

1. *Executive Summary*

1.1 INTRODUCTION

This Re-Circulated Portion of the Draft Environmental Impact Report (DEIR) for The Ontario Plan has been prepared to update and provide additional analysis concerning climate change impacts associated with buildout of the Policy Plan. The Re-Circulated DEIR is part of an overall Environmental Impact Report (EIR) that was circulated for public review from April 8, 2009 through May 22, 2009. For the purposes of clarity and distinction, this document will be referred to as the Re-Circulated DEIR. Based on verbal comments made by the California Attorney General's Office after the end of the public review period and recent rules and regulations related to reducing greenhouse gas (GHG) emissions, the City of Ontario has prepared additional analysis relating GHG and Global Climate Change. Under CEQA Guidelines Section 15088.5(c), if a revision to an EIR is limited to a few chapters or portions of the EIR, only chapters or portions that have been modified need to be re-circulated.

1.1.1 Commenting on the Re-Circulated DEIR

The Re-Circulated DEIR will be circulated for public comment for a period of 45 days. Pursuant to CEQA Guidelines Section 15088.5(f)(2), reviewers of this document should limit their comments to the new material that has been included in this re-circulated document and not make new comments on matters not included in the document, such as the material included in the April 8, 2009 DEIR. The City of Ontario need only to respond to (1) comments received during the initial circulation period for the DEIR that relate to chapters or portions of the document that were not revised and re-circulated, and (2) comments received during the recirculation period that relate to the chapters or portions of the EIR that were revised and re-circulated. Therefore, agencies, organizations, and individuals who wish to comment on this document should limit their comments to the revised chapters or portions of this Re-Circulated DEIR and the analysis contained herein.

Response to new comments received on the Re-Circulated Portion of the DEIR will be incorporated into the Final EIR.

1.2 RE-CIRCULATED EIR FORMAT

The re-circulated portions of the DEIR include the following.

Chapter 1. Executive Summary: Summarizes the potential environmental impacts and mitigation measures identified for the project.

Chapter 2. Environmental Analysis: Provides a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project; the level of significance of the adverse impacts of the project after mitigation is incorporated; and the potential cumulative impacts associated with the proposed project and other existing, approved, and proposed development in the area:

2.1 Global Climate Change: The global climate change section is being re-circulated in its entirety. This Re-Circulated DEIR replaces, in its entirety, Section 5.6, Global Climate Change, in the previously circulated DEIR.



1. Executive Summary

Chapter 3. Additional Project Alternative: A new alternative that set a greenhouse gas (GHG) reduction goal of 15 percent from existing conditions has been evaluated.

Chapter 4. Bibliography: A bibliography of the technical reports and other documentation used in the preparation of this EIR for the proposed project.

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

- Appendix A GHG Memorandum

1.3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-2 summarizes the conclusions of the environmental analysis contained within the Draft EIR and this Re-Circulated Draft EIR. Impacts are identified as significant or less than significant. In addition, all feasible mitigation measures are identified for all potentially significant impacts. This table also presents the level of significance after implementation of the mitigation measures.

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.1 AESTHETICS			
5.1.1 Buildout in accordance with The Ontario Plan would not substantially alter scenic vistas in the City of Ontario.	Less than significant	No mitigation measures are necessary.	Less than significant
5.1.2 Buildout in accordance with the proposed Land use Plan would alter the visual appearance of the city of Ontario, but would not substantially degrade the existing visual character or quality of the site and its surrounding.	Less than significant	No mitigation measures are necessary.	Less than significant
5.1.3 Buildout of The Ontario Plan would generate additional light and glare, but would be minimized through adherence to the city of Ontario development code.	Less than significant	No mitigation measures are necessary.	Less than significant
5.2 AGRICULTURE RESOURCES			
5.2-1: Buildout of The Ontario Plan would convert the existing 3,269.3 acres of California resource agency designated prime farmland, unique farmland, and farmland of statewide importance to residential, commercial, mixed-use, and industrial land uses.	Potentially significant	No feasible mitigation measures are available.	Significant and unavoidable
5.2-2: Buildout of The Ontario Plan would conflict with existing Williamson act contract lands.	Potentially significant	No feasible mitigation measures are available.	Significant and unavoidable
5.2-3: Buildout of The Ontario Plan would impact adjacent agricultural land uses in neighboring communities and cities.	Potentially significant	No feasible mitigation measures are available.	Significant and unavoidable

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.3 AIR QUALITY			
5.3.1 Buildout of the City Of Ontario in accordance with the proposed land use plan would potentially conflict with the SCAQMD's Air Quality Management Plan.	Potentially significant	No feasible mitigation measures are available.	Significant and unavoidable
5.3-2: Construction activities associated with buildout of The Ontario Plan would generate short-term emissions that exceed SCAQMD's regional significance thresholds for VOC, CO, NO _x , PM ₁₀ , and PM _{2.5} ; cumulatively contribute to the SoCAB nonattainment designations for O ₃ , PM ₁₀ , and PM _{2.5} ; and potentially elevate concentrations of air pollutants at sensitive receptors.	Potentially significant	3-1 The City of Ontario building department shall require that all new construction projects incorporate all feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include: <ul style="list-style-type: none"> • 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 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 3 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 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. 	Significant and unavoidable

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.3-3: Buildout of The Ontario Plan would generate Long-term emissions that exceed SCAQMD'S regional significance thresholds for VOC, CO, NO _x , PM ₁₀ , and PM _{2.5} and cumulatively contribute to the SOCAB nonattainment designations for O ₃ , PM ₁₀ , and PM _{2.5} .	Potentially significant	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).	Significant and unavoidable
5.3-4: Increase in traffic congestion in the City of Ontario at buildout of the Proposed Land Use Plan would not expose sensitive receptors to substantial pollutant concentrations.	Less than significant	No mitigation measures are necessary.	Less than significant
5.3-5: Approval of residential and other sensitive land uses within 500 feet of I-10, I-15, or SR-60 would result in exposure of persons to substantial concentrations of Diesel Particulate Matter.	Potentially significant	3-3 The City of Ontario shall evaluate new development proposals within the City for potential incompatibilities with regard to the California Air Resources Board's Air Quality and Land Use Handbook: A Community Health Perspective (April 2005). New development that is inconsistent with the recommended buffer distances shall only be approved if all feasible mitigation measures, such as high efficiency Minimum Efficiency Reporting Value (MERV) filters have incorporated into the project design to protect future sensitive receptors from harmful concentrations of air pollutants as a result of proximity to existing air pollution sources.	Significant and unavoidable
5.3-6: Conversion of agricultural land to nonagricultural uses would temporarily expose residents to objectionable odors.	Potentially significant	No feasible mitigation measures are available	Significant and unavoidable

