and does not contain lands within a LRA Very High FHSZ, and CAL FIRE has determined that the City contains no areas subject to very high wildfire risk. The City recognizes that even though fuel loading is light in Ontario and fire risk comes primarily from urban fires, not wildfires, there is some risk related to wildfires. The City has implemented policies as part of the approved project to help reduce risk of wildfire. Therefore, the Certified EIR concluded that impacts to wildfire, resulting from implementation of the approved project, would be less than significant.

PROPOSED PROJECT

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

The 2022 Certified EIR concluded that implementation of the approved project would not substantially impair emergency response or evacuation because the City's circulation system has been planned and designed to meet long-term safety and accessibility needs. Specifically, the majority of future population growth under the approved project would occur in Ontario Ranch, where extensive roadway improvements are planned to accommodate increased travel demand, enhance regional connectivity, and support emergency response capabilities.

As documented in the 2022 Certified EIR, Policy M-1.1, Roadway Design and Maintenance, ensures that all City roadways comply with applicable federal, State, and local safety standards; provide adequate multimodal access; and are designed to handle capacities identified in the City's Master Plan of Streets and Highways. This policy also requires maintenance consistent with best practices and promotes efficient traffic flow through intelligent transportation systems and travel demand management strategies. Emergency access and circulation consistency are further ensured through the City's design review process, during which the Ontario Fire

Department reviews proposed development plans to verify compliance with local and State emergency access standards.

The 2022 Certified EIR also noted that the City's 2018 LHMP identifies Interstates 10 and 15 and State Route 60 as major emergency response and evacuation routes that provide regional egress capacity in the event of large-scale emergencies. These facilities, along with the City's arterial network, are critical components of Ontario's coordinated emergency management framework. Based on these factors, the 2022 Certified EIR found that the approved project would not result in new or more severe impacts related to transportation hazards or emergency access, and impacts would remain less than significant.

Policy Plan Amendment

The proposed project involves adjustments to land use designations and corresponding updates to the Policy Plan elements while maintaining the overall circulation framework established under the approved project. As described in Chapter 2, *Project Description*, of this Draft SEIR, the proposed project would increase population and employees in Ontario, which would add additional vehicles to roadways in the event of an evacuation. As shown in Figure 3.17-1, *Roadway Classifications*, substantial improvements to the City's transportation infrastructure are planned to accommodate population growth and maintain safe, efficient travel during emergencies. The proposed project would not introduce new roadways or modify existing ones in a manner that would impede emergency vehicle access or evacuation operations. Furthermore, continued implementation of Policy M-1.1 and City design review procedures would ensure that all roadway and site designs maintain compliance with emergency access standards and the City's adopted emergency response plans.

Accordingly, the proposed project would result in no new or more severe impacts related to impairment of an adopted emergency response plan or emergency evacuation plan compared to the approved project. The circulation network, policy framework, and interagency review mechanisms that were found to be adequate in the 2022 Certified EIR remain in place, and the proposed project would not impede implementation of an emergency response plan or evacuation plan. The proposed project would not result in new or a substantial increase in magnitude of impacts for wildfire compared to the approved project and that identified in the 2022 Certified EIR. Therefore, impacts would remain **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The proposed Specific Plan involves adjustments to land use designations and roadway improvements consistent with federal, State, and local design and safety standards, acting to improve emergency circulation in the area. The proposed project would not, however, introduce new roadways or modify existing ones in a manner that would impede emergency vehicle

access or evacuation operations. Additionally, the City and Fire Department would review development applications to ensure adequate emergency access is provided in compliance with emergency access standards and the City's adopted emergency response plans. Compliance with existing regulations, City policies, and Fire Department recommendations would ensure impacts to emergency response plans and evacuation plans would be **less than significant**.

Accordingly, the proposed Specific Plan would result in no new or more severe impacts related to impairment of an adopted emergency response plan or emergency evacuation plan compared to the approved project. The circulation network, policy framework, and interagency review mechanisms found to be adequate in the 2022 Certified EIR remain in place, and the proposed Specific Plan would not impede implementation of an emergency response plan or evacuation plan. The proposed Specific Plan would not result in new or a substantial increase in magnitude of impacts for emergency response and evacuation compared to the approved project and that identified in the 2022 Certified EIR.

EBPSP Significance without Mitigation: Less than significant.

Impact WIL-1: Implementation of the proposed project would not impair or otherwise interfere with the City's adopted emergency response or evacuation plans.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant emergency evacuation impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

Impacts are less than significant and no mitigation measures are required.

b Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The 2022 Certified EIR found that implementation of the approved project would not exacerbate wildfire risks. The City of Ontario lies outside of CAL FIRE's State Responsibility Area and contains no areas designated as Very High FHSZs. Consequently, fire risk within the planning area is predominantly urban in nature, associated with localized ignition sources rather than wildland conditions.

The 2022 Certified EIR determined that compliance with applicable State and local fire-safety regulations, including CAL FIRE's 2019 Strategic Fire Plan for California, the California Fire Code, and the City's LHMP, would ensure that new development and infrastructure are designed, constructed, and maintained to minimize ignition potential, facilitate emergency response, and prevent post-fire slope or drainage instability. The 2022 Certified EIR also found that continued implementation of City policies promoting fire prevention, interagency coordination, emergency preparedness and training, and data-driven resource allocation would further reduce wildfire-related risks. These measures collectively minimize the potential for wildfire ignition or spread and limit exposure to pollutant concentrations from wildfire smoke. Based on these factors, the 2022 Certified EIR concluded that wildfire-related impacts under the approved project would be less than significant and would not result in new or more severe impacts compared to previously evaluated conditions.

Policy Plan Amendment

The proposed project modifies the land-use pattern and updates related Policy Plan elements while maintaining the overall planning and regulatory framework established by the approved project. The 2025 adopted CAL FIRE Local Responsibility Area Fire Hazard Severity Zone map do not identify areas in Ontario within a FHSZ. Although vegetation and fuel loading are light and fire hazards are primarily urban, the City acknowledges some residual risk from wildfire events.

Ontario is supported by multiple local and regional programs for fire prevention and response, including the California Building Code, the California Fire Code, the City's LHMP, and fire protection and emergency services provided by the Ontario Fire Department. Continued adherence to these regulations and practices would ensure that future development and infrastructure associated with the proposed project do not exacerbate wildfire hazards.

In addition, implementation of the following policies would directly reduce wildfire and emergency-related risks:

- **S-3.8: Fire Prevention through Environmental Design.** We require new development to incorporate fire prevention considerations in the design of streetscapes, sites, open spaces, and buildings.
- **S-3.9: Resource Allocation.** We analyze fire data to evaluate the effectiveness of our fire prevention and reduction strategies and allocate resources accordingly.
- **S-8.5: Interdepartmental Coordination.** We utilize all City departments to help support emergency/disaster mitigation, preparedness, response, mitigation, and recovery.
- **CD-2.8: Safe Design.** We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and

open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintaining visibility and accessibility, and using lighting.

These policies collectively promote fire-resilient development and reduce the potential for secondary hazards such as flooding or slope instability following fire events.

Because the proposed Policy Plan Amendment does not alter topography, slope conditions, or emergency infrastructure design standards and would continue to implement existing fire-safety programs and policies, the proposed project would not exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Additionally, development under the proposed Policy Plan would be subject to the most recent version of the California Building Code and California Fire Code, which have more stringent requirements for new development than previous versions of the code. Accordingly, the proposed project would not result in new or substantially more severe impacts compared to the approved project impacts identified in the 2022 Certified EIR, and wildfire-related impacts would remain **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

As previously discussed in Section 3.20.2, *Existing Conditions*, the EBPSP is in a relatively flat area, and there are no steep slopes where high winds would exacerbate fire risks. Adjacent areas are urbanized and lack vegetation.

Further, uses implemented pursuant to the EBPSP would comply with the California Building Code, California Fire Code, and City policies, including Policy Plan policies S-3.8, S-3.9, S-8.5, and CD-2.8, acting to minimize wildfire hazards, thereby minimizing exposure to pollutant concentrations from wildfires. Based on the preceding, the potential for the EBPSP to exacerbate wildfire risks, and thereby expose occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire is considered less than significant.

Because the proposed EBPSP does not alter topography, slope conditions, or emergency infrastructure design standards and would continue to implement existing fire-safety programs and policies, the proposed Specific Plan would not exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Accordingly, the proposed EBPSP would not result in new or substantially more severe impacts compared to the approved project impacts identified in the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact WIL-2: Implementation of the proposed project would not exacerbate wildfire risk, require infrastructure that could increase fire hazards, or expose people or structures to secondary post-fire hazards such as flooding, landslides, or drainage changes.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant wildfire impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified and no mitigation measures are required.

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environments?

The 2022 Certified EIR found that implementation of the approved project would not require infrastructure that could increase fire hazard potential. The City of Ontario lies outside of CAL FIRE's State Responsibility Area and contains no areas designated as very high FHSZ. Consequently, fire risk within the planning area is predominantly urban in nature, associated with localized ignition sources rather than wildland conditions.

Policy Plan Amendment

The 2025 adopted CAL FIRE Local Responsibility Area Fire Hazard Severity Zone map does not identify areas in Ontario within a FHSZ. While the proposed Policy Plan Amendment would facilitate future development that includes installation of new infrastructure (e.g., roads, utilities, and related improvements), such improvements would occur in an area without very high wildfire risk and would not, in and of themselves, introduce or exacerbate wildfire risk.

Development under the proposed Policy Plan would be subject to the most recent version of the California Building Code and California Fire Code, which have more stringent requirements for new development than previous versions of the code. Additionally, implementation of Policies S-3.8, S-3.9, S-8.5, and CD-2.8 would directly reduce wildfire and emergency-related risks. These policies collectively promote fire-resilient development and reduce the potential for secondary hazards such as flooding or slope instability following fire events.

Accordingly, although new infrastructure would be constructed under the proposed Policy Plan, it would not increase wildfire hazards. Additionally, such infrastructure and maintenance activities would also be required to comply with the adopted State regulations, Ontario Municipal Code standards, and TOP policies to mitigate the impact of infrastructure on the environment. The proposed project would not result in new or substantially more severe impacts compared to the approved project and that identified in the 2022 Certified EIR, and wildfire-related impacts would remain **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The EBPSP would facilitate future development that would require the installation of new roads, utilities, and related improvements; however, infrastructure improvements proposed by the Specific Plan would be implemented in areas not within a FHSZ. Water, sewer, storm drain, and dry utility improvements under the proposed EBPSP would be installed underground. Infrastructure and utility plans would be reviewed by the City and Fire Department to ensure conformance with California Building Code, California Fire Code, Municipal Code, and TOP 2050 requirements to reduce the risk of wildfire and impacts of infrastructure on the environment.

Accordingly, although new infrastructure would be constructed under the proposed EBPSP, it would not increase wildfire hazards. The proposed EBPSP would not result in new or substantially more severe impacts compared to the approved project and that identified in the 2022 Certified EIR and impacts would remain **less than significant**.

Specific Plan Significance without Mitigation: Less than significant.

Impact WIL-3: Implementation of the proposed project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environments.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant wildfire impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified and no mitigation measures are required.

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The 2022 Certified EIR found that implementation of the approved project would not expose people or structures to post-fire hazards such as landslides, mudflows, or flooding. The City of Ontario lies outside of CAL FIRE's State Responsibility Area and contains no areas designated as very high FHSZ. With respect to geologic and hydrologic conditions, the Certified EIR notes that the City of Ontario is in the Upper Santa Ana River Valley, which exhibits a gentle southerly slope of approximately 1 percent, with elevations ranging from 1,150 feet in the north to 640 feet in the south. Due to this broad and gradual topography, the city does not contain steep slopes that would be susceptible to significant landslide or post-fire slope failure hazards. Additionally, the Certified EIR notes that large portions of the City are outside the 100-year floodplain, and only limited areas adjacent to flood control channels, detention basins, and creeks fall within the 100-year flood zone. A portion of the Ontario Ranch area is designated Zone D, representing areas where flood hazards are undetermined and no formal analysis has been completed.

Policy Plan Amendment

The 2025 adopted CAL FIRE Local Responsibility Area Fire Hazard Severity Zone map does not identify areas in Ontario within a Fire Hazard Severity Zone. Additionally, the City does not contain steep slopes that would be susceptible to postfire slope failure or landslides. The Policy Plan Amendment would not introduce development into steeper terrain or areas with elevated postfire runoff risk, nor would it modify land use patterns in a manner that could increase exposure to downslope or downstream flooding hazards following a wildfire.

