

4. Environmental Setting

4.1 INTRODUCTION

This section provides a “description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, ... from both a local and a regional perspective” (Guidelines § 15125[a]), pursuant to provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The environmental setting provides the baseline physical conditions from which the lead agency will determine the significance of environmental impacts resulting from the proposed project.

4.2 REGIONAL ENVIRONMENTAL SETTING

4.2.1 Regional Location

The project site is located in southwestern San Bernardino County, within the City of Ontario. The City of Ontario is located approximately 40 miles from downtown Los Angeles, 20 miles from downtown San Bernardino, and 30 miles from Orange County.

The project site consists of eleven parcels covering 85.6 acres, located in the southwestern portion of the City, immediately north of the City of Chino in San Bernardino County (see Figure 3-1, *Regional Location*).

4.2.2 Regional Planning Considerations

4.2.2.1 SCAG REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency 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.

The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in April 2016 (SCAG 2016). Major themes in the 2016 RTP/SCS include integrating strategies for land use and transportation; striving for sustainability; protecting and preserving existing transportation infrastructure; increasing capacity through improved systems managements; providing more transportation choices; leveraging technology; responding to demographic and housing market changes; supporting commerce, economic growth and opportunity; promoting the links between public health, environmental protection and economic opportunity; and incorporating the principles of social equity and environmental justice into the plan.

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The SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The SCS is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets identified by the California Air Resources Board. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS; instead, it provides incentives to governments and developers for consistency. The proposed project's consistency with the applicable 2016-2040 RTP/SCS policies is analyzed in detail in Section 5.10, *Land Use and Planning*.

4.2.2.2 SOUTH COAST AIR BASIN AIR QUALITY MANAGEMENT PLAN

The City is in the South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD). Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law and standards are detailed in the SoCAB Air Quality Management Plan (AQMP). Air pollutants for which Ambient Air Quality Standards (AAQS) have been developed are known as criteria air pollutants—ozone (O₃), carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide, coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead. VOC and NO_x are criteria pollutant precursors and go on to form secondary criteria pollutants, such as O₃, through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants depending on whether they meet AAQS for that pollutant. Based on the SoCAB AQMP, the SoCAB is designated nonattainment for O₃, PM_{2.5}, PM₁₀, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO₂ under the California AAQS.^{1,2} The proposed project's consistency with the applicable AAQS is discussed in Section 5.2, *Air Quality*.

4.2.2.3 GREENHOUSE GAS EMISSIONS REDUCTION LEGISLATION

Current State of California guidance and goals for reductions in greenhouse gas (GHG) emissions are generally embodied in Executive Order S-03-05; Assembly Bill 32 (AB 32), the Global Warming Solutions Act (2008); and Senate Bill 375 (SB 375), the Sustainable Communities and Climate Protection Act.

Executive Order S-3-05, signed June 1, 2005, set the following GHG reduction targets for the state:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

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 Executive Order S-3-05. Based on the GHG emissions inventory conducted for its 2008 Scoping

¹ CARB approved SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM₁₀ to attainment for PM₁₀ under the national AAQS on March 25, 2010, because the SoCAB has not violated federal 24-hour PM₁₀ standards during the period from 2004 to 2007. In June 2013, the EPA approved the State of California's request to redesignate the South Coast PM₁₀ nonattainment area to attainment of the PM₁₀ National AAQS, effective on July 26, 2013.

² CARB has proposed to redesignate the SoCAB as attainment for lead and NO₂ under the California AAQS (CARB 2013).

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Plan, the California Air Resources Board (CARB) approved a 2020 emissions limit of 427 million metric tons of carbon dioxide-equivalent emissions (MMTCO₂e) for the state (CARB 2008). CARB is required to update the Scoping Plan every five years. In 2015, the governor signed Executive Order B-30-15 into law, establishing a GHG reduction target for year 2030, which was later codified under SB 32 (2016). The 2016-2017 update to the Scoping Plan addresses the 2030 target of a 40 percent below 1990 levels.