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.4 BIOLOGICAL RESOURCES			
5.4-1: Development in accordance with the proposed policy plan land use designations could result in the loss of sensitive species.	Less than significant	No mitigation measures are necessary.	Less than significant
5.4-2: The proposed policy plan 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 and open space – parkland.	Less than significant	No mitigation measures are necessary.	Less than significant
5.4-3: The proposed policy plan would not have substantial adverse impacts to jurisdictional waters. Flood control channels and detention basins would be designated open space – non-recreation or open space – parkland.	Less than significant	No mitigation measures are necessary.	Less than significant
5.4-4: No regional wildlife movement corridors have been identified in the City; and therefore to the project would not result in substantial adverse effects to wildlife movement.	Less than significant	No mitigation measures are necessary.	Less than significant
5.4-5: The Ontario Plan would not conflict with the requirements of the Delhi sands flower-loving fly Ontario recovery unit or critical habitat for the San Bernardino kangaroo rat.	Less than significant	No mitigation measures are necessary.	Less than significant

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.5 CULTURAL RESOURCES			
5.5-1: The Ontario Plan polices, state and federal regulations, and the City's Historic preservation Ordinance would ensure that historical resources classified as Tier I or Tier II would not be impacted on a programmatic level; however, implementation of the Proposed Land Use Plan could threaten historic resources classified as Tier III, especially within growth focus areas.	Potentially significant	5-1 Historic or potentially historic resources within the City shall be evaluated for historic significance through the City's Tier System prior to the issuance of <u>plan or</u> development approvals.	Significant and unavoidable
5.5-2: Buildout of The Ontario Plan could impact archaeological resources or paleontological resources.	Potentially significant	5-2 In areas of documented or inferred archaeological and/or paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements: a) Archaeologists and/or paleontologist shall be retained for the project that will be on call during grading and other significant ground-disturbing activities. b) Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director <u>or designee</u> is satisfied that adequate provisions are in place to protect these resources. c) Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologists/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including catalog with museum numbers.	Less than significant

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>5-3 Upon receipt of an application for a Specific Plan or a project that requires a General Plan amendment subject to CEQA and 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, then a cultural resources assessment prepared by an archaeologist shall be required. 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 MM 5-4 shall be followed.</p> <p>5-4 Prior to the issuance of grading permits for a Specific Plan or project that requires a General Plan amendment 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.</p>	
5.5-3: Grading activities in the City of Ontario would comply with the California Public Resources Code § 5097.98 so as to not disturb human remains.	Less than significant	No mitigation measures are necessary.	Less than significant

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.6 GLOBAL CLIMATE CHANGE (RE-CIRCULATED DEIR SECTION 3.1)			
5.6-1: Buildout of the City of Ontario would generate greenhouse gas emissions that would significantly contribute to global climate change impacts in California.	Potentially significant	<p>6-1 The City of Ontario shall prepare a Climate Action Plan within one year <u>18 months</u> after adopting The Ontario Plan. The goal of the Climate Action Plan shall be to <u>reduce GHG emissions from all activities within the City boundaries to support the State's efforts under AB 32 and to mitigate the impact of climate change on the City, State, and world. Once completed, the City shall update The Ontario Plan and associated policies, as necessary, to be consistent with the Climate Action Plan and prepare a subsequent or supplemental Environmental Impact Report, if new significant impacts are identified. The Climate Action Plan shall include the following:</u></p> <ul style="list-style-type: none"> • <u>Emission Inventories: The City shall establish GHG emissions inventories including emissions from all sectors within the City, using methods approved by, or consistent with guidance from, the CARB; the City shall update inventories every 3 years or as determined by state standards to incorporate improved methods, better data, and more accurate tools and methods, and to assess progress. If the City is not on-schedule to achieve the GHG reduction targets, additional measures shall be implemented, as identified in the CAP.</u> <ul style="list-style-type: none"> • <u>The City shall establish a baseline inventory of GHG emissions including municipal emissions, and emissions from all business sectors and the community.</u> • <u>The City shall define a "business as usual" scenario of municipal, economic, and community activities, and prepare a projected inventory for 2020 based on that scenario.</u> • <u>Emission Targets: The City will develop Plans to reduce or encourage reductions in GHG emissions from all sectors within the City.</u> <ul style="list-style-type: none"> • <u>A Municipal Climate Action Plan which shall include measures to reduce GHG emissions from municipal activities by at least 30 percent by 2020 compared to the "business as usual" municipal emissions (including any reductions required by the California Air Resource Board under AB 32.</u> 	Significant and unavoidable