The Policy Plan Amendment does not involve physical improvements or changes to drainage patterns, and future development would continue to be subject to City regulations that manage erosion, grading, and flooding hazards. This includes the requirement for an erosion and sediment control plan prior to grading plan approval and issuance of a grading permit, as well as compliance with Title 8, Chapter 13 (Flood Damage Prevention Program) of the Ontario Municipal Code, which establishes standards for development in flood-prone areas. Development under the amended Policy Plan would also remain subject to the most recent California Building Code and California Fire Code standards. These requirements ensure proper site drainage, erosion control, and flood protection, and therefore reduce the potential for downslope or downstream flooding, landslides, or other hazards associated with runoff or postfire slope instability. Accordingly, the proposed project would not result in new or substantially more severe impacts compared to the approved project and impacts identified in the 2022 Certified EIR, and wildfire-related impacts would remain **less than significant**.

Policy Plan Amendment Significance without Mitigation: Less than significant.

Specific Plan

The Specific Plan area is in the southern portion of the City, where largely flat agricultural fields dominate the topography. The flat topography of the site does not present any potential risks related to landslides or other slope instability. Additionally, as detailed in SEIR Section 3.10, *Hydrology and Water Quality*, the proposed EBPSP would not substantially alter the existing drainage pattern or result in substantial runoff when compared to existing conditions. The EBPSP's stormwater management system, Stormwater Pollution Prevention Plan (SWPPP), and Water Quality Management Plan (WQMP) would act to avoid or minimize flooding, slope instability, or adverse drainage changes.

Uses implemented pursuant to the EBPSP would also be required to comply with the recommendations identified in the Preliminary Geotechnical Investigation (see Appendix F1 and Appendix F2), which would ensure that the site and structures are engineered and constructed to maximize stability and preclude safety hazards. Additionally, future development would continue to be subject to City regulations that manage erosion, grading, and flooding hazards. This includes the requirement for an erosion and sediment control plan prior to grading plan approval and issuance of a grading permit, as well as compliance with Title 8, Chapter 13 (Flood Damage Prevention Program) of the Ontario Municipal Code, which establishes standards for development in flood-prone areas. Development under the proposed EBPSP would also remain subject to the most recent California Building Code and California Fire Code standards. These requirements ensure proper site drainage, erosion control, and flood protection, and therefore reduce the potential for downslope or downstream flooding, landslides, or other hazards associated with runoff or postfire slope instability.

Accordingly, the EBPSP would not result in a new or substantial increase in the severity of impacts when compared to the 2022 Certified EIR. Therefore, this impact is **less than significant**.

Specific Plan Significance without Mitigation: Less than significant

Impact WIL-4: Implementation of the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Mitigation Measures

Mitigation Measures from the 2022 Certified EIR

The 2022 Certified EIR did not identify significant wildfire impacts and therefore no mitigation measures were identified in the 2022 Certified EIR.

New Mitigation Measures

No impacts were identified and no mitigation measures are required.

3.20.6 Cumulative Impact Analysis

The cumulative setting for wildfire includes potential future development within San Bernardino, surrounding cities, and unincorporated County areas that may exacerbate wildfire risks. Future development over the buildout horizon of the proposed project would not impair an adopted emergency response plan or emergency evacuation plan and would not result in new or substantially more severe wildfire impacts compared to the approved project. Cumulative development in the surrounding local jurisdictions and State lands in Fire Hazard Severity Zones would be subject to the same State regulations applicable to future projects, including the California Building Code, California Fire Code, California Public Resources Code Sections 4291, and SRA or Very High Fire Hazard Severity Zone Fire Safe Regulations. Continued implementation of approved project policies related to fire prevention and hazard reduction would further minimize wildfire risk. Accordingly, the proposed project would not make a cumulatively considerable contribution to cumulative wildfire impacts, and cumulative impacts would be **less than significant**.

Cumulative Impacts: Implementation of the proposed project, in combination with other development in the city, would not make a cumulatively considerable contribution to cumulative wildfire or emergency response impacts.

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4. ALTERNATIVES TO THE PROPOSED PROJECT

4.1 INTRODUCTION

This chapter presents the alternatives analysis for the proposed project, as required by the California Environmental Quality Act (CEQA). CEQA requires that an environmental impact report (EIR) include a discussion of reasonable project alternatives that would "feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any significant effects of the project and evaluate the comparative merits of the alternatives" (CEQA Guidelines sec. 15126.6[a]).

The discussion includes an explanation of the methodology used to select alternatives to the proposed project, with the intent of identifying potentially feasible alternatives that could avoid or substantially lessen the significant impacts identified for the proposed project while still meeting most of the basic project objectives, pursuant to CEQA Guidelines Section 15126.6(a). This chapter identifies a reasonable range of alternatives that meet these criteria, and these alternatives are evaluated with respect to minimizing adverse environmental effects as compared to the proposed project. It also describes other alternatives and alternative concepts that were considered but eliminated from detailed consideration and the reasons for their elimination. For the alternatives selected for analysis, this chapter evaluates the impacts of the alternatives against approved project and compares the potential impacts of the alternatives with those of the proposed project. Finally, as required under CEQA Guidelines Section 15126.6(e), based on this analysis, this chapter then discusses the environmentally superior alternative.

The discussion in this chapter is intended to inform the public and decision makers of feasible alternatives to the proposed project that would avoid or substantially lessen any of the significant effects of the proposed project. Section 15126.6, "Consideration and Discussion of Alternatives to the Proposed Project," of the CEQA Guidelines states that:

> An EIR shall describe a range of reasonable alternatives to the project, or the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for

> selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason. (sec. 15126.6[a])

4.2 FACTORS CONSIDERED WHEN DEVELOPING ALTERNATIVES

This section describes the basis for determining the range of CEQA alternatives and identifies the specific alternatives that are analyzed in this Draft EIR. The primary factors considered when determining feasible alternatives to the proposed project are the identified project objectives and the significant impacts that have been identified for the proposed project.

4.2.1 Project Objectives

Chapter 2, Section 2.3, *Statement of Project Objectives*, lists the objectives that have been established for the proposed project and will aid decision makers in their review of the project, the project alternatives, and associated environmental impacts.

4.2.2 Significant Impacts

Apart from the No Project Alternative, alternatives to a project should be evaluated because of their ability to feasibly attain most of the basic objectives of the project and avoid or lessen the project's identified significant impacts. The proposed project would result in 6 potentially significant impacts that would be reduced to less than significant levels with mitigation and 14 significant unavoidable impacts.

LESS-THAN-SIGNIFICANT IMPACTS WITH MITIGATION

The following impacts were found to be less than significant with implementation of mitigation measures:

- **Impact BIO-1 (PPA + EBPSP):** Implementation of the proposed project could impact special-status species, as well as nesting birds, burrowing owls, and roosting bat species.
- **Impact BIO-4 (PPA + EBPSP):** Implementation of the proposed project could affect wildlife movement.
- **Impact CUL-2 (PPA + EBPSP):** Implementation of the proposed project could impact archeological resources in the City.

- **Impact GEO-6 (PPA + EBPSP):** Implementation of the proposed project could directly or indirectly destroy a unique paleontological resource.
- **Impact HAZ-2 (PPA + EBPSP):** Existing regulations and policies of TOP 2050 would ensure that development associated with the Policy Plan Amendment would not exacerbate the potential release of hazardous materials into the environment. However, development of the EBPSP, as well as existing site conditions, may reveal unknown soil or soil vapor contamination or unknown subsurface structures.
- **Impact TCR-1 (PPA + EBPSP):** Tribal cultural resources could be adversely impacted by grading activities associated with the proposed project.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

The following impacts were found to be significant and unavoidable even with implementation of mitigation measures:

- **Impact AQ-1 (PPA + EBPSP):** The additional population growth forecast for the Policy Plan Amendment and Specific Plan and the associated emissions would exceed the assumptions of the South Coast AQMD's AQMP.
- **Impact AQ-2 (PPA):** Construction activities associated with future development that would be accommodated under the Policy Plan Amendment could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria.
- **Impact AQ-3 (PPA + EBPSP):** Implementation of the proposed project would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations.
- **Impact AQ-4 (PPA):** Construction activities associated with the Policy Plan Amendment could expose sensitive receptors to substantial air pollutant concentrations.
- **Impact AQ-5 (PPA):** Operation of industrial and warehousing land uses accommodated under the Policy Plan Amendment would cumulative contribute to elevated levels of toxic air contaminants in the South Coast AQMD region.
- **Impact CUL-1 (PPA):** Implementation of the Policy Plan Amendment could impact historical resources.
- **Impact GHG-1 (PPA + EBPSP):** Implementation of the proposed project would result in an increase in GHG emissions compared to the approved project and would not achieve the carbon neutrality threshold of AB 1279.

- **Impact GHG-2 (PPA + EBPSP):** The proposed project would be inconsistent with the Community Climate Action Plan's objective of reducing citywide GHG emissions and the State's carbon neutrality goals.
- **Impact NOI-1 (PPA):** Construction activities associated with buildout of the Policy Plan Amendment would result in intermittent, temporary increases in noise levels at sensitive receptors due to construction activities. Construction of the EBPSP would not exceed applicable thresholds or significantly increase ambient noise levels.
- **Impact NOI-2 (PPA + EBPSP):** Implementation of the Policy Plan Amendment and EBPSP would expose sensitive receptors to substantial permanent traffic noise increases.
- **Impact NOI-3 (PPA):** Construction activities associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration.
- **Impact NOI-4 (PPA):** Heavy truck traffic annoyance along City haul routes associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration annoyance.
- **Impact NOI-5 (PPA):** Implementation of the Policy Plan Amendment could expose noise sensitive uses to excessive noise levels from the Ontario International Airport (ONT).
- **Impact TRA-2 (PPA + EBPSP):** The proposed project would generate a substantial increase in VMT per service population and total VMT compared to the approved project, resulting in significant project-level and cumulative VMT impacts.

4.3 ALTERNATIVES CONSIDERED BUT REJECTED

CEQA Guidelines section 15126.6(c) requires EIRs to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. CEQA Guidelines section 15126.6(c) provides that among the factors that may be used to eliminate alternatives from detailed consideration in the EIR are (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts. Following is a discussion of alternatives considered and rejected, along with the reasons that alternative was not included in the analysis.

4.3.1 Alternative Development Areas Outside of the City

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of

the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines Section 15126[5][B][1]). The City does not have land use authority outside of the City's boundaries. Therefore, an alternative development area would be infeasible and was not analyzed.

4.3.2 Alternate EBPSP Sites Alternative

As identified above, CEQA requires that the discussion of alternatives focus on alternatives to a project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. In addition, an alternative site need not be considered when implementation is "remote and speculative," such as when the alternative site is beyond the control of a project applicant.

Given the scope of the EBPSP, a similarly sized project and land use elsewhere in the City of Ontario would result in similar impacts. Significant and unavoidable regional air quality emission impacts of the EBPSP are largely due to mobile emissions during operation and are not site specific; therefore, relocation of the EBPSP would not substantially reduce these impacts. The EBPSP's location is preferrable for business park development because of its proximity to the regional transportation network and major infrastructure, helping to reduce VMT and off-site traffic noise. Therefore, analysis of an alternative site for the EBPSP is neither meaningful nor necessary because the significant impacts resulting from the EBPSP would not be avoided or substantially lessened by its implementation in an alternate location.

Moreover, there are no existing, undeveloped sites for sale that are a similar size as the EBPSP area within close proximity to key freeway infrastructure (i.e., I-15, SR-83, and SR-60) and that could reasonably be controlled by the Applicant for the purpose of developing the EBPSP. Furthermore, the Applicant does not hold ownership control over any other parcels of land in or near the Specific Plan area that could be used as an alternative location for the proposed EBPSP. Therefore, because an alternate location is not available that would avoid or substantially lessen the significant environmental effects of the EBPSP, and because the Applicant does not have ownership control over and cannot reasonably obtain ownership control over any other parcels of land in the jurisdiction of the City that could accommodate the EBPSP, an alternate site is not feasible. As a result, this alternative was rejected from further consideration.