In 2008, SB 375 was adopted to connect the GHG emissions reductions 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 vehicle miles traveled and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 17 regions in California managed by a metropolitan planning organization (MPO). In addition, SB 375 requires CARB to update the targets for the MPOs every eight years. The targets as set by CARB in 2010 for the SCAG region are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035 (CARB 2010). Per the SCAG 2016-2040 RTP/SCS, adopted on April 7, 2016, the region will meet or exceed the 2010 passenger per capita targets (SCAG 2016). The updated targets for the SCAG region as set by CARB in March 2018 are an 8 percent per capita GHG reduction in 2020 from 2005 levels (unchanged from the 2010 target) and a 19 percent per capita GHG reduction in 2035 from 2005 levels (compared to the 2010 target of 13 percent) (CARB 2018). These targets became effective on October 1, 2018 and are applicable for the 2019 RTP/SCS update being initiated by SCAG.

The project's ability to meet these regional GHG emissions reduction target goals is analyzed in Section 5.7, *Greenhouse Gas Emissions*.

4.2.2.4 AIRPORT INFLUENCE AREAS

Ontario International Airport Influence Area

The Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) was adopted by the Ontario City Council on April 19, 2011. The intent of a compatibility plan is to avoid conflicts between airport operations and surrounding land uses. The project site is not within the safety, noise impact, or airspace protection zones of the ONT ALUCP; however, it is within the Airport Influence Area, as is the entire City of Ontario. While a Real Estate Transaction Disclosure policy is not required for non-residential land, developers or tenants may purchase a Natural Hazard Disclosure report that would indicate that the property is in an Airport Influence Area.

Chino Airport Overlay Zone

The project site is within Safety Zone 6, Traffic Pattern Zone of the Chino Airport Overlay (Generic Safety Zones for General Aviation Airports from the Caltrans Division of Aeronautics – California Airport Land Use Planning Handbook). Zone 6 compatibility criteria prohibit people intensive uses such as stadiums, large day care centers, hospitals, and nursing homes. In the San Bernardino County Chino Airport Comprehensive Land Use Plan, the site is within Safety Zone III, Traffic Pattern/Overflight Zone. Light industrial and manufacturing

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uses are acceptable within this zone, provided that they do not generate any visual, electronic or physical hazards to aircraft.

4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Location and Land Use

4.3.1.1 PROJECT LOCATION

The project site consists of 85.6 acres in the southwestern portion of the City of Ontario. The site is located east of Euclid Avenue, north of Merrill Avenue, west of the unimproved right-of-way of Sultana Avenue, and south of Eucalyptus Avenue (see Figure 3-2, *Local Vicinity*).

4.3.1.2 EXISTING LAND USES

Onsite Uses

The project site contains an operational dairy farm. The site contains two single-family residential structures, a dairy barn, a storage structure, approximately 10 feed storage barns, and numerous livestock corrals. Currently, the existing dairy farm has 2,000 mature dairy cows, 600 young cattle, and 100 grazing beef cattle that are present year-round. There are large existing retention ponds that collect surface waste accumulations from the dairy farming practices, including animal wastes. Several above-ground storage tanks are present which store housing fuel, water, fresh milk, and livestock feed along with various mechanical systems for dairy production practices. The remainder of the site is used as irrigated cropland with berms located along the site perimeter.