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> • <u>A Business Climate Action Plan in collaboration with the business community, which shall include measures to reduce GHG emissions from business activities, and which shall seek to reduce emissions by at least 30 percent by 2020 compared to "business as usual" business emissions.</u> • <u>A Community Climate Action Plan in collaboration with the stakeholders from the community at large, which shall include measures reduce GHG emissions from community activities, and which shall seek to reduce emissions by at least 30 percent by 2020 compared to "business as usual" community emissions.</u> <p>6-2 The Climate Action Plan shall include <u>specific measures to achieve the GHG emissions reduction targets identified in Mitigation Measure 6-1, an updated inventory of greenhouse gas emission sources and a quantification of the City's greenhouse gas emissions target. Local measures to reduce greenhouse gas emissions within the City's control by a minimum of 15 percent from business-as-usual shall be detailed in the Climate Action Plan and shall include discretionary approvals and a mechanism for revision in order to be consistent with the Communities Strategy once adopted by the Southern California Association of Governments.</u> The Climate Action Plan shall quantify the approximate greenhouse gas emissions reductions of each measure and measures shall be enforceable. <u>Local GHG reduction measures considered in the Climate Action Plan shall include Measures listed below, along with others, shall be considered during the development of the Climate Action Plan (CAP):</u></p> <ul style="list-style-type: none"> • Require all new or renovated municipal buildings to seek Silver or higher Leadership in Energy and Environmental Design (LEED) standard, or compliance with similar green building rating criteria. • Require all municipal fleet purchases to be fuel efficient vehicles for their intended use based on the fuel type, design, size, and cost efficiency. • Require that new development projects in Ontario that require demolition prepare a demolition plan to reduce waste by recycling and/or salvaging a 	

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>nonhazardous construction and demolition debris.</p> <ul style="list-style-type: none"> • Require that new developments design buildings to be energy efficient by siting buildings to take advantage of shade, prevailing winds, landscaping, and sun screening to reduce energy required for cooling. • <u>Require that cool roofs for non-residential development and cool pavement to be incorporated into the site/building design for new development where appropriate.</u> • <u>Evaluate the feasibility of implementing a Public Transit Fee to support Omnitrans in developing additional transit service in the City.</u> • <u>Require diesel emission reduction strategies to eliminate and/or reduce idling at truck stops, warehouses, and distribution facilities throughout the City.</u> • Install energy efficient lighting (compact fluorescent and/or light emitting diode (LED) light bulbs) and lighting control systems in all municipal buildings. • Require all new traffic lights installed be LEDs <u>energy efficient</u> traffic signals. • Require the use of reclaimed water for landscape irrigation in all new development and on public property where such connections are within the service boundaries of the City's reclaimed water system. • Require all new landscaping irrigation systems installed within the City to be automated, high-efficient irrigation systems to reduce water use and require use of bubbler irrigation; low-angle, low-flow spray heads; or moisture sensors. • Conduct energy efficiency audits of existing municipal buildings by checking, repairing, and readjusting heating, ventilation, and air conditioning systems, lighting, water heating equipment, insulation, and weatherization. • <u>Ensure that its local Climate Action, Land Use, Housing, and Transportation Plans are aligned with, support, and enhance any regional plans that have been developed consistent with state guidance to achieve reductions in GHG emissions.</u> 	

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> • <u>Mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure.</u> • <u>Reduce heat gain from pavement and other similar hardscaping.</u> • <u>Work with appropriate agencies to create 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.</u> <ul style="list-style-type: none"> • <u>Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets.</u> • <u>Facilitate employment opportunities that minimize the need for private vehicle trips, by:</u> <ul style="list-style-type: none"> • <u>Amending zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations.</u> • <u>Encouraging telecommuting options with new and existing employers, through project review and incentives, as appropriate.</u> • <u>Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events.</u> • <u>Support and promote the use of low-and zero-emission vehicles (ZEV), by:</u> <ul style="list-style-type: none"> • <u>Encouraging the necessary infrastructure to facilitate the use of zero-emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations.</u> • <u>Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate ZEV and/or plug in electric hybrids (PHEV).</u> • <u>Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, PZEV or better fleet mixes.</u> • <u>Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas-electric hybrid vehicles.</u> 	

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> • <u>Establish green building requirements and standards for new development and redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use.</u> • <u>Allow increased height limits and/or flexibility in other standards for projects that incorporate energy efficient green building practices where not prohibited by the Airport Land Use Compatibility Plan (ALUCP)/Federal Aviation Administration (FAA).</u> • <u>Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques.</u> • <u>Support the use of green building practices by:</u> <ul style="list-style-type: none"> • <u>Providing information, marketing, training, and technical assistance about green building practices.</u> • <u>Adopting a Green Building ordinance with guidelines for green building practices in residential and commercial development.</u> • <u>Adopt energy efficiency performance standards for buildings designed to achieve a greater reduction in energy and water use than currently required by state law, including:</u> <ul style="list-style-type: none"> • <u>Standards for the installation of "cool roofs".</u> • <u>Standards for improved overall efficiency of lighting systems.</u> • <u>Requirements for the use of Energy Star appliances and fixtures in discretionary new development.</u> • <u>Encourage the performance of energy audits for residential and commercial buildings prior to completion of sale, and that audit results and information about opportunities for energy efficiency improvements be presented to the buyer.</u> • <u>Establish policies and programs that facilitate the siting of new renewable energy generation.</u> 	

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> • <u>Require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible.</u> • <u>Prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities, including:</u> <ul style="list-style-type: none"> • <u>Conducting energy audits.</u> • <u>Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low-emissive window glass.</u> • <u>Implementing an energy tracking and management system for its municipal facilities.</u> • <u>Installing energy-efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations.</u> • <u>Installing energy-efficient lighting retrofits and occupancy sensors, and institute a "lights out at night" policy, subject to life/safety considerations.</u> • <u>Retrofitting heating and cooling systems to optimize efficiency (e.g., replace chillers, boilers, fans, pumps, belts, etc.).</u> • <u>Installing Energy Star® appliances and energy-efficient vending machines.</u> • <u>Improving water use efficiency, including a schedule to replace or retrofit system components with high-efficiency units (i.e., ultra-low-flow toilets, fixtures, etc.).</u> • <u>Installing irrigation control systems which maximize water use efficiency and minimize off- peak use.</u> • <u>Adopting an accelerated replacement schedule for energy inefficient systems and components.</u> • <u>Insure that staff receives appropriate training and support to implement objectives and policies to reduce GHG emissions, including:</u> <ul style="list-style-type: none"> • <u>Providing energy efficiency training to design, engineering, building</u> 	