4.3.3 Alternative Housing Element Sites Alternative

The City received several NOP comment letters on land use and planning impacts as a result of areas in the Ontario Ranch where high density residential (HDR) land uses are proposed. The

locations are identified as Housing Element that fulfill the City's lower income RHNA obligations. Because these sites are being rezoned, specifically to make up for a shortfall of lower income sites, State law requires that these sites establish a minimum density of 20 du/ac. The City evaluated alternative locations in Ontario Ranch for opportunities to upzone from low density residential (LDR) to HDR to accommodate the City's RHNA obligations. However, locations in Ontario Ranch designated for LDR are not adjacent to proposed infrastructure, such as water and sewer, which are needed to accommodate the HDR land uses. According to OMUC, infrastructure in these areas would not be constructed until post-2030 horizon. Therefore, these sites do not meet the criteria for alternative housing site. Additionally, CEQA only requires locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines Section 15126[5][B][1]). Since the City is obligated to maintain the RHNA, shifting the location of the HDR unit to alternative areas within Ontario Ranch would not reduce or eliminate the environmental impacts of the proposed project. Therefore, an alternative housing element sites within Ontario Ranch were not analyzed.

4.3.4 Truck Route Scenario 1 Alternative

In summer 2025, the City conducted outreach and initiated an evaluation of its existing truck routes, which evaluated changes to truck routes in northern Ontario, including in the Original Model Colony. Truck Route Scenario 1 retained all existing truck routes and added an additional route along Eucalyptus Avenue. This scenario was rejected because it would increase truck volumes on designated routes, substantially worsen conditions at Grand Park, and require additional mitigation measures and funding. This alternative was considered but rejected.

4.3.5 Truck Route Scenario 2 Alternative

In summer 2025, the City conducted outreach and initiated an evaluation of its existing truck routes, which evaluated changes to truck routes in northern Ontario, including in the Original Model Colony. Truck Route Scenario 2 retained all existing truck routes and added additional routes along Eucalyptus Avenue and Walker Avenue. This scenario was rejected because it would make mitigation measures for noise, vibration, and air quality more challenging; result in significantly higher truck volumes than Truck Route Scenarios 1 and 3; and introduced new truck traffic through low-density neighborhoods. Therefore, this alternative was considered but rejected.

4.4 ALTERNATIVES SELECTED FOR ANALYSIS

The following alternatives have been determined to represent a reasonable range of alternatives that have the potential to feasibly attain most of the objectives of the proposed

project and that may avoid or substantially lessen any of the significant impacts of the proposed project.

- No Project Alternative/Current TOP 2050
- Medium High Density Residential (MHDR) Alternative
- Truck Route Scenario 3 Alternative
- Reduced Intensity Alternative

4.5 NO PROJECT ALTERNATIVE/CURRENT TOP 2050

In the No Project Alternative/Current TOP 2050, the Policy Plan Amendment and EBPSP project would not be implemented by the City. The current TOP 2050 would remain in effect and would apply to land uses within the City and land uses on the EBPSP project site. Buildout statistics for Policy Plan Amendment and EBPSP compared to the No Project Alternative are shown in Table 4-1, *No Project Alternative/Current TOP 2050 vs. Growth Projections at Buildout.*

Table 4-1 No Project Alternative/Current TOP 2050 vs. Growth Projections at Buildout

Category	Proposed Project	No Project Alternative/ Current TOP 2050	Difference
Policy Plan Amendment			
Population	427,741	411,268	-16,473
Housing Units	137,177	129,951	-7,226
Non-residential SQFT	268,162,895	263,828,479	-4,334,416
Jobs	301,035	299,204	-1,831
EBPSP Site			
Population	0	6,335	6,335
Housing Units	0	2,195	2,195
Non-residential SQFT	2,939,000	1,632,143	-1,306,857
Jobs	1,590	3,126	1,536

Note: SQFT = square feet

As shown in this table, the No Project Alternative would result in a reduction in population, housing units, and non-residential square footage but an increase in employment. In addition, the proposed project includes updated policies to comply with State laws, including AB 98. This alternative would not include revisions to the City's truck routes, which are proposed to minimize impacts to sensitive receptors.

The TOP 2050 designates the Specific Plan area for Medium Density Residential (MDR), Mixed-Use (Eucalyptus/Chino Airport) (MU-BC); and Open Space Parkland (OS-C). Buildout under these

designations would allow for up to 2,195 residential units and 1,632,143 square feet of non-residential land uses within the Specific Plan area. As shown in the table, the No Project Alternative would result in an increase in population, units, and employment but a decrease in non-residential square feet.

4.5.1 Aesthetics

Policy Plan Amendment

In this alternative, the entire City would be developed under the existing TOP 2050 land use plan and would involve new development and redevelopment in the same areas as the proposed project. The City's Municipal Code identifies development standards to ensure quality development in the City. Aesthetic impacts would be similar to the proposed project and would be less than significant.

Specific Plan

The Specific Plan area is not in an area identified for scenic preservation. There are no scenic vistas in the Specific Plan area, nor would development of the site adversely affect a designated scenic vista. The No Project Alternative would cover the same development impact area as the EBPSP and result in similar less than significant impacts.

4.5.2 Agriculture and Forestry Resources

Policy Plan Amendment

In this alternative, the entire City would be developed under the existing TOP 2050 land use plan and would involve new development and redevelopment in similar areas as the proposed project. At the time of the 2022 Certified EIR there was no land zoned for agriculture in the City. Therefore, the impacts from rezoning lands from agricultural to non-agricultural have already occurred. This alternative would have similar impacts to Farmland and lands currently under a Williamson Act contract. Therefore, impacts on agriculture and forestry resources would be similar to the proposed project and would be less than significant.

Specific Plan

Similar to the EBPSP, the existing on-site agricultural uses would be removed from the Specific Plan area under this alternative. The City of Ontario no longer has land designated for agricultural use, and impacts associated with the implementation of the EBPSP, including the conversion of grazing land and Prime Farmland to a non-agricultural use, would not result in impacts not already disclosed. Therefore, implementation of this alternative would result in the same impacts to agricultural resources that would occur from implementation of the EBPSP.

4.5.3 Air Quality

Policy Plan Amendment

As identified in Section 3.3, *Air Quality,* the proposed project would result in an increase in NOx, CO, PM_{10}, $PM_{2.5}$, and reactive organic gasses (ROG) emissions. Under this alternative, the buildout would remain the same as the existing TOP 2050. Therefore, although the impacts would remain significant and unavoidable, they would be slightly less than those of the proposed project. Impacts regarding consistency with the AQMP, cumulatively considerable net increase of pollutants for which the project region is in nonattainment, and exposing sensitive receptors to substantial pollutant concentrations would be similar to the proposed project. This alternative would also result in less industrial warehouse development; therefore, there would be fewer diesel trucks. However, this alternative would not include the revisions to the truck route map that routes trucks away from sensitive receptors on Archibald Avenue. In comparison to the proposed project, this alternative would have slightly less impact, and impacts would remain significant and unavoidable.

Specific Plan

As with the EBPSP, construction of the No Project Alternative has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Specific Plan area. In addition, fugitive dust emissions would result from construction activities. Under this alternative, the development impact area would be the same as the EBPSP. Therefore, although the type of construction would be different under this alternative due to the proposed uses, implementation of this alternative would result in similar impacts from construction-related air quality that would occur from implementation of the EBPSP, and impacts would be less than significant.

Operational activities associated with either the EBPSP or this alternative would result in emissions of ROGs, NO_x, SO_x, CO, PM_{10}, and $PM_{2.5}$. Emissions calculated for the EBPSP under the No Project Alternative/Current TOP 2050 are shown in Table 4-2, *EPBPSP No Project Alternative/Current TOP 2050 Air Pollutant Emissions*.

Table 4-2 EBPSP No Project Alternative/Current TOP 2050 Air Pollutant Emissions

Source	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
Mobile	92	125	1,073	3	308	80
Area	117	38	210	0.24	3	3
Stationary	1	21	14	0.13	2	2
On-Site Equipment	2	5	5	0.01	0.27	0.27
Maximum Daily Emissions	212	192	1,398	4	313	85
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	YES	NO	YES	YES
Winter						
Mobile	87	133	882	3	308	80
Area	94	36	15	0.23	3	3
Stationary	2	5	5	0.01	0.27	0.27
On-Site Equipment	1	2	97	0	0.18	0.16
Maximum Daily Emissions	185	198	1,013	3	313	85
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	YES	NO	YES	YES

Source: Appendix N

As shown above, operations of the No Project Alternative/Current TOP 2050 would exceed the numerical thresholds of significance established by the South Coast AQMD for emissions of VOCs, NO_x, CO, PM_{10}, and $PM_{2.5}$. The $PM_{2.5}$ exceedance occurring under this alternative would not occur under the EBPSP buildout conditions. Additionally, while both scenarios would exceed the CO threshold, emissions under this alternative (1,399/1,013) would be substantially greater when compared to the EBPSP (759/563). This is primarily due to the increased trip generation under this alternative, as discussed subsequently in Section 4.5.17. Overall, impacts would be greater than the EBPSP and would remain significant and unavoidable.

4.5.4 Biological Resources

Policy Plan Amendment

Under this alternative, biological resource impacts would be the same as the proposed project. A number of special status plant species and special status wildlife species are known to occur within or immediately adjacent to the City or are known to occur in the region based on historical data. Federal and state regulations require development projects to assess and mitigate potential biological resources within a project site. The proposed project would be

within the same footprint as the approved project. Mitigation measures identified for the proposed project would be applicable to this alternative. Therefore, impacts on biological resources would be the same as the proposed project, and impacts would be less than significant with mitigation incorporated.

Specific Plan

The No Project Alternative/Current TOP 2050 e would have the same overall impact area as the EBPSP. Potential impacts to sensitive wildlife species and migratory and nesting birds would continue to occur, and mitigation measures would be implemented to reduce impacts to such resources to a less-than-significant level. Therefore, impacts would be similar to the EBPSP.

4.5.5 Cultural Resources

Policy Plan Amendment

Cultural resource impacts are primarily associated with potential ground disturbance and development of previously undisturbed areas, or impacts to potential historic structures (building additions, demolition, etc.). Development under this alternative would be the same as the proposed project because the development footprint would be the same. Mitigation measures for the proposed project would be applicable to this alternative and would mitigate potential impacts to archeological resources; however, like the proposed project, this alternative would have the potential to impact historic buildings as a result of redevelopment. Therefore, impacts to potential cultural resources would be the same as the proposed project and would remain significant and unavoidable.

Specific Plan

The No Project Alternative/Current TOP 2050 would result in a similar development impact area as the EBPSP and would therefore result in a similar potential to adversely affect any undiscovered archaeological resources in the Specific Plan area. Like the EBPSP, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to cultural resources from this alternative would be similar to those associated with the EBPSP.

4.5.6 Energy

Policy Plan Amendment

As identified in Section 3.6, *Energy*, this alternative would result in similar energy impacts. In general, impacts to energy use under this alternative would be slightly reduced as compared to the proposed project as development would be reduced, and would be less than significant.

Specific Plan

The No Project Alternative/Current TOP 2050 would reduce the amount of non-residential building square footage but would increase the number of residential units, residents, and employees. In general, business park uses have a higher energy demand than residential. Therefore, building energy demand would be reduced compared to the EBPSP; however, this alternative would result in a substantial increase in vehicle trips compared to the EBPSP (17,378 additional trips when compared to the EBPSP). Therefore, fuel consumption would increase under this alternative. Impacts under either the EBPSP or this alternative would be less than significant.

4.5.7 Geology and Soils

Policy Plan Amendment

As with proposed project, individual development projects under the No Project Alternative/Current TOP 2050 would be required to prepare site-specific geotechnical investigations to evaluate seismic, liquefaction, ground settlement, paleontological resources, and/or soil expansion hazards. All development projects would be required to comply with existing federal, state, and local regulations, such as the California Building Code and statewide Construction General Permit. The proposed project would also be within the same development footprint as the current TOP 2050. Impacts would be the same as proposed project and would be less than significant.

Specific Plan

Grading and development of the Specific Plan area would still occur under the No Project Alternative, and therefore, impacts to geology and soils would be similar to those that would result from the EBPSP. This alternative would also have a similar potential to impact undiscovered paleontological resources during grading. Development realized under this alternative would be required to implement mitigation measures to reduce potential impacts to less than significant. Therefore, impacts from under this alternative would be similar to those of the EBPSP.

4.5.8 Greenhouse Gas Emissions

Policy Plan Amendment

As identified in Section 3.8, *Greenhouse Gas Emissions*, the proposed project would result in 3 percent emissions increase above the current 2050 TOP. As a result, this alternative would result in lesser impacts compared to the proposed project, but impacts would remain significant and unavoidable.