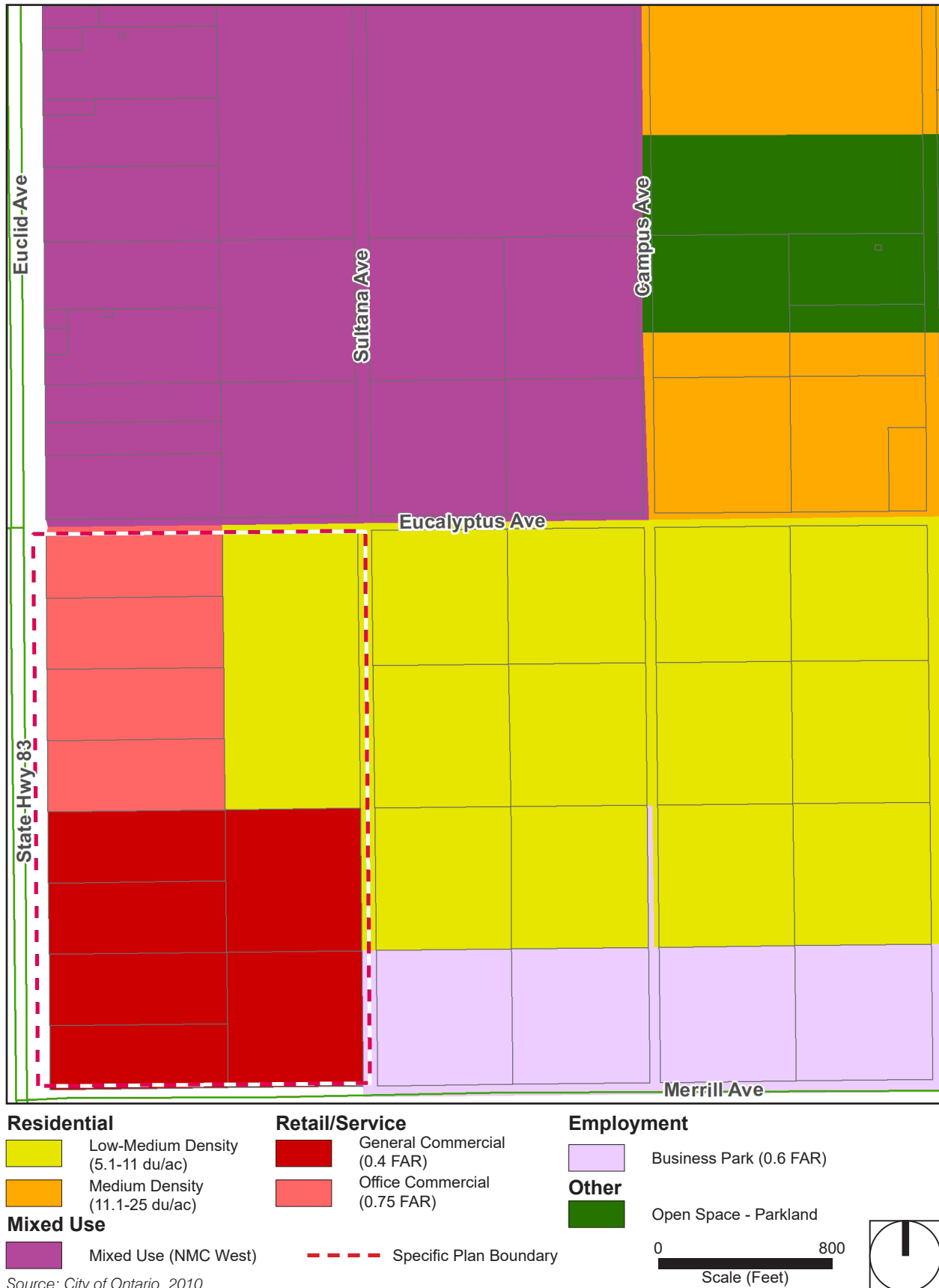
The site currently takes access from five vehicular drive entrances, all off of Eucalyptus Avenue. The site is fenced with tubular metal fencing. The project site is moderately flat, sloping from the north to the south with about 30 feet of fall over a half-mile distance.

Surrounding Uses

Land uses surrounding the project site include agricultural uses to the north and east, public uses for the Chino Airport to the south, and residential and agricultural uses to the west. Surrounding land uses and designations are described below and shown on Figure 4-1, *Surrounding Land Use Map*.