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>operations, and maintenance staff.</p> <ul style="list-style-type: none"> • <u>Providing information on energy use and management, including data from the tracking and management system, to managers and others making decisions that influence energy use.</u> • <u>Providing energy design review services to departments undertaking new construction or renovation projects, to facilitate compliance with LEED standards.</u> • <u>Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off-peak demand schedules for heavy commercial and industrial users.</u> • <u>Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel-efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models.</u> • <u>Require the installation of outdoor electrical outlets on buildings to support the use, where practical, of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators.</u> • <u>Implement measures to reduce employee vehicle trips and to mitigate emissions impacts from municipal travel.</u> • <u>Conduct a comprehensive inventory and analysis of the urban forest, and coordinate tree maintenance responsibilities with all responsible departments, consistent with best management practices.</u> • <u>Evaluate existing landscaping and options to convert reflective and impervious surfaces to landscaping, and will install or replace vegetation with drought-tolerant, low-maintenance native species or edible landscaping that can also provide shade and reduce heat-island effects.</u> • <u>Implement enhanced programs to divert solid waste from landfill operations, by:</u> <ul style="list-style-type: none"> • <u>Establishing a diversion target which meets or exceeds AB 939 requirements.</u> • <u>Promoting and expanding recycling programs, purchasing policies, and employee education to reduce the amount of waste produced.</u> 	

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> • <u>Reduce per-capita water consumption consistent with state law by 2020.</u> • <u>Establish a water conservation plan that may include such policies and actions as:</u> <ul style="list-style-type: none"> • <u>Maintaining and refining the City’s tiered rate structure for water use.</u> • <u>Establishing restrictions on time of use for landscape watering, or other demand management strategies.</u> • <u>Establishing performance standards for irrigation equipment and water fixtures, consistent with state law.</u> • <u>Establish programs and policies to increase the use of recycled water, including:</u> <ul style="list-style-type: none"> • <u>Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation.</u> • <u>Ensure that building standards and permit approval processes promote and support water conservation, by:</u> <ul style="list-style-type: none"> • <u>Establishing building design guidelines and criteria to promote water-efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s).</u> • <u>Establishing menus and check-lists for developers and contractors to ensure water-efficient infrastructure and technology are used in new construction, including low-flow toilets and shower heads, moisture-sensing irrigation, and other such advances.</u> • <u>Organize workshops on waste reduction activities for the home or business, such as backyard composting, or office paper recycling, and shall schedule recycling dropoff events and neighborhood chipping/mulching days.</u> • <u>Organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self-audit for energy use and efficiency.</u> 	

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>6-3 <u>The City of Ontario will amend the Municipal Code within 18 months after adopting The Ontario Plan, with provisions implementing the following GHG emission reduction concepts:</u></p> <ul style="list-style-type: none"> • <u>Increase densities in urban core areas to support public transit, by, among other means:</u> • <u>Removing barriers to the development of accessory dwelling units in existing residential neighborhoods.</u> • <u>Reduce required road width standards wherever feasible to calm traffic and encourage alternative modes of transportation.</u> • <u>Add bicycle facilities to city streets and public spaces, where feasible.</u> • <u>Promote infill, mixed-use, and higher density development, and provide incentives to support the creation of affordable housing in mixed use zones.</u> • <u>Plan for and create incentives for mixed-use development.</u> • <u>Identify sites suitable for mixed-use development and establish appropriate site- specific standards to accommodate mixed uses which could include:</u> <ul style="list-style-type: none"> • <u>Increasing allowable building height or allow height limit bonuses, in appropriate areas and where safe to do so.</u> • <u>Allowing flexibility in applying development standards (such as FAR2 and lot coverage) based on the location, type, and size of the units, and the design of the development.</u> • <u>Allowing reduced and shared parking based on the use mix, and availability of and proximity to public transit stops.</u> • <u>Allowing for tandem parking, shared parking and off-site parking leases.</u> • <u>Enable prototype mixed-use structures for use in neighborhood center zones that can be adapted to new uses over time with minimal internal remodeling.</u> • <u>Identify and facilitate the inclusion of complementary land uses not already present in local zoning districts, such as supermarkets, parks and recreational fields, schools in neighborhoods, and residential uses in business districts, to reduce the vehicle miles traveled and promote bicycling and walking to these uses.</u> 	

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> • <u>Revise zoning ordinance(s) to allow local-serving businesses, such as childcare centers, restaurants, banks, family medical offices, drug stores, and other similar services near employment centers to minimize midday vehicle use.</u> • <u>Develop form-based community design standards to be applied to development projects and land use plans, for areas designated mixed-use.</u> • <u>Implement a Housing Overlay Zone for residential properties at transit centers and along transit corridors. This may include average minimum residential densities of 25 units per acre within one quarter miles of transit centers; average minimum densities of 15 units per acre within one quarter mile of transit corridors; and minimum FAR of 0.5:1 for non-residential uses within a quarter mile of transit centers or corridors.</u> • <u>Identify transit centers appropriate for mixed-use development, and promote transit-oriented, mixed-use development within these targeted areas, by:</u> <ul style="list-style-type: none"> • <u>Providing maximum parking standards and flexible building height limitations.</u> • <u>Providing density bonus programs.</u> • <u>Establishing guidelines for private and public spaces for transit-oriented and mixed-use development.</u> • <u>Discouraging auto-oriented development.</u> • <u>Ensure new development is designed to make public transit a viable choice for residents, including:</u> <ul style="list-style-type: none"> • <u>Locating medium to high density development near activity centers that can be served efficiently by public transit and alternative transportation modes.</u> • <u>Locating medium to high density development near streets served by public transit whenever feasible.</u> • <u>Linking neighborhoods to bus stops by continuous sidewalks or pedestrian paths.</u> • <u>Develop form-based community design standards to be applied to development projects and land use plans, for areas designated mixed-use.</u> 	