Specific Plan

The No Project Alternative/Current TOP 2050 would have the same development impact area as the EBPSP. Although the type of construction would be different under this alternative due to the proposed uses, implementation of this alternative would result in similar impacts from construction related GHG emissions that would occur from implementation of the EBPSP. GHG emissions that could be expected from operations of the No Project Alternative/Current TOP 2050 are presented in Table 4-3, *EBPSP No Project Alternative/Current TOP 2050 GHG Emissions*.

Table 4-3 EBPSP No Project Alternative/Current TOP 2050 GHG Emissions

Source	Emissions (MT/yr)				
	CO_2	**CH_4**	**N_2O**	**Refrigerants**	**Total CO_2e**
Mobile	46,233	2	3	41	47,071
Area	594	0.01	0	0	595
Energy	8,812	1	0.08	0	8,859
Water	423	12	0.30	0	819
Waste	278	28	0	0	973
Refrigeration	0	0	0	3	3
Stationary	21	0	0	0	21
On-site Equipment					284
Total CO_2e (All Sources)	58,625				

Source: Appendix N

The No Project Alternative/Current TOP 2050 would result in an increase in residential units and a decrease in business park uses. As shown in the table, emissions associated with the land use mix under this alternative are estimated at 58,625 $MTCO_2e$/yr. When compared to the emissions associated with the EBPSP (45,539 $MTCO_2e$/yr), this alternative would result in an increase of 13,086 $MTCO_2e$. Both the EBPSP and this alternative would result in significant and unavoidable GHG emissions impacts.

4.5.9 Hazards and Hazardous Materials

Policy Plan Amendment

In both this alternative and proposed project, land uses throughout the City would be required to comply with existing federal, state, and local regulations governing use, storage, transport, and disposal of hazardous materials and hazardous wastes. Structures would be required to comply with building standards in the California Building Code and the California Fire Code. The proposed project would also be within the same development footprint as the current TOP 2050. Impacts would be the same as proposed project and would be less than significant.

Specific Plan

Uses implemented under the No Project Alternative/Current TOP 2050 would be subject to the same federal, state, and local regulations and permitting requirements as are applicable to the EBPSP. In addition, this alternative would also include mitigation of potentially contaminated soils that may exist on the site during construction activities. Similar to the EBPSP, this alternative would result in less than significant impacts with mitigation measures incorporated.

4.5.10 Hydrology and Water Quality

Policy Plan Amendment

This alternative would have the same hydrology and water quality impacts as the proposed project. Future project-specific water quality management plans (WQMPs), preliminary and/or final, will be prepared consistent with the prevailing terms and conditions of the City Local Implementation Plan (LIP) and Model WQMP at the time of project application. Moreover, low impact development (LID) and water quality treatment solutions prescribed in project-specific WQMPs would be designed to support or enhance the regional BMPs and efforts implemented by the City as part of Citywide efforts to improve water quality. During construction, project-specific Stormwater Pollution Prevention Plans (SWPPP) are required to be prepared in accordance with the site-specific sediment risk analyses based on the grading plans. The SWPPP must describe construction best management practices (BMP) that address pollutant source reduction, and provide measures/controls necessary to mitigate potential pollutant sources. Therefore, impacts would be similar and remain less than significant.

Specific Plan

The No Project Alternative/Current TOP 2050 would result in the same area of impervious surfaces compared to the EBPSP. This alternative would introduce new sources of water pollutants from construction and operational activities. Similar to the EBPSP, this alternative would be required to include storm drain facility improvements as well as source control, site design, and treatment control BMPs. Therefore, this alternative would result in similar less than significant impacts to hydrology and water quality.

4.5.11 Land Use and Planning

Policy Plan Amendment

This alternative would leave the current TOP 2050 in place. As a result, there would not be a need to upzone parcels within Ontario Ranch to High Density Residential (HDR). Because the changes to the land use plan would replace areas planned for residential use with nonresidential uses, the loss in residential capacity must be offset by increasing the residential

capacity by an equal amount elsewhere in the city to comply with SB 330, which mandates no net loss of residential capacity citywide. Additionally, land uses within the airport influence area identified in the land use plan are generally consistent with the Airport Land Use Compatibility Plan for Chino Airport and Ontario International Airport (ONT). Because this alternative would not trigger SB 330 or SB 166 and the associated need for additional HDR land use, this alternative would reduce land use and planning impacts of the proposed project and would be less than significant.

Specific Plan

Uses constructed under the No Project Alternative/Current TOP 2050 would be consistent with the existing land use designations of the site. Comparative land use and planning impacts under this alternative would be reduced when compared to the EBPSP.

4.5.12 Mineral Resources

Policy Plan Amendment

The proposed project and this alternative would result in similar impacts to mineral resources. The proposed project would also be within the same development footprint as the current TOP 2050. Impacts would be the same as proposed project and would be less than significant.

Specific Plan

The Specific Plan area is designated as MRZ-3 and does not contain known mineral resource deposits. The City's Policy Plan does not identify any locally important mineral resource recovery sites on or within proximity to the Specific Plan area. Therefore, like the EBPSP, the No Project Alternative/Current TOP 2050 would have no potential to impact the availability of known mineral resources or a mineral resource recovery site.

4.5.13 Noise

Policy Plan Amendment

Construction and operational noise impacts would be the same as the proposed project under this alternative. Like the proposed project, construction activities under this alternative could occur close to sensitive receptors, and impacts would be significant. This alternative would have similar operational noise impacts. Therefore, noise impacts would be the same under this alternative in comparison to the proposed project and would be significant (construction noise).

Specific Plan

Under this alternative, the types of construction activities and equipment employed would be similar to those associated with construction of the EBPSP. Additionally, this alternative would have the same development impact area as the EBPSP. Maximum construction-source noise/vibration levels would be unchanged.

Stationary operational noise could decrease under this alternative compared to the EBPSP due to the reduced scope of the business park uses. The No Project Alternative/Current TOP 2050 would generate approximately 28,836 daily vehicle trips, primarily passenger vehicles, compared to 9,596 daily trips under the EBPSP, which would include 1,218 daily truck trips. Although this alternative would substantially increase overall traffic volumes, the reduction in heavy-duty truck activity is an important consideration for traffic noise. Heavy-duty trucks contribute disproportionately to roadway noise compared to passenger vehicles due to higher engine, exhaust, and tire-pavement noise characteristics. As a result, increases in traffic volumes dominated by passenger vehicles typically result in smaller incremental noise increases than traffic streams with a higher truck component. As such, despite the substantial increase in trips, off-site vehicular noise impacts are assumed to be comparable to the EBPSP.

4.5.14 Population and Housing

Policy Plan Amendment

This alternative would result in a decrease in residential units, jobs, and population compared to the proposed project (see Table 2-4 in Chapter 2, *Project Description)* and would result in growth that is in line with that identified by SCAG for the City of Ontario. Although the proposed project would exceed SCAG's regional forecasts for the City of Ontario, the proposed project would maintain the City's jobs-housing balance. Therefore, population and housing impacts of this alternative would be similar to the proposed project but would remain less than significant.

Specific Plan

Buildout under the no project alternative would allow for up to 2,195 residential units and 1,632,143 square feet of non-residential land uses. Under TOP 2050, on-site population was estimated to be 6,335 and employment opportunities were estimated to be 3,126. As such, under this alternative, on-site employees would increase by 1,536 employees when compared to the EBPSP's estimated 1,590 employees. As shown in Table 3.14-7, SCAG estimated a total of 95,500 housing units and 187,700 jobs in 2050 and the TOP 2050 estimated a total of 411,268 residents, 129,551 housing units, and 296,204 jobs in 2050. Buildout of the Specific Plan area as forecast under the Current TOP would be consistent with the City's and SCAG's growth projections. Nevertheless, growth under this alternative would be consistent with the City's and SCAG's growth projections, and impacts would be similar and less than significant.

4.5.15 Public Services

Policy Plan Amendment

This alternative would result in a decrease in population compared to proposed project. As a result, the impacts on public services, including fire, police, school, and library services, would be reduced under this alternative and would be less than significant.

Specific Plan

Under the No Project Alternative/Current TOP 2050, buildout would result in a total of 6,335 new residents and 3,126 new employees, an increase of 1,536 employees compared to the EBPSP. Therefore, demand for fire and police protection services would increase under this alternative. In addition to the increased demands for fire and police protection services, the residential uses developed under this alternative would result in an increased population of school-aged children. This would result in an increased demand for school services that would not occur under the EBPSP. As such, public service demands would be greater than those under the EBPSP but would remain less than significant.

4.5.16 Recreation

Policy Plan Amendment

This alternative would result in a reduction in population compared to proposed project. As a result, the demand for recreation and recreational services in the City would be less. Impacts under this alternative, would be less than the proposed project, and would be less than significant.

Specific Plan

The No Project Alternative/Current TOP 2050 would result in the development of residential uses not proposed by the EBPSP. The increased population caused by this alternative would result in an increased demand for recreational facilities. Development under this alternative would include 51.16 acres of Open Space Parkland to support the recreational demand from future residents, employees and visitors. Although impacts are not anticipated to be significant, they would be increased when compared to the EBPSP.

4.5.17 Transportation

Policy Plan Amendment

As identified in Section 3.17, *Transportation*, this alternative results in a slight decrease in total VMT and VMT per service population (VMT/SP) compared to proposed project. As a result, this

alternative would reduce the project's significant VMT impact; however, impacts would remain significant and unavoidable.

Specific Plan

Using the assumptions from the TOP 2050 EIR for the site (2,195 residential units and approximately 1.6 million square feet of non-residential mixed use) the trip generation that would be expected under the No Project Alternative/Current TOP 2050 was developed and compared to the EBPSP, as shown in Table 4-4, *EBPSP No Project Alternative/Current TOP 2050*. As shown, traffic under this alternative would increase by 17,378 trips when compared to the EBPSP. Given the increase in trip generation, it can reasonably be expected that the No Project Alternative/Current TOP 2050 would also increase VMT. Therefore, VMT impacts would be greater than the EBPSP and would remain a significant and unavoidable impact.

Table 4-4 EBPSP No Project Alternative/Current TOP 2050 Trip Generation

	AM Peak Hour			PM Peak Hour			
Land Use	**In**	**Out**	**Total**	**In**	**Out**	**Total**	Daily
Actual Vehicle							
Business Park (ITE 770)	1,225	269	1,494	368	901	1,269	16,016
Internal Capture	-14	0	-14	-17	-17	-34	-406
Multi-Family Residential (ITE 220)	216	684	900	708	434	1,142	13,632
Internal Capture	0	-14	-14	-17	-17	-34	-406
Total Trips	1,427	939	2,366	1,042	1,301	2,343	28,836
EBPSP Trips	696	249	945	448	750	1,198	11,458
Net Change	**731**	**690**	**1,421**	**594**	**551**	**1,145**	**17,378**

4.5.18 Tribal Cultural Resources

Policy Plan Amendment

Impacts to tribal cultural resources would primarily be associated with potential ground disturbance and development of previously undisturbed areas. Development under proposed project and this alternative would be similar, as the TOP 2050 and proposed project would have the same development footprint. Mitigation measures for the protection of tribal cultural resources would be applicable to this alternative. Additionally, both the proposed project and this alternative would comply with federal and state regulations pertaining to the protection and preservation tribal cultural resources. Therefore, impacts to potential tribal cultural resources would be similar to the proposed project and would be less than significant.

Specific Plan

The No Project Alternative/Current TOP 2050 would result in a similar potential to adversely affect buried tribal cultural resources as the EBPSP, since the development impact area would be the same. As with the EBPSP, this alternative would be required to implement mitigation measures to reduce potential impacts to less than significant. Potential impacts to tribal cultural resources under this alternative would be similar to those associated with the EBPSP.

4.5.19 Utilities and Service Systems

Policy Plan Amendment

This alternative would result in a decrease in population compared to TOP 2050; therefore, the impact on the City's infrastructure systems would be reduced, including the demand on water supply. Overall, impacts would be reduced under this alternative compared to the proposed project, and impacts would be less than significant.

Specific Plan

Like the EBPSP, the No Project Alternative/Current TOP 2050 would implement all necessary on-site and off-site utilities and service infrastructure system improvements. In general, residential uses and commercial uses have greater water and sewer demands compared to business park uses. Based on the increased scope and intensity of development under this alternative, demands for utilities and services under this alternative would be increased. However, no significant impacts would result from either the EBPSP or this alternative

4.5.20 Wildfire

Policy Plan Amendment

The City of Ontario is not in a very high fire hazards severity zone. Additionally, the development footprint of the TOP 2050 and proposed project are the same. As a result, this alternative would result in similar risk associated with wildfire events. Overall, this alternative would have similar impacts compared to the proposed project, and impacts would be less than significant.