- **North:** Eucalyptus Avenue and agricultural uses designated for future mixed use (New Model Colony West). The Ontario General Plan designates the area as Mixed Use (under the New Model Colony). Areas to the north are zoned Specific Plan with Agricultural (AG) Overlay.
- **West:** Euclid Avenue and residential and recreational uses within the City of Chino. The City of Chino General Plan designates the land as High Density Residential (HDR) and Urban Reverse (UR). The City of Chino zones the area as High Density Residential (HDR), under the College Park Specific Plan; and Open Space Recreational (OS-1)

Figure 4-1 - Surrounding Land Use Map
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- **South:** Merrill Avenue and agricultural and public uses as well as the Chino Airport. The City of Chino General Plan designates the area as Public and zones it as Airport Development (AD).
- **East:** Sultana Avenue followed by agricultural uses including dairy farms. The City of Ontario General Plan designates the land as Business Park (0.6 FAR) and Low-Medium Density Residential (5.1-11 du/ac). The zoning is Specific Plan with Agricultural Overlay.

4.3.1.3 EXISTING GENERAL PLAN AND ZONING

In 2010, the City of Ontario adopted The Ontario Plan (TOP), which serves as the City's business plan and includes a long-term vision and a principle-based Policy Plan, which functions as the City's General Plan. The General Plan designates the project site for development of general commercial at a maximum 0.4 FAR, office commercial uses at 0.75 FAR, low-medium density residential at 5.1-11 dwelling units per acre (averaging approximately 8.5 dwelling units per acre). The site is within the Ontario Airport and Chino Airport Influence Areas. The project site is zoned as Specific Plan with Agriculture overlay.

The existing general plan land use designations in the Specific Plan area are shown in Figure 4-2, *Land Use and Zoning*. As shown, 42.8 acres of the site is designated general commercial, 24.1 acres office commercial, and 18.7 acres low-medium density residential. Existing zoning districts in the Specific Plan area are shown in Figure 4-2.

4.3.2 Agricultural Resources

The project site has been occupied by agricultural uses, including a dairy farm, row crops, and vacant land since the 1930's or earlier. Surrounding uses include agricultural uses to the north and east, public uses for the Chino Airport to the south, and residential and agricultural uses to the west. In general, agricultural land is in decline in the San Bernardino County region because dairy businesses are more profitable in the Central Valley and because urban development has pushed agricultural development from the City (The Planning Center 2009).

The project site is zoned as Specific Plan (SP) District with an Agriculture (AG) Overlay. In January 2001, the City adopted the Agricultural Overlay Zoning District, Section 9-1.2700 of the Ontario Municipal Code, which allows for the continuation of agricultural uses on an interim basis until development is approved for the Ontario Ranch subareas. There are no active Williamson Act contracts located within the Specific Plan area.

Refer to Section 5.1, *Agricultural and Forestry Resources*, for additional information regarding the project site's agricultural resources and an analysis of project-related impacts to those resources.

4.3.3 Air Quality and Climate

The project site is in the SoCAB, which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. 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. The annual average temperature varies

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little throughout the SoCAB, ranging from the low to middle 60s in degrees Fahrenheit. The average low is reported at 38.1°F in January, and the average high is 91.1°F in August. In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through April (WRCC 2016)

The Project Area is in Source Receptor Area (SRA) 33 – San Bernardino Valley (North Orange County). The air quality monitoring station closest to the plan area is the Anaheim-Pampa Lane Monitoring Station. The SoCAB is designated as nonattainment for O₃, PM_{2.5}, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for PM₁₀ and nitrogen dioxide NO₂ under the California AAQS.

An air quality analysis was performed for the project, and the results are discussed in Section 5.2, *Air Quality*. Additionally, project-related impacts from GHG emissions are discussed in Section 5.7, Greenhouse Gas Emissions.

4.3.4 Biological Resources

The project site has been disturbed from its natural state due to the long-term operation of