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> • <u>Create and preserve distinct, identifiable neighborhoods whose characteristics support pedestrian travel, especially within, but not limited to, mixed-use and transit-oriented development areas, by:</u> <ul style="list-style-type: none"> • <u>Designing or maintaining neighborhoods where the neighborhood amenities can be reached in approximately five minutes of walking.</u> • <u>Encouraging pedestrian-only streets and/or plazas within developments, and destinations that may be reached conveniently by public transportation, walking, or bicycling.</u> • <u>Allowing flexible parking strategies in neighborhood activity centers to foster a pedestrian-oriented streetscape.</u> • <u>Providing continuous sidewalks with shade trees and landscape strips to separate pedestrians from traffic.</u> • <u>Encouraging neighborhood parks and recreational centers near concentrations of residential areas (preferably within one quarter mile) and include pedestrian walkways and bicycle paths that encourage non-motorized travel.</u> • <u>Ensure pedestrian access to activities and services, especially within, but not limited to, mixed-use and transit-oriented development areas, by:</u> <ul style="list-style-type: none"> • <u>Ensuring new development that provides pedestrian connections in as many locations as possible to adjacent development, arterial streets, thoroughfares.</u> • <u>Ensuring a balanced mix of housing, workplaces, shopping, recreational opportunities, and institutional uses, including mixed-use structures.</u> • <u>Locating schools in neighborhoods, within safe and easy walking distances of residences served.</u> • <u>Encouraging new development in which primary entrances are pedestrian entrances, with automobile entrances and parking located to the rear.</u> • <u>Supporting development where automobile access to buildings does not impede pedestrian access, by consolidating driveways between buildings or developing alley access.</u> • <u>Utilizing street parking as a buffer between sidewalk pedestrian traffic and</u> 	

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>the automobile portion of the roadway.</p> <ul style="list-style-type: none"> • <u>Prioritizing the physical development of pedestrian connectors for existing areas that do not meet established connectivity standards.</u> • <u>Mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure.</u> • <u>Reduce heat gain from pavement and other similar hardscaping, by:</u> <ul style="list-style-type: none"> • <u>Including low-water landscaping in place of hardscaping around transportation infrastructure and in parking areas.</u> • <u>Establishing standards that provide for pervious pavement options.</u> • <u>Removing obstacles to natural, drought tolerant landscaping and low-water landscaping.</u> • <u>Coordinate with appropriate agencies to create 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, including, but not limited to:</u> <ul style="list-style-type: none"> • <u>Providing safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets.</u> • <u>Upgrade and maintain the following transit system infrastructure to enhance public use, including:</u> <ul style="list-style-type: none"> • <u>Ensuring transit stops and bus lanes are safe, convenient, clean and efficient.</u> • <u>Ensuring transit stops have clearly marked street-level designation, and are accessible.</u> • <u>Ensuring transit stops are safe, sheltered, benches are clean, and lighting is adequate.</u> • <u>Working with transit providers to place transit stations along transit corridors within mixed-use or transit-oriented development areas at intervals appropriate for the mode of transit.</u> • <u>Facilitate employment opportunities that minimize the need for private vehicle trips, by:</u> <ul style="list-style-type: none"> • <u>Amending zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations.</u> 	

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> • <u>Encouraging telecommuting options with new and existing employers, through project review and incentives, as appropriate.</u> • <u>Establish standards for new development and redevelopment projects to support bicycle use, including:</u> <ul style="list-style-type: none"> • <u>Amending the Development Code to include standards for pedestrian and bicyclist accommodations, including:</u> <ul style="list-style-type: none"> • <u>Providing access for pedestrians and bicyclist to public transportation through construction of dedicated paths, where feasible.</u> • <u>Requiring new development and redevelopment projects to include bicycle facilities, as appropriate with the new land use, including:</u> <ul style="list-style-type: none"> • <u>Where feasible, promote the construction of weatherproof bicycle facilities and at a minimum, provide bicycle racks or covered, secure parking near the building entrances.</u> • <u>Establish a network of multi-use trails to facilitate direct off-street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations.</u> • <u>Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events.</u> • <u>Require new commercial and retail developments to provide prioritized parking for electric vehicles and vehicles using alternative fuels.</u> • <u>Support and promote the use of low-and zero-emission vehicles, by:</u> <ul style="list-style-type: none"> • <u>Encouraging the necessary infrastructure to facilitate the use of zero-emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations.</u> • <u>Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate ZEV and/or plug in electric hybrids (PHEV).</u> • <u>Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, PZEV or better fleet mixes.</u> 	

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> • <u>Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas-electric hybrid vehicles.</u> • <u>Establish green building requirements and standards for new development and redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use.</u> • <u>Allow increased height limits and/or flexibility in other standards for projects that incorporate energy efficient green building practices where not prohibited by ALUCP/FAA.</u> • <u>Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques.</u> • <u>Support the use of green building practices by:</u> <ul style="list-style-type: none"> • <u>Establishing guidelines for green building practices in residential and commercial development.</u> • <u>Providing incentives, which may include reduction in development fees, administrative fees, and/or expedited permit processing for projects that use green building practices.</u> • <u>Adopt energy efficiency performance standards for buildings that achieve a greater reduction in energy and water use than otherwise required by current state law, including:</u> <ul style="list-style-type: none"> • <u>Standards for the installation of "cool roofs".</u> • <u>Standards for improved overall efficiency of lighting systems.</u> • <u>Requirements for the use of Energy Star appliances and fixtures in discretionary new development.</u> • <u>Requirements for new residential lots and/or structures to be arranged and oriented to maximize effective use of passive solar energy.</u> • <u>Require that affordable housing development incorporate energy efficient design and features to the maximum extent feasible.</u> • <u>Identify possible sites for production of renewable energy (such as solar, wind, small hydro, and biogas).</u> 	