Specific Plan

According to the City's 2023 Local Hazard Mitigation Plan (LHMP), no high fire severity zones exist within the City, nor does the City have any wildland-urban interface areas. The No Project Alternative/Current TOP 2050 would result in a similar development impact area to the EBPSP and would therefore result in similar potential for wildfire. The impacts related to wildfire would be less than significant for both the EBPSP and this alternative.

4.5.21 Summary

Policy Plan Amendment

Impacts of the No Project Alternative/Current TOP 2050 would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, noise, tribal cultural resources, and wildfire. This alternative would reduce the proposed project's air quality, energy, GHG, land use and planning, public services, recreation, transportation, and utilities and service systems impacts. This alternative would not meet some of the objectives of the proposed project.

Specific Plan

The No Project Alternative/Current TOP 2050 would result in greater impacts to energy, construction noise, public services, recreation, and utilities and service systems. This alternative would exacerbate significant and unavoidable impacts related to operational air quality, GHG, off-site traffic-related noise, and transportation. Impacts related to aesthetics, agriculture and forestry resources, construction air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, onsite noise, population and housing, tribal cultural resources, and wildfire would be similar compared to the EBPSP. Additionally, impacts to land use and planning would decrease under this alternative.

As compared with the EBPSP, this alternative would not meet the following objectives to the same extent due to the change in the proposed land uses from business park to residential and mixed-use:

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.
- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide business park uses that are compatible with surrounding land uses.

4.6 TRUCK ROUTE SCENARIO 3 ALTERNATIVE

In summer 2025, the City conducted outreach and initiated an evaluation of its existing truck routes, which evaluated changes to truck routes in northern Ontario, including in the Original Model Colony. Changes in southern Ontario were evaluated as part of the Policy Plan Amendment concurrent with land use changes. The City received comments regarding heavy

truck traffic passing by residential areas, especially along Ontario Ranch Road and Archibald Avenue. Specific issues identified by the public from truck travel include noise, vibration, and air quality impacts on homes and schools; safety concerns for pedestrians and cyclists; road damage from heavy vehicles; and the need for better enforcement of truck routes. Based on feedback from the public, the City identified four truck routes concepts for Ontario Ranch. Figure 2-9, *Proposed Truck Routes*, identifies the proposed truck routes selected by the City to move forward for the Policy Plan Amendment and to address the requirements of AB 98.

The Truck Route Scenario 3 is one of the four concepts evaluated by the City. Truck Route Scenario 3 Alternative would not remove Archibald Avenue as a designated truck route, as proposed under the project, and would add additional truck routes along Eucalyptus Avenue, Walker Avenue, and Hellman Avenue. The Truck Route Scenario 3 Alternative was chosen as an alternative to the proposed project because these additional routes would disperse truck traffic throughout the Ontario Ranch area to a greater extent. While the total number of trucks in the City and the Ontario Ranch area would remain the same, impacts would be spread across a broader area rather than concentrated along two specific routes. This alternative would increase impacts along Archibald Avenue and Edison Avenue while decreasing impacts along Ontario Ranch Road. See Figure 4-1, *Truck Route Scenario 3 Alternative.*

This alternative would not affect the land uses proposed for the EBPSP. Therefore, a separate analysis of this alternative for the Specific Plan component is not included below as it would be the same as that of the Policy Plan Amendment.

4.6.1 Aesthetics

In this alternative, the entire City would be developed in the same areas as TOP 2050 but with truck routes dispersed across the Ontario Ranch area. The City's Municipal Code identifies development standards to ensure quality development in the City. Aesthetic impacts would be similar to the proposed project and would be less than significant.

4.6.2 Agriculture and Forestry Resources

In this alternative, the City would be developed in similar areas as the proposed project. The alternative truck routes would be on existing roadways within the Ontario Ranch area and would have similar impacts to Farmland (City) and lands currently under a Williamson Act contract. Therefore, impacts on agriculture and forestry resources would be similar to the proposed project and would be less than significant.

4.6.3 Air Quality

The proposed project results in increases in diesel particulate matter (DPM) concentration and health risk along some truck route in Ontario Ranch as a result of changes to the City's truck routes in accordance with AB 98. While these changes are designed to reduce the number of sensitive receptors to substantial pollutant concentrations, there are some truck routes that would experience an increase in trucks when compared to the current TOP. Under this alternative, trucks would be dispersed on several north-south and east-west truck routes, including Archibald Avenue. Because Archibald Avenue would remain a truck route, localized concentrations of air pollutants would be slightly reduced at some sensitive receptors, in particular along Ontario Ranch Road, compared to the proposed project. Localized impacts associated with the revisions to the truck routes would be similar and would remain less than significant.

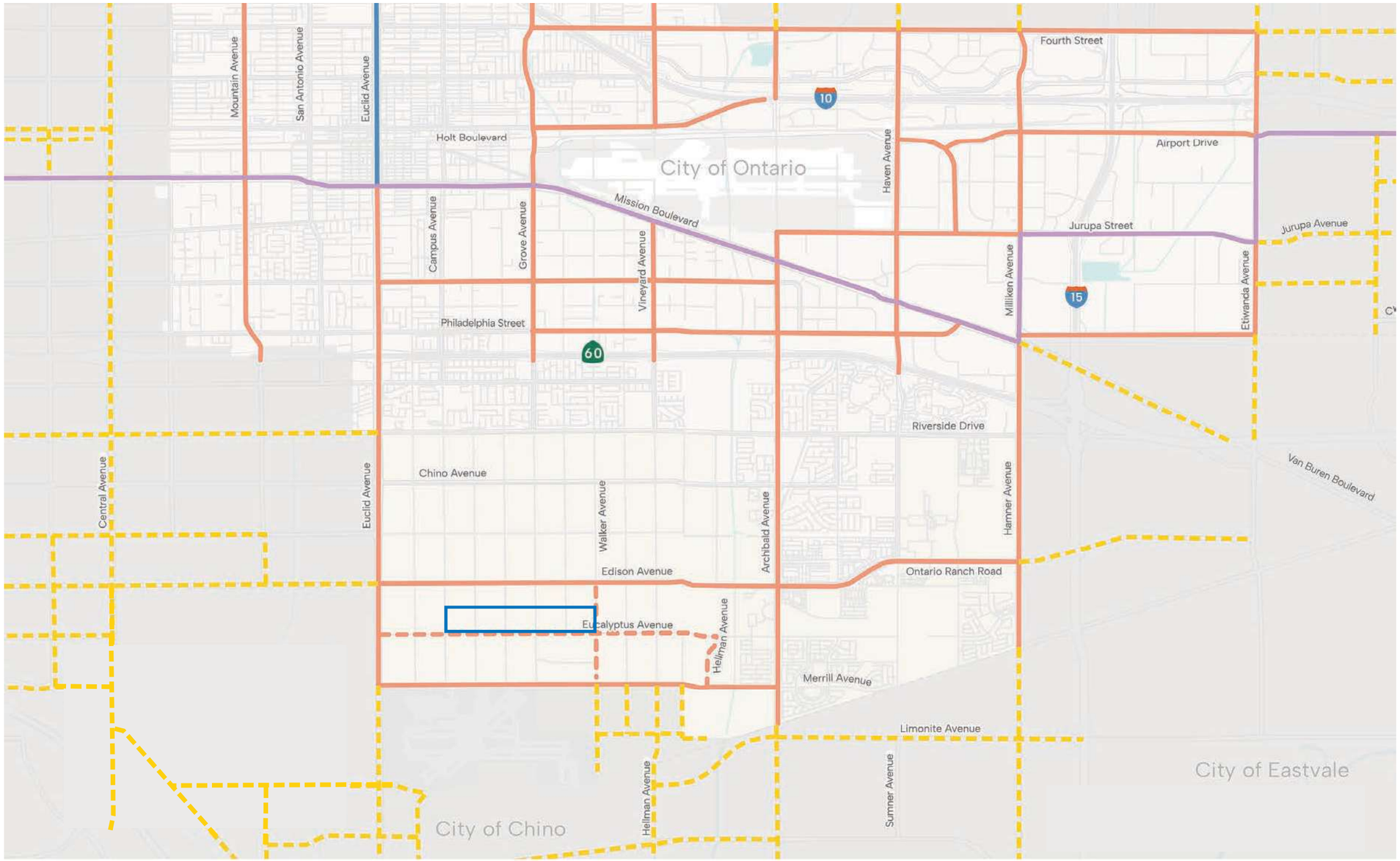
Regional emissions would be the same as the proposed project because the changes to the truck routes would not generate new truck trips or warehouses that have the potential to generate additional area and stationary sources of air pollutant emissions, which cumulative contribute to health risk impacts in the air basin. Therefore, like the proposed project, implementation of this alternative would be the same and also result in significant and unavoidable impacts regarding consistency with the AQMP, cumulatively considerable net increase of pollutants for which the project region is in nonattainment, and exposing sensitive receptors to substantial pollutant concentrations. In comparison to the proposed project, this alternative would have similar, significant and unavoidable impacts.

4.6.4 Biological Resources

Under this alternative, biological resource impacts would be the same as the proposed project. A number of special status plant species and special status wildlife species are known to occur within or immediately adjacent to the City or are known to occur in the region based on historical data. Federal and state regulations require development projects to assess and mitigate potential biological resources within a project site. This alternative would be within the same footprint as the proposed project. Mitigation measures identified for the proposed project would be applicable to this alternative. Therefore, impacts on biological resources would be the same as the proposed project, and impacts would be less than significant with mitigation incorporated.

Figure 4-1

Truck Route Scenario 3 Alternative



EBPSP Boundary

Truck Routes
- City Trruck Routes
- Adjacent Agency Truck Routes
- State DOT Network

Proposed Changes
- Truck Route Removal
- Truck Route Addition

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

Miles
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Source: Fehr & Peers 2025

Date: 01/21/2026

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4.6.5 Cultural Resources

Cultural resources impacts are primarily associated with potential ground disturbance and development of previously undisturbed areas, or impacts to potential historic structures (building additions, demolition, etc.). Development under this alternative would be the same as the proposed project because the development footprint would be the same. The alternative truck routes would be on existing roadways within the Ontario Ranch area. Mitigation measures for the proposed project would be applicable to this alternative and would mitigate potential impacts to archeological resources; however, like the proposed project, this alternative would have the potential to impact historic buildings as a result of redevelopment. Therefore, impacts to potential cultural resources would be the same as the proposed project and would remain significant and unavoidable.

4.6.6 Energy

This alternative would result in the same energy use compared to the proposed project as in does not change buildout as compared to the proposed project. In general, impacts to energy use under this alternative would be the same as the proposed project and would be less than significant.

4.6.7 Geology and Soils

As with proposed project, individual development projects under this alternative would be required to prepare site-specific geotechnical investigations to evaluate seismic, liquefaction, ground settlement, paleontological resources, and/or soil expansion hazards similar to that of the proposed project. All development projects would be required to comply with existing federal, state, and local regulations, such as the California Building Code and statewide General Construction Permit. Impacts be the same as proposed project and would be less than significant.

4.6.8 Greenhouse Gas Emissions

This alternative would result in the same buildout and a similar VMT compared to the proposed project. As a result, this alternative would also have the same GHG emissions as of the proposed project, but they would be dispersed through the Ontario Ranch area. Therefore, impacts of this alternative would be the same compared to the proposed project and would remain less than significant.

4.6.9 Hazards and Hazardous Materials

In this alternative, land uses throughout the City would be required to comply with existing federal, state, and local regulations governing use, storage, transport, and disposal of hazardous materials and hazardous waste. Since truck routes would spread throughout the Ontario Ranch area, transport hazardous materials would remain the same citywide, but would be dispersed throughout residential areas, posing a slight increase of transport of hazardous materials to additional residents. Structures would be required to comply with building standards in the California Building Code and the California Fire Code. This alternative would result in similar impacts compared to the proposed project, and impacts would be less than significant.

4.6.10 Hydrology and Water Quality

This alternative would have the same hydrology and water quality impacts as the proposed project. Future project-specific WQMPs, preliminary and/or final, will be prepared consistent with the prevailing terms and conditions of the City LIP, and Model WQMP at the time of project application. Moreover, LID and water quality treatment solutions prescribed in project-specific WQMPs would be designed to support or enhance the regional BMPs and efforts implemented by the City as part of its citywide efforts to improve water quality. During construction, project-specific SWPPPs are required to be prepared in accordance with the site-specific sediment risk analyses based on the grading plans. The SWPPP must describe construction BMPs that address pollutant source reduction and provide measures/controls necessary to mitigate potential pollutant sources. Therefore, impacts would be similar and remain less than significant.