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> • <u>Identify and remove or otherwise address barriers to renewable energy production, including:</u> <ul style="list-style-type: none"> • <u>Reviewing and revising building and development codes, design guidelines, and zoning ordinances to remove renewable energy production barriers.</u> • <u>Working with related agencies, such as fire, water, health and others that may have policies or requirements that adversely impact the development or use of renewable energy technologies.</u> • <u>Developing protocols for safe storage of renewable and alternative energy products with the potential to leak, ignite or explode, such as biodiesel, hydrogen, and/or compressed air.</u> • <u>Allow renewable energy projects in areas zoned for open space, where consistent with the Land Use element, and other uses and values.</u> • <u>Promote and encourage renewable energy generation, and co-generation projects where feasible and appropriate.</u> • <u>Require that, where feasible, all new buildings be constructed to allow for easy, cost-effective installation of solar energy systems in the future, using such “solar-ready” features as:</u> <ul style="list-style-type: none"> • <u>Optimal roof orientation (between 20 to 55 degrees from the horizontal), with sufficient south-sloped roof surface, where such buildings architecture and construction are designed for sloped roofs.</u> • <u>Clear access without obstructions (chimneys, heating and plumbing vents, etc.) on the south sloped roof.</u> • <u>Roof framing that will support the addition of solar panels.</u> • <u>Installation of electrical conduit to accept solar electric system wiring.</u> • <u>Installation of plumbing to support a solar hot water system and provision of space for a solar hot water storage tank.</u> • <u>Require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible.</u> • <u>Prepare and implement a comprehensive plan to improve energy efficiency of</u> 	

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p><u>municipal facilities, including:</u></p> <ul style="list-style-type: none"> • <u>Conducting energy audits.</u> • <u>Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low-emissive window glass.</u> • <u>Implementing an energy tracking and management system for its municipal facilities.</u> • <u>Installing energy-efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations.</u> • <u>Installing energy-efficient lighting retrofits and occupancy sensors, and institute a "lights out at night" policy, subject to life/safety considerations.</u> • <u>Retrofitting heating and cooling systems to optimize efficiency (e.g., replace chillers, boilers, fans, pumps, belts, etc.).</u> • <u>Installing Energy Star® appliances and energy-efficient vending machines.</u> • <u>Improving water use efficiency, including a schedule to replace or retrofit system components with high-efficiency units (i.e., ultra-low-flow toilets, fixtures, etc.).</u> • <u>Installing irrigation control systems maximizing water use efficiency and minimizing off- peak use.</u> • <u>Adopting an accelerated replacement schedule for energy inefficient systems and components.</u> • <u>Require that any newly constructed, purchased, or leased municipal space meet minimum standards, such as:</u> <ul style="list-style-type: none"> • <u>The Energy Star® New Homes Program established by U.S. EPA.</u> • <u>The incorporation of passive solar design features in new buildings, including daylighting and passive solar heating.</u> • <u>Reduce per capita water consumption consistent with state law by 2020.</u> • <u>Establish a water conservation plan that may include such policies and actions as:</u> <ul style="list-style-type: none"> • <u>Maintaining and refining the City's tiered rate structure for water use.</u> • <u>Establishing restrictions on time of use for landscape watering, or other demand management strategies.</u> 	

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> • <u>Establishing performance standards for irrigation equipment and water fixtures, consistent with State Law.</u> • <u>The City will establish programs and policies to increase the use of recycled water, including:</u> <ul style="list-style-type: none"> • <u>Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation.</u> • <u>Ensure that building standards and permit approval processes promote and support water conservation, by:</u> <ul style="list-style-type: none"> • <u>Establishing building design guidelines and criteria to promote water-efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s).</u> • <u>Establishing menus and check-lists for developers and contractors to ensure water-efficient infrastructure and technology are used in new construction, including low-flow toilets and shower heads, moisture-sensing irrigation, and other such advances.</u> • <u>Install water-efficient landscapes and irrigation, including:</u> <ul style="list-style-type: none"> • <u>Requiring planting drought-tolerant and native species, and covering exposed dirt with moisture-retaining mulch or other materials such as decomposed granite.</u> • <u>Requiring the installation of water-efficient irrigation systems and devices, including advanced technology such as moisture-sensing irrigation controls.</u> • <u>Promote the planting of shade trees and establish shade tree guidelines and specifications, including:</u> <ul style="list-style-type: none"> • <u>Establishing guidelines for tree planting based on the land use (residential, commercial, parking lots, etc.).</u> • <u>Establishing guidelines for tree types based on species size, branching patterns, whether deciduous or evergreen, whether roots are invasive, etc.</u> • <u>Establishing tree guidelines for placement, including distance from structures, density of planting, and orientation relative to structures and the sun.</u> 	

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> Develop an Urban Forestry Program to consolidate policies and ordinances regarding tree planting, maintenance, and removal, including: <ul style="list-style-type: none"> Establishing guidelines for tree planting, including criteria for selecting deciduous or evergreen trees low-VOC-producing trees, and emphasizing the use of drought-tolerant native trees and vegetation. <p>6-4 Measures listed above in 6-2 and 6-3 shall be considered by the City while reviewing all new development between the time of adoption of The Ontario Plan and adoption of the Climate Action Plan (CAP).</p> <p>6-52 Pursuant to a goal of overall consistency with the Sustainable Communities Strategies, the City of Ontario shall evaluate new development for consistency with the development pattern set forth in the Sustainable Communities Strategies plan, upon adoption of the plan by the Southern California Association of Governments.</p> <p>6-63 The City of Ontario shall participate in the County of San Bernardino's Green Valley Initiative.</p>	
5.7 GEOLOGY AND SOILS			
5.7-1: Residents, workers, and visitors in the city could be subjected to seismic hazards such as ground shaking, liquefaction, and seismically induced settlement.	Less than significant	No mitigation measures are necessary.	Less than significant
5.7-2: Hazards arising from ground subsidence, compressible soils, expansive soils, and erosion exist or could exist in the City.	Less than significant	No mitigation measures are necessary.	Less than significant
5.7-3 The City Of Ontario Is served by regional wastewater treatment facilities, and development pursuant to the proposed Ontario Plan is not expected to involve the use of septic tanks.	Less than significant	No mitigation measures are necessary.	Less than significant

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.8 HAZARDS AND HAZARDOUS MATERIALS			
5.8-1: Buildout in accordance with The Ontario Plan would involve the transport, use, and/or disposal of hazardous materials; however, these activities would be in compliance with federal, state, and local regulations.	Less than significant	No mitigation measures are necessary.	Less than significant
5.8-2: Properties in the City Of Ontario that are included on a list of hazardous materials sites would comply with federal, state, and local regulations.	Less than significant	No mitigation measures are necessary.	Less than significant
5.8-3: In accordance with Article 29 of the Ontario Municipal Code, Airport zoning regulations, consistency reviews of the proposed land uses with Airport Master Land Use plans of Los Angeles/Ontario International Airport and the Chino Airport would prevent significant impacts.	Less than significant	No mitigation measures are necessary.	Less than significant
5.8-4: The Heliport included in the gateway specific plan would be near the LAONT eastern approach zones and Buildout of The Ontario Plan would place commercial and office land uses in this area; however, there would not be any significant impacts.	Less than significant	No mitigation measures are necessary.	Less than significant
5.8-5: The buildout of The Ontario Plan would not affect the implementation of an emergency response or evacuation plan.	Less than significant	No mitigation measures are necessary.	Less than significant

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.8-6 Ontario is designated a moderate fire hazard zone; however, adherence to existing regulations and review of building plans by the Ontario Fire Department would reduce risks from urban and wildland fire threats to the City.	Less than significant	No mitigation measures are necessary.	Less than significant
5.9 HYDROLOGY AND WATER QUALITY			
5.9-1: Development pursuant to The Ontario Plan would increase surface water flows into drainage systems within the watershed; however, stormwater infrastructure would be designed to accommodate stormwater flows in accordance with the San Bernardino County Hydrology Manual.	Less than significant	No mitigation measures are necessary.	Less than significant
5.9-2: Development pursuant to The Ontario Plan would increase the amount of impervious surfaces in the city; however, creation of additional impermeable areas within the NMC would not hinder the groundwater recharge efforts of the Chino Basin Watermaster.	Less than significant	No mitigation measures are necessary.	Less than significant
5.9-3: Portions of the city would be located within the 100-year flood hazard zone; However the City would require structures to be located above the base flood elevation.	Less than significant	No mitigation measures are necessary.	Less than significant

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.9-4: Buildout of the Proposed Land Use Plan would increase concentrations of pollutants During construction Activities; however pollutant discharges would be minimized through implementation of Best Management practices detailed in the Water Quality Management Plan.	Less than significant	No mitigation measures are necessary.	Less than significant
5.9-5: Parts of the City Of Ontario are in the dam inundation area for San Antonio dam; However, probability of catastrophic failure is low and Emergency evacuation procedures are in place in the event of dam failure.	Less than significant	No mitigation measures are necessary.	Less than significant
5.9-6: Implementation of The Ontario Plan would not create hazards of inundation by seiche or mudflow.	Less than significant	No mitigation measures are necessary.	Less than significant
5.10 LAND USE AND PLANNING			
5.10-1: The Proposed Land Use Plan would not divide an established community.	Less than significant	No mitigation measures are necessary.	Less than significant
5.10-2: Buildout of The Ontario Plan would not conflict with applicable plans.	Less than significant	No mitigation measures are necessary.	Less than significant
5.10-3: The proposed project would not conflict with the adopted Oakmont Industrial Group Habitat Conservation Plan.	Less than significant	No mitigation measures are necessary.	Less than significant

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.11 MINERAL RESOURCES			
5.11-1: Project implementation would not result in the loss of availability of a known mineral resource.	Less than significant	No mitigation measures are necessary.	Less than significant
5.12 NOISE			
5.12-1 Buildout of the Proposed Land Use Plan would result in an increase in traffic on local roadways in the City of Ontario, which would substantially increase the existing noise environment.	Potentially significant	No feasible mitigation measures are available.	Significant and unavoidable
5.12-2 Noise-sensitive uses could be exposed to Elevated noise levels from transportation sources of noise.	Potentially significant	12-1 Prior to the issuance of building permits for any project that involves a noise sensitive use within the 65 dBA CNEL contour along major roadways, freeways, railroads, or the Los Angeles/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 (e.g., setbacks, berms, or sound walls) 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 (Title 24 and 21 of the California Code of Regulations).	Significant and unavoidable
5.12-3: Construction activities associated with buildout of the individual land uses associated with the Proposed land Use Plan would expose vibration-sensitive uses to strong levels of groundborne vibration.	Potentially significant	12-2 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. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceed the Federal Transit Administration vibration-annoyance criteria of 78 VdB during the daytime), additional requirements, such as use of less vibration intensive equipment or construction techniques shall be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driver).	Significant and unavoidable

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.12-4: Vibration-sensitive land uses along the Union Pacific Railroad corridor would be exposed to strong levels of groundborne vibration.	Potentially significant	12-3 Prior to the issuance of building permits for any project that involves a vibration-sensitive use directly adjacent to the Union Pacific Railroad or Southern California Regional Rail Authority main lines shall retain an acoustical engineer to evaluate potential for trains to create perceptible levels of vibration indoors. If vibration-related impacts are found, mitigation measures, such as use of concrete, iron or steel, or masonry materials to ensure that levels of vibration amplification are within acceptable limits to building occupants shall be implemented. Pursuant to the Federal Transit Administration vibration-annoyance criteria, these acceptable limits are defined as 78 VdB during the daytime and 72 VdB during the nighttime for residential uses, 84 VdB for office uses, and 90 VdB for workshops.	Less than significant
5.12-5: Construction activities associated with buildout of the individual land uses associated with the Proposed land Use Plan would substantially elevate noise levels in the vicinity of noise-sensitive land uses.	Potentially significant	12-4 Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Mitigation measures such as installation of temporary sound barriers for adjacent construction activities that occur adjacent to occupied noise-sensitive structures, equipping construction equipment with mufflers, reducing non-essential idling of construction equipment to no more than five minutes shall be incorporated into the construction operations to reduce construction-related noise to the extent feasible.	Significant and unavoidable
5.12-6: Noise-sensitive land uses within the 65 DBA CNEL noise contour of the Los Angeles/Ontario International Airport would be exposed to substantial levels of airport-related noise.	Potentially significant	Mitigation Measure 12-1 would require projects within the 65 dBA CNEL noise contour of the LAONT, roadway, freeways, or railroads to prepare an acoustical report that details required noise attenuation features to ensure compliance with Title 21. However, exterior noise may continue to exceed the noise compatibility criteria for the City of Ontario.	Significant and unavoidable
5.13 POPULATION AND HOUSING			
5.13-1: The proposed project would accommodate population growth in the project area.	Less than significant	No mitigation measures are necessary.	Less than significant
5.13-2: Buildout of The Ontario Plan would not displace people or housing, and would not necessitate the construction of replacement housing.	Less than significant	No mitigation measures are necessary.	Less than significant