4.6.11 Land Use and Planning

This alternative would result in dispersed truck routes in the Ontario Ranch area, but truck trips in the City would remain consistent with the proposed project. The truck routes under the alternative would be through residential areas and would not be consistent with land uses, as such impacts associated with this alternative would be higher than the proposed project but would remain less than significant. Neither this alternative nor the proposed project would divide an established community. Therefore, the land use impacts would be the same and, like the proposed project, would be less than significant.

4.6.12 Mineral Resources

The proposed project and this alternative would result in similar impacts to mineral resources. The alternative truck routes would be on existing roadways within the Ontario Ranch area. Impacts would be the same as the proposed project and would be less than significant.

4.6.13 Noise

Construction and operational noise impacts would be the same as the proposed project under this alternative. Like the proposed project, construction activities under this alternative could occur close to sensitive receptors, and impacts would be significant. This alternative would have slightly reduced operational noise and vibration impacts from a reduction in truck traffic while also increasing traffic noise levels along alternate roadways, however overall traffic noise would be reduced along major arterials in the City. Noise and vibration impacts would be slightly reduced under this alternative in comparison to the proposed project but would remain significant.

4.6.14 Population and Housing

This alternative would result in the same buildout as the proposed project. Therefore, population and housing impacts of this alternative would be similar to the proposed project and would remain less than significant.

4.6.15 Public Services

This alternative would result in the same buildout as the proposed project. As a result, the impacts on public services, including fire, police, school, and library services, would be the same as the proposed project under this alternative and would be less than significant.

4.6.16 Recreation

This alternative would result in the same buildout as the proposed project. As a result, the demand for recreation and recreational services in the City would be the same. Impacts under this alternative would be the same as the proposed project and would be less than significant.

4.6.17 Transportation

This alternative would result in the same total VMT as the truck traffic would remain the same within the City, although truck routes would be spread throughout the Ontario Ranch area. This alternative would have a similar VMT per service population (VMT/SP) compared to proposed project. Impacts would be the same under this alternative and would not eliminate the significant unavoidable VMT impact under criterion 2. Overall, this alternative would have similar VMT impacts compared to the proposed project, and the VMT impact would remain significant and unavoidable.

4.6.18 Tribal Cultural Resources

Impacts to tribal cultural resources would primarily be associated with potential ground disturbance and development of previously undisturbed areas. Development under this alternative would be similar, as this alternative and proposed project would have the same development footprint. Mitigation measures for the protection of tribal cultural resources would be applicable to this alternative. Additionally, both the proposed project and this alternative would comply with federal and state regulations pertaining to the protection and preservation tribal cultural resources. Therefore, impacts to potential tribal cultural resources would be similar to the proposed project and would be less than significant.

4.6.19 Utilities and Service Systems

This alternative would result in the same buildout as the proposed project; therefore, the impact on the City's infrastructure systems would be the same. Overall, impacts would be similar under this alternative compared to the proposed project, and impacts would be less than significant.

4.6.20 Wildfire

The City of Ontario is not in a very high fire hazards severity zone. Additionally, the development footprint of this alternative and the proposed project are the same. As a result, this alternative would result in similar risk associated with wildfire events. Overall, this alternative would have similar impacts compared to the proposed project, and impacts would be less than significant.

4.6.21 Summary

This alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, energy, geology and soils, GHG, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and system services, and wildfire. This alternative would reduce the proposed project's air quality and noise impacts.

This alternative would meet all the objectives of the Policy Plan Amendment with the exception of objectives on truck routes and circulation changes. As compared with the proposed project, this alternative would not meet the following objectives:

- Update the City's truck routes based on proposed land use changes to ensure the City continues to comply with state law and ensures a safe and efficient goods movement network while minimizing the exposure of existing and future sensitive receptors to noise, vibration, and air pollution generated by heavy trucks.

- Update the Policy Plan component of TOP 2050 for internal consistency with proposed land use and circulation changes.

4.7 REDUCED INTENSITY ALTERNATIVE

The proposed land use plan would result in a net increase of 6,370,304 square feet of industrial and business park land use compared to the approved TOP 2050. The EBPSP represents 2,939,000 square feet of the growth in industrial and business park land uses under the proposed project (46 percent). Therefore, this alternative considers a reduced intensity alternative for the EBPSP area. The Reduced Intensity Alternative was selected to reduce overall impacts associated with air quality, noise, and transportation.

The Reduced Intensity Alternative would result in a 30 percent reduction in building area on the EBPSP project site. The buildout intensity of the remaining portions of the proposed project would remain the same; however, overall, the buildout of the proposed project would be reduced. Under this alternative, a total of 2,057,300 square feet of non-residential square feet would be developed, a reduction of 881,700 square feet. The total development impact area would remain the same as the EBPSP. Park areas are assumed to remain as proposed. Access to the site would be similar to the EBPSP, with a proportional reduction in the number of parking spaces. Table 4-5, *Reduced Intensity Alternative*, provides the buildout statistics of this alternative for the proposed project and EBPSP.

Table 4-5 Reduced Intensity Alternative

Category	Proposed Project	Reduced Intensity Alternative	Difference
Policy Plan Amendment			
Population	427,741	427,741	0
Housing Units	137,177	137,177	0
Non-residential SQFT	268,162,895	267,281,195	-881,700
Jobs	301,035	300,558	-477
EBPSP Site			
Non-residential SQFT	2,939,000	2,057,300	-881,700
Jobs	1,590	1,113	-477

Note: SQFT = square feet

4.7.1 Aesthetics

Under this alternative, land uses within the City would be built out in accordance with the proposed project, with the exception of the EBPSP, where the intensity would be reduced. Though this alternative would result in a slight reduction in land use intensity in Ontario Ranch

for the EBPSP, overall the aesthetics of the site would be similar to those of the proposed project.

The Specific Plan area is not in an area identified for scenic preservation. There are no scenic vistas in the Specific Plan area; nor would the development of the site adversely affect a designated scenic vista. The existing land uses would still be replaced with business park and open space – parkland uses, although the building square footage would be reduced. Site design and architectural features would be similar to the project under this alternative. Walls and fences would be provided for screening, buffering, and security purposes along building site perimeters and interior to building sites. Landscaping would include a variety of trees, shrubs, vines, and accent plants along the site's perimeter. Thus, impacts under this alternative would be the less than significant, similar to the EBPSP. Impacts to the remaining portions of the proposed project would remain the same and would be less than significant.

4.7.2 Agriculture and Forestry Resources

In this alternative, the City would be developed in similar areas as the proposed project. The reduction in land use intensity would be within the EBPSP, and the remaining portions of the City would have similar impacts to Farmland (City) and lands currently under a Williamson Act contract. Therefore, impacts on agriculture and forestry resources would be similar to the proposed project and would be less than significant.

Similar to the EBPSP, development realized under the Reduced Intensity Alternative would remove the existing agricultural uses from the site. The City of Ontario no longer has land designated for agricultural use, and impacts associated with the implementation of the EBPSP, including the conversion of grazing land and Prime Farmland to a non-agricultural use, would not result in significant impacts. Therefore, implementation of the Reduced Intensity Alternative would result in the same impacts to agricultural resources that would occur from implementation of the EBPSP.

4.7.3 Air Quality

This alternative would result in a less than 1 percent decrease in non-residential development citywide, but approximately 30 percent decrease in non-residential development within the EBPSP. Therefore, the citywide air pollution emission impacts and local impacts would be slightly reduced. Like the proposed project, implementation of this alternative would also result in significant and unavoidable impacts regarding consistency with the AQMP, cumulatively considerable net increase of pollutants for which the project region is in nonattainment, and exposing sensitive receptors to substantial pollutant concentrations. In comparison to the proposed project, this alternative would have slightly less impact, but impacts would remain significant and unavoidable.

Although the development impact area would be similar to the EBPSP, the Reduced Intensity Alternative would result in an approximate 30 percent reduction of allowable building square footage. Therefore, this alternative would slightly reduce the EBPSP's already less than significant construction-related air quality impacts.

At buildout, the EBPSP's operational emissions of ROGs, NO_X, CO, and PM_{10} emissions would exceed the applicable South Coast AQMD regional thresholds for these pollutants and would therefore contribute to the violation of an air quality standard and result in a cumulatively considerable net increase of an ozone precursor. No feasible mitigation measures exist that would reduce the EBPSP's emissions to levels that are less than significant.

The 30 percent reduction in development intensity under the Reduced Intensity Alternative would translate to an approximate 30 percent reduction in operational-source air pollutant emissions when compared to the EBPSP. Table 4-6, *Reduced Intensity Alternative Operation Emission Comparison at Buildout,* compares operational-source air pollutant emissions under the EBPSP and Reduced Intensity Alternative.

Table 4-6 Reduced Intensity Alternative Operational Emissions Comparison at Buildout

Pollutant	SCAQMD Threshold	EBPSP		Reduced Intensity Alternative	
		Maximum[1] Daily Emissions	Threshold Exceeded?	Maximum[2] Daily Emissions	Threshold Exceeded?
ROG - Summer	55	129	**YES**	91	**YES**
ROG - Winter		107	**YES**	75	**YES**
NO_X - Summer	55	196	**YES**	138	**YES**
NO_X - Winter		205	**YES**	143	**YES**
CO - Summer	550	759	**YES**	531	NO
CO - Winter		563	**YES**	394	NO
SO_2 - Summer	150	3	NO	2	NO
SO_2 - Winter		2	NO	2	NO
PM_{10} - Summer	150	170	**YES**	119	NO
PM_{10} - Winter		170	**YES**	119	NO
$PM_{2.5}$ - Summer	55	47	NO	33	NO
$PM_{2.5}$ - Winter		46	NO	33	NO

1. See Table 3.3-18.

2. Reflects a 30 percent reduction.

As shown above, although the reduction in intensity realized under the Reduced Intensity Alternative would be sufficient to alleviate the EBPSP's CO and PM_{10} exceedances, this alternative would still result in operational exceedances of South Coast AQMD thresholds for ROG and NO_X. Therefore, significant and unavoidable air quality impacts would persist under the Reduced Intensity Alternative but would be slightly reduced compared to the proposed project.

4.7.4 Biological Resources

The Reduced Intensity Alternative would involve the same development impact area as the proposed project and EBPSP. As such, this alternative would result in the same potential impacts to biological resources (including sensitive raptors, migratory birds, nesting birds, burrowing owl, and roosting bat species) as the EBPSP. As with the EBPSP, mitigation measures would be necessary to reduce impacts. Impacts to biological resources under the Reduced Intensity Alternative would be comparable to the EBPSP. Impacts on biological resources would be the same as the proposed project, and impacts would be less than significant with mitigation incorporated.

4.7.5 Cultural Resources

The Reduced Intensity Alternative would have the same development impact area as the EBPSP and the proposed project. No known historical or archaeological resources, as defined by CEQA Guidelines Section 15064.5, are present in the EBPSP area; however, there is a remote potential for the EBPSP site to contain unidentified surface or subsurface archaeological resources. Like the EBPSP, this alternative would be required to implement mitigation measures to reduce potential impacts. Therefore, impacts to potential cultural resources would be the same as the proposed project and would remain significant and unavoidable. Impacts to cultural resources from the Reduced Intensity Alternative would be similar to those of the EBPSP.

4.7.6 Energy

Under the Reduced Intensity Alternative, the total building square footage would be reduced by approximately less than 1 percent citywide but 29 percent with a proportional decrease in construction energy demands, operational building energy consumption, and vehicle fuel within the EBPSP. This alternative would result in a slight decrease in energy impacts and a decrease in buildout. In general, impacts to energy use under this alternative would be slightly decreased compared to the proposed project because development would be reduced, but would remain less than significant. This alternative would further reduce the EBPSP's already less than significant energy impacts.

4.7.7 Geology and Soils

This alternative would result in the same development footprint as the proposed project. As with proposed project, individual development projects under this alternative would be required to prepare site-specific geotechnical investigations to evaluate seismic, liquefaction, ground settlement, paleontological resources, and/or soil expansion hazards similar to that of the proposed project. All development projects would be required to comply with existing federal, state, and local regulations, such as the California Building Code and statewide Construction General Permit. Impacts would be the same as proposed project and would be less than significant.

Grading and development of the entire EBPSP area would still occur under the Reduced Intensity Alternative; therefore, impacts to geology and soils would be similar to those generated by the EBPSP. This alternative would also result in a similar potential to impact undiscovered paleontological resources during grading. Development realized under this alternative, like the EBPSP, would be required to implement mitigation measures to reduce potential impacts. Therefore, impacts from the Reduced Intensity Alternative would be similar to those of the EBPSP.