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.14 PUBLIC SERVICES			
FIRE PROTECTION AND EMERGENCY SERVICES			
5.14-1: The Ontario Fire Department would expand accordingly in response to the demand for fire protection facilities and personnel caused by the introduction of new structures, residents, and workers into the city's boundaries upon Buildout of The Ontario Plan.	Less than significant	No mitigation measures are necessary.	Less than significant
POLICE PROTECTION			
5.14-2: Although Buildout in accordance with The Ontario Plan would introduce new structures, residents, and workers into the City boundaries, increasing the Demand for Police protection facilities and personnel, development fees would cover police department expansion.	Less than significant	No mitigation measures are necessary.	Less than significant
SCHOOL SERVICES			
5.14-3: Construction of new schools and/or classroom facilities for up to 35,346 additional students generated by buildout of the Proposed land Use Plan would be accommodated through assessment of School impact fees, government Code Section 65995.	Less than significant	No mitigation measures are necessary.	Less than significant
LIBRARY SERVICES			
5.14-4: Buildout of the Ontario plan includes the construction of an additional 44,409 square feet of library space.	Less than significant	No mitigation measures are necessary.	Less than significant

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.15 RECREATION			
5.15-1: Buildout of the proposed land use plan would generate additional residents that would increase the use of existing park and recreational facilities, but would not result in a significant impact.	Less than significant	No mitigation measures are necessary.	Less than significant
5.15-2: Project implementation would result in environmental impacts from the provision of new and/or expanded recreational facilities, but impacts would not be considered significant.	Less than significant	No mitigation measures are necessary.	Less than significant
5.16 TRANSPORTATION/TRAFFIC			
5.16-1: Trips generated as a result of buildout the Proposed Land Use Plan would cause a deficient level of service for the existing area intersections without implementation of the recommended lane geometry improvements. In addition, buildout of the Proposed Land Use Plan would also cumulatively contribute to the cumulatively significant freeway level of service impact that is already projected to occur in the future.	Potentially Significant	16-1 The Mobility Element of The Ontario Plan shall be consistent with the traffic study prepared by Kimley-Horn and Associates, Inc in 2009. Table 5.16-65 shows the recommended lane geometry for the Proposed Land Use Plan.	Significant and unavoidable
5.16-2 Air traffic patterns would not be changed by The Ontario Plan.	Less than significant	No mitigation measures are necessary.	Less than significant
5.16-3: Circulation Improvements under the recommended circulation plan would be designated to adequately address potential hazardous conditions (sharp curves, etc), potential conflicting uses, and emergency	Less than significant	No mitigation measures are necessary.	Less than significant

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
access.			
5.16-4: Parking standards provided in the City of Ontario's Development Code would ensure adequate parking is provided for under The Ontario Plan.	Less than significant	No mitigation measures are necessary.	Less than significant
5.16-5: The recommended circulation plan of the proposed land use plan would comply with adopted policies, plans, and programs for alternative transportation.	Less than significant	No mitigation measures are necessary.	Less than significant
5.17 UTILITIES AND SERVICE SYSTEMS			
5.17-1: The buildout of The Ontario Plan would create a four percent greater need for water supply than previously assessed in the City of Ontario Urban Water Management Plan (2005). This increase in development could create a potentially significant impact on sources of potable and nonpotable water in the City.	Potentially significant	17-1 The City shall include a policy in the Policy Plan that requires the use of water conservation measures on development projects to improve water use efficiency and reduce overall water demand. Reduce potable water demand through conservation measures, including but not limited to, the following: a) Work cooperatively with all developers to incorporate conservation measures into project designs (such as those recommended by the California Urban Water Conservation Council). b) Continue to develop and implement water drought contingency plans to assist citizens and businesses in reducing water use during periods of water shortages and emergencies. c) Revise the City Code to include a Water-Efficient Landscape Ordinance to encourage, or as appropriate, require the use of water-efficient landscaping consistent with <u>AB-325 1881</u> .	Less than significant
		17-2 The City shall include a policy in the Policy Plan that maximizes the use of recycled water as an irrigation (non-potable) water source for landscaping, parks and other irrigation opportunities in all areas of the City and require use of recycled water in dual system office and industrial uses in selected urban areas of the City, where available and feasible.	

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		17-3 The City shall include a policy in the Policy Plan that the City participate through the Chino Basin Water Master and the Inland Empire Utilities Agency in regional efforts to develop finding additional sources of water for groundwater recharge such as capture of stormwater runoff, recycled water, or other sources to ensure that the Chino Basin stays in long-term hydraulic balance and sustainability and that adequate additional local water sources would be available to increase the flexibility of the City's water supply.	
5.17-2: Buildout of The Ontario Plan would generate additional wastewater which would be adequately treated in accordance with the Regional Water Quality Control Board and California department of public health requirements.	Less than significant	No mitigation measures are necessary.	Less than significant
5.17-3: Storm drainage systems would be expanded to accommodate growth associated with the buildout of The Ontario Plan.	Less than significant	No mitigation measures are necessary.	Less than significant
5.17-4: Buildout of The Ontario Plan would be served by landfills with sufficient permitted capacities to accommodate the project's solid waste disposal needs.	Less than significant	No mitigation measures are necessary.	Less than significant
5.17-5: Existing and/or proposed facilities would be able to accommodate project-generated utility demands.	Less than significant	No mitigation measures are necessary.	Less than significant

1. Executive Summary

This page intentionally left blank.