4.7.8 Greenhouse Gas Emissions

This alternative would result in a decrease in buildout compared to the proposed project. As a result, this alternative would also have a slight decrease in GHG emissions compared to the proposed project. Therefore, impacts of this alternative would be slightly decreased compared to the proposed project, but would remain significant and unavoidable.

With the reduced scope of facilities realized under the Reduced Intensity Alternative, greenhouse gas emissions would be reduced. At buildout and with mitigation, the EBPSP's greenhouse gas emissions of 45,539 $MTCO_2e$/yr would exceed the applicable numeric threshold of 3,000 $MTCO_2e$/yr. Under the Reduced Intensity Alternative, greenhouse gas emissions would be reduced to 31,877 $MTCO_2e$/yr. No feasible mitigation measures exist that would reduce these emissions to levels that are less than significant. Therefore, although greenhouse gas emissions would be reduced under this alternative, impacts would continue to be significant and unavoidable.

4.7.9 Hazards and Hazardous Materials

In this alternative, land uses throughout the City would still be required to comply with existing federal, state, and local regulations governing use, storage, transport, and disposal of hazardous materials and hazardous waste. Structures would be required to comply with building standards

in the California Building Code and the California Fire Code. This alternative would result in similar impacts compared to the proposed project, and impacts would be less than significant.

The Reduced Intensity Alternative would develop the same types of land uses as the EBPSP, but on a reduced scale. The use and storage of potentially hazardous materials would be subject to the same federal, state, and local regulations and permitting requirements as would occur with the EBPSP. As with the EBPSP, development of the site under this alternative would address the potentially contaminated soils that may be present within the site. This alternative would be required to implement the same type of mitigation measures that are included in Section 3.9, *Hazards and Hazardous Materials*. Similar to the EBPSP, with mitigation incorporated, hazards and hazardous materials impacts under the Reduced Intensity Alternative would be less than significant.

4.7.10 Hydrology and Water Quality

This alternative would have the same hydrology and water quality impacts as the proposed project. Future project-specific WQMPs, preliminary and/or final, will be prepared consistent with the prevailing terms and conditions of the City LIP, and Model WQMP at the time of project application. Moreover, LID and water quality treatment solutions prescribed in project-specific WQMPs would be designed to support or enhance the regional BMPs and efforts implemented as part of citywide efforts to improve water quality. During construction, project-specific SWPPPs are required to be prepared in accordance with the site-specific sediment risk analyses based on the grading plans. The SWPPP must describe construction BMPs that address pollutant source reduction and provide measures/controls necessary to mitigate potential pollutant sources. Therefore, impacts would be similar and remain less than significant.

The Reduced Intensity Alternative would result in a slight reduction in the amount of impervious surfaces when compared to the EBPSP. Regardless, this alternative would introduce new sources of water pollutants from construction and operational activities, and result in similar runoff and potential for impacts to drainage, erosion, and water quality as the EBPSP. Similar to the EBPSP, this alternative would be required to include storm drain facility improvements, source control, site design, and treatment control BMPs. Therefore, the Reduced Intensity Alternative would result in similar less than significant impacts to hydrology and water quality.

4.7.11 Land Use and Planning

The land uses identified in the proposed project would remain the same under this alternative, with the exception of the EBPSP. The current General Plan designations of the site include Medium Density Residential (with Affordable Housing Overlay), Mixed Use with Chino Airport Overlay (and Affordable Housing Overlay), and Open Space–Parkland. Uses under the Reduced

Intensity Alternative would not be consistent with these designations. Like the EBPSP, upon adoption of the Specific Plan, the EBPSP Development Regulations and Design Standards would apply to the Specific Plan area and would establish the applicable zoning regulations and development standards. The Specific Plan would become the land use implementation tool for the site as a whole. Similarly, no conflicts with TOP 2050 policies, the City's Development Code, or SCAG's Connect SoCal would occur. Both the EBPSP and the Reduced Intensity Alternative would result in less than significant impacts related to land use and planning. Neither this alternative nor the proposed project would divide an established community. Therefore, the land use impacts would be the same and, like the proposed project, would be less than significant.

4.7.12 Mineral Resources

The proposed project and this alternative would result in similar impacts to mineral resources as the footprint would remain the same. Impacts would be the same as the proposed project and would be less than significant.

The Reduced Intensity Alternative would result in a similar development impact area as the EBPSP and would therefore result in similar potential to adversely affect any mineral resources in the Specific Plan area. The Specific Plan area is designated MRZ-3 and does not contain known mineral resource deposits. The City's Policy Plan does not identify any locally important mineral resource recovery sites on or within proximity to the site. Therefore, like the EBPSP, the Reduced Intensity Alternative would have no potential to impact the availability of known mineral resources or a mineral resource recovery site.

4.7.13 Noise

Construction noise impacts would be the same as the proposed project under this alternative for both the Policy Plan Amendment and the EBPSP. Under this alternative, the types of construction activities and equipment employed would be similar to those associated with construction of the EBPSP. Maximum received construction-source noise/vibration levels at receptors near the EBPSP would be unchanged, but the duration may be decreased. For the Policy Plan Amendment, construction activities would continue to occur close to sensitive receptors, and impacts would continue to be significant. No significant construction noise impacts were identified for the EBPSP so impacts for the Specific Plan would remain less than significant.

This alternative would have slightly decrease in operational noise impacts associated with the reduction in nonresidential square feet and associated reduction in truck trips. However, the 29 percent reduction in the nonresidential square footage within the Specific Plan would not be sufficient to reduce the significant off-site vehicular noise for either the EBPSP or the Policy Plan

Amendment. Overall operational noise and vibration impacts would be slightly reduced under this alternative in comparison to the proposed project and would remain significant.

4.7.14 Population and Housing

This alternative would result in decrease in buildout, as shown in Table 4-5, compared to the proposed project. Therefore, population and housing impacts of this alternative would be slightly decreased compared to the proposed project and would remain less than significant.

As with the EBPSP, no housing would be developed under the Reduced Intensity Alternative. As such, no increase in population would occur. Buildout of this alternative would result in a reduction of employment opportunities on-site. While the EBPSP would employ an estimated 1,590 employees, this alternative would reduce the number of employees to 1,113. Similar to the EBPSP, development implemented under this alternative would be within the growth projections for the area, and impacts to population and housing would be less than significant.

4.7.15 Public Services

This alternative would result in decrease in non-residential square footage, as shown in Table 4-5, compared to the proposed project. Therefore, public services impacts of this alternative would be slightly decreased compared to the proposed project and would remain less than significant.

The reduction in overall scope under the Reduced Intensity Alternative would result in slightly less demand for public services, including fire protection and law enforcement. This alternative would further reduce the EBPSP's already less than significant impacts to public services.

4.7.16 Recreation

This alternative would result in a decrease in non-residential square footage, as shown in Table 4-5, compared to the proposed project. Therefore, recreation impacts of this alternative would be slightly decreased compared to the proposed project and would remain less than significant.

The EBPSP introduces 36.15 acres planned for development of the City's public "Grand Park." The amount of Open-Space-Parkland under this alternative is assumed to be the same as proposed under the EBPSP. Similarly, development of the Reduced Intensity Alternative would not directly increase housing or population, both of which typically cause an increase in the demand for and use of existing neighborhood parks and other citywide recreational facilities. Therefore, impacts associated with recreation under the Reduced Intensity Alternative would be less than significant and similar to the EBPSP.

4.7.17 Transportation

This alternative would result in decreased dwelling units as compared to the proposed project. As such this would decrease VMT in the City and would result in a decrease in VMT impacts compared to the proposed project; however the VMT impact would remain significant and unavoidable.

The Reduced Intensity Alternative would result in reduced total VMT when compared to the EBPSP. Because the intensity and scope of uses would be decreased under the Reduced Intensity Alternative, the service population would also be decreased. The Reduced Intensity Alternative would therefore not substantially alter the VMT/SP ratio otherwise resulting from the EBPSP. As with the EBPSP, VMT impacts under this alternative would remain significant and unavoidable.

4.7.18 Tribal Cultural Resources

Impacts to tribal cultural resources would primarily be associated with potential ground disturbance and development of previously undisturbed areas. Development under this alternative would be similar, as this alternative and proposed project would have the same development footprint. Mitigation measures for the protection of tribal cultural resources would be applicable to this alternative. Additionally, both the proposed project and this alternative would comply with federal and state regulations pertaining to the protection and preservation tribal cultural resources. Therefore, impacts to potential tribal cultural resources would be similar to the proposed project and would be less than significant.

The Reduced Intensity Alternative would result in a similar potential to adversely affect buried tribal cultural resources as the EBPSP, since the development impact area would be the same. As with the EBPSP, this alternative would be required to implement mitigation measures to reduce potential impacts to less than significant. Potential impacts to tribal cultural resources under this alternative would be similar to those associated with the EBPSP.

4.7.19 Utilities and Service Systems

This alternative would result in decrease in buildout, as shown in Table 4-5, compared to the proposed project. Therefore, utilities and system services impacts of this alternative would be slightly decreased compared to the proposed project and would remain less than significant.

Like the EBPSP, the Reduced Intensity Alternative would implement all necessary on-site and off-site utilities and service infrastructure system improvements. Based on the decreased scope and intensity of development under this alternative, demands for utilities and services under

this alternative would be slightly reduced. The Reduced Intensity Alternative would further reduce the EBPSP's already less than significant impacts.

4.7.20 Wildfire

The City of Ontario is not in a very high fire hazards severity zone. Additionally, the development footprint of this alternative and the proposed project are the same. As a result, this alternative would result in similar risk associated with wildfire events. Overall, this alternative would have similar impacts compared to the proposed project, and impacts would be less than significant.

According to the City's 2023 Local Hazard Mitigation Plan (LHMP), no high fire severity zones exist within the City, nor does the City have any wildland-urban interface areas. The Reduced Intensity Alternative would result in a similar development impact area as the EBPSP and would therefore result in similar potential for wildfire.

4.7.21 Summary

Policy Plan Amendment

This alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, population and housing, recreation, tribal cultural resources, and wildfire. This alternative would reduce the proposed project's air quality, energy, GHG, noise, public services, transportation, and utilities and system services impacts. This alternative would meet all the objectives of the Policy Plan Amendment.

Specific Plan

This alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, population and housing, recreation, tribal cultural resources, and wildfire. This alternative would reduce the proposed project's air quality, energy, GHG, noise, public services, transportation, and utilities and system services impacts.

The Reduced Intensity Alternative would meet most of the EBPSP objectives; however, this alternative would not meet the following objectives to the same extent as the EBPSP due to the reduced square footage and proportional reduction in employees.

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.

- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide opportunities for positive economic benefit to the City, including new net revenues to the General Fund that can be used for vital City services.

Use of the Specific Plan area would not be maximized under the Reduced Intensity Alternative. Additionally, the 30 percent reduction would reduce the amount of potential employment opportunities for community residents; therefore, the alternative would not be fully maximizing the economic benefit to the City.

4.8 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In addition to the discussion and comparison of impacts of the proposed project and the alternatives, CEQA Guidelines Section 15126.6 requires that an "environmentally superior" alternative be selected and the reasons for such a selection be disclosed. In general, the environmentally superior alternative is the alternative to the proposed project that has the potential to reduce the proposed project's significant impacts on the environment to the greatest extent feasible.

Identification of the environmentally superior alternative is an informational procedure, and the alternative to the proposed project selected may not be the alternative to the proposed project that best meets the goals or needs of the City of Ontario. Because CEQA Guidelines Section 15126.6(c) requires an evaluation of a reasonable range of alternatives to the proposed project, the proposed project under consideration cannot be identified as the environmentally superior alternative. Additionally, in accordance with CEQA Guidelines Section 15126.6(e)(2), if the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives.

The following alternative has been identified as "environmentally superior" to the proposed project:

- Reduced Intensity Alternative

The Reduced Intensity Alternative has been identified as the environmentally superior alternative because it would either lessen or result in similar impacts as the proposed project; however, it would not avoid any significant and unavoidable impacts. As shown in Table 4-7, *Comparison of Project Alternative Impacts*, and Table 4-8, *Ability to Meet Proposed Project Objectives*, the Reduced Intensity Alternative lessens impacts to air quality, energy, GHG emissions, noise, public services, transportation, and utilities and system services while partially achieving the benefits of the project objectives.

Table 4-7 Comparison of Project Alternative Impacts

Environmental Topic	Proposed Project[1]	No Project Alternative/ Current TOP 2050	Truck Route Scenario 3 Alternative	Reduced Intensity Alternative
3.1 Aesthetics	LTS	PPA: = SP: =	=	=
3.2 Agriculture and Forestry Resources	LTS	PPA: = SP: =	=	=
3.3 Air Quality	SU	PPA: ↓ SP: ↑	↓	↓
3.4 Biological Resources	LTS/M	PPA: = SP: =	=	=
3.5 Cultural Resources	PPA: SU EBPSP: LTS/M	PPA: = SP: =	=	=
3.6 Energy	LTS	PPA: ↓ SP: ↑	=	↓
3.7 Geology and Soils	LTS/M	PPA: = SP: =	=	=
3.8 Greenhouse Gas Emissions	SU	PPA: ↓ SP: ↑	=	↓
3.9 Hazards and Hazardous Materials	PPA: LTS EBPSP: LTS/M	PPA: ↓ SP: ↑	=	=
3.10 Hydrology and Water Quality	LTS	PPA: ↓ SP: ↑	=	=
3.11 Land Use and Planning	LTS	PPA: ↓ SP: ↓	=	=
3.12 Mineral Resources	PPA: LTS EBPSP: NI	PPA: ↓ SP: ↑	=	=

Table 4-7 Comparison of Project Alternative Impacts

Environmental Topic	Proposed Project[1]	No Project Alternative/ Current TOP 2050	Truck Route Scenario 3 Alternative	Reduced Intensity Alternative
3.13 Noise	PPA:SU EBPSP: LTS	PPA: ↓ SP: =	↓	↓
3.14 Population and Housing	LTS	PPA: = SP: =	=	=
3.15 Public Services	LTS	PPA: ↓ SP: ↑	=	↓
3.16 Recreation	LTS	PPA: ↓ SP: ↑	=	=
3.17 Transportation	SU	PPA: ↓ SP: ↑	=	↓
3.18 Tribal Cultural Resources	LTS/M	PPA: ↓ SP: ↑	=	=
3.19 Utilities and Service Systems	LTS	PPA: ↓ SP: ↑	=	↓
3.20 Wildfire	LTS	PPA: ↓ SP: ↑	=	=

Notes:

PPA Policy Plan Amendment
SP Specific Plan
NI No Impact
LTS Less than Significant
LTS/M Less than Significant with Mitigation
SU Significant and Unavoidable

↓ Reduced impact in comparison to the proposed project
= Similar impact in comparison to the proposed project
↑ Greater impact in comparison to the proposed project

1. The impacts listed in this column represent the highest significance determination for each respective topic.

Table 4-8 Ability to Meet Proposed Project Objectives

Objective	Proposed Project	No Project Alternative/ Current TOP 2050	Truck Route Scenario 3 Alternative	Reduced Intensity Alternative
Policy Plan Amendment				
Comprehensively plan for and assess land use changes requested by property owners while ensuring compliance with state laws and maintaining the vision and objectives of current TOP 2050.	Yes	Yes	Yes	Yes
Reposition the planned employment center in southwest Ontario from a mix of office, retail, and residential uses to a concentration of business park uses.	Yes	No	Yes	Yes
Ensure there is no net loss in overall housing capacity within the City, consistent with the requirements of state law.	Yes	Yes	Yes	Yes
Plan for adequate housing capacity to ensure the City continues to meet the requirements of the City's sixth-cycle RHNA obligation.	Yes	Yes	Yes	Yes
Update the City's truck routes based on proposed land use changes to ensure the City continues to comply with state law and ensures a safe and efficient goods movement network while minimizing the exposure of existing and future sensitive receptors to noise, vibration, and air pollution generated by heavy trucks.	Yes	No	No	Yes
Update the Policy Plan component of TOP 2050 for internal consistency with proposed land use and circulation changes.	Yes	No	No	Yes

Table 4-8 Ability to Meet Proposed Project Objectives

Objective	Proposed Project	No Project Alternative/ Current TOP 2050	Truck Route Scenario 3 Alternative	Reduced Intensity Alternative
Specific Plan				
To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.	Yes	No	NA	Partial
To facilitate the development of a variety of employment-generating uses in a business park setting.	Yes	No	NA	Partial
To provide business park uses that are compatible with surrounding land uses.	Yes	No	NA	Yes
To provide opportunities for positive economic benefit to the City, including new net revenues to the General Fund that can be used for vital City services.	Yes	No	NA	Partial
To provide opportunities for the development of passive use parks consistent with the City of Ontario's Grand Park Master Plan.	Yes	No	NA	Yes
To provide landscaped open space within the Specific Plan area, including pedestrian trails adjacent to public arterial and collector streets.	Yes	No	NA	Yes
To improve connectivity in the area by providing pedestrian paths, bicycle routes, and comfort amenities such as bike racks that encourage circulation by means not dependent on a motorized vehicle.	Yes	No	NA	Yes
To identify and construct capital improvements for water, recycled water, sewer, storm drain, and circulation facilities that serve planned land uses within and adjacent to the Specific Plan area.	Yes	No	NA	Yes

Table 4-8 Ability to Meet Proposed Project Objectives

Objective	Proposed Project	No Project Alternative/ Current TOP 2050	Truck Route Scenario 3 Alternative	Reduced Intensity Alternative
To set forth a development phasing sequence that allows for logical development and aligns with installation of on-site and off-site infrastructure.	Yes	No	NA	Yes
To define guidelines and standards that provide a cohesive design for architecture, landscaping, streetscapes, entry monuments, corner treatments, walls and fencing, lighting, and signage within the Specific Plan area.	Yes	No	NA	Yes

5. OTHER CEQA CONSIDERATIONS

This chapter provides a discussion of the effects of the proposed project based on the analyses in Sections 3.1 through 3.20 of this Draft SEIR. The topics covered in this chapter include effects not found to be significant, significant and unavoidable impacts, significant irreversible changes to the environment, and growth-inducing effects. A more detailed analysis of the effects that the proposed project would have on the environment and proposed mitigation measures to minimize significant impacts are provided in Chapter 3, *Environmental Analysis*, of this Draft SEIR.

5.1 EFFECTS NOT FOUND TO BE SIGNIFICANT

California Environmental Quality Act (CEQA) Guidelines Section 15128, "Effects Not Found to Be Significant," allows environmental issues for which there is no likelihood of significant impact to be "scoped out" and not analyzed further in the SEIR.

As described in the Notice of Preparation (NOP) prepared for the proposed project (see Appendix A), the City of Ontario determined a full-scope SEIR would be required to evaluate all impacts in the 20 environmental categories; therefore, all categories are evaluated in Chapter 3, *Environmental Analysis,* of this SEIR.

5.2 SIGNIFICANT UNAVOIDABLE IMPACTS

CEQA Guidelines Section 15126.2(a) requires that "Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short- and long-term effects." CEQA Guidelines Section 15126.2(c) requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. Table ES-3, *Summary of Significant Environmental Impacts and Mitigation Measures*, in the *Executive Summary* of this Draft EIR summarizes the significant impacts, mitigation measures, and levels of significance with and without mitigation.

Though mitigation measures, where feasible, would reduce the level of impact of the proposed project, the following impacts would remain significant and unavoidable:

AIR QUALITY

- **Impact AQ-1 (PPA + EBPSP):** The additional population growth forecast for the Policy Plan Amendment and Specific Plan and the associated emissions would exceed the assumptions of the South Coast AQMD's AQMP.

- **Impact AQ-2 (PPA):** Construction activities associated with future development that would be accommodated under the Policy Plan Amendment could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria.

- **Impact AQ-3 (PPA + EBPSP):** Implementation of the proposed project would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations.

- **Impact AQ-4 (PPA)**: Construction activities associated with the Policy Plan Amendment could expose sensitive receptors to substantial air pollutant concentrations.

- **Impact AQ-5 (PPA):** Operation of industrial and warehousing land uses accommodated under the Policy Plan Amendment would cumulatively contribute to elevated levels of toxic air contaminants in the South Coast AQMD region.

CULTURAL RESOURCES

- **Impact CUL-1 (PPA):** Implementation of the Policy Plan Amendment could impact historical resources.

GREENHOUSE GAS EMISSIONS

- **Impact GHG-1 (PPA + EBPSP)**: Implementation of the proposed project would result in an increase in GHG emissions compared to the approved project and would not achieve the carbon neutrality threshold of AB 1279.

- **Impact GHG-2 (PPA + EBPSP):** The proposed project would be inconsistent with the Community Climate Action Plan's objective of reducing citywide GHG emissions and the State's carbon neutrality goals.

NOISE

- **Impact NOI-1 (PPA):** Construction activities associated with buildout of the Policy Plan Amendment would result in intermittent, temporary increases in noise levels at sensitive receptors due to construction activities. Construction of the EBPSP would not exceed applicable thresholds or significantly increase ambient noise levels.

- **Impact NOI-2 (PPA + EBPSP):** Implementation of the Policy Plan Amendment and EBPSP would expose sensitive receptors to substantial permanent traffic noise increases.

- **Impact NOI-3 (PPA):** Construction activities associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration.

- **Impact NOI-4 (PPA):** Heavy truck traffic annoyance along City haul routes associated with buildout of the Policy Plan Amendment may expose sensitive uses to excessive levels of groundborne vibration annoyance.

- **Impact NOI-5 (PPA)**: Implementation of the Policy Plan Amendment could expose noise sensitive uses to excessive noise levels from the Ontario International Airport (ONT).

TRANSPORTATION

- **Impact TRA-2 (PPA + EBPSP):** The proposed project would generate a substantial increase in VMT per service population and total VMT compared to the approved project resulting in significant project-level and cumulative VMT impacts.

5.3 SIGNIFICANT IRREVERSIBLE CHANGES

Section 15126.2(d) of the CEQA Guidelines requires that an EIR discuss whether "Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely." The discussion shall consider primary and secondary impacts that generally commit future generations to similar uses, irreversible damage from environmental accidents, and irretrievable commitments of resources.

- Implementation of the proposed project would include construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels. Future developments in accordance with the proposed project would require the use of natural gas and electricity, fossil fuels, and water. The commitment of resources required for the construction and operation of the proposed project would limit the availability of such resources for future generations or for other uses during the life of the project.

- An increased commitment of social services and public maintenance services (e.g., police, fire, schools, libraries, and sewer and water services) would also be required. The energy and social service commitments would be long-term obligations in view of the low likelihood of returning the land to its original condition once it has been developed.

- Population growth related to the proposed project compared to the approved project would increase vehicle miles traveled and volatile organic compound emissions associated with consumer product use. The proposed project would cumulatively contribute to the South Coast Air Basin's nonattainment designation for ozone (O_3).

5.4 GROWTH-INDUCING EFFECTS

Section 15126.2(e) of the CEQA Guidelines requires that an EIR discuss the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Typical factors may include the removal of obstacles to population growth, such as through a major expansion of a wastewater plant.

This section evaluates the proposed project's potential to create such growth inducements. As CEQA Guidelines Section 15126.2(e) states, "It must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment." In other words, negative impacts associated with growth inducement occur only where the projected growth would cause significant adverse environmental impacts.

Approval and implementation of proposed project would not remove obstacles to growth. Development in the City is guided by TOP 2050. Changes to the approved project are identified in Section 2.4.1, *Project Characteristics*, and would not result in changes to existing regulations that would remove barriers to growth in the City. Portions of the City are already served by infrastructure. Like the approved project, implementation of proposed project would allow for development of currently undeveloped land and redevelopment of existing land uses. This would induce construction of infrastructure extensions and improvements, such as roadways, storms drains, water pipes, solid waste collection systems, and energy/communication extensions toward undeveloped areas of the City. In addition, the proposed project would increase demand for electricity and natural gas that could require expansion of energy infrastructure, as provided by Southern California Edison and the Southern California Gas Company. Impacts to existing utilities and service systems and potential needs for future improvements are discussed further in Section 3.19, *Utilities and Service Systems*.

TOP 2050 and the proposed project accommodate the additional population growth required to accommodate the South California Association of Governments' Regional Housing Needs Assessment (RHNA). Buildout of the proposed project may require additional firefighting and police personnel and construction of new and/or expanded facilities to improve response times, if necessary. Buildout may also require future construction of new and/or expanded schools in the school districts that serve Ontario (e.g., Chaffey Joint Union High School District, Chino Valley Unified School District, Cucamonga School District, Ontario-Montclair School District, and Mountain View School District). Impacts from the proposed project on public services facilities are discussed in detail in Section 3.15, *Public Services*.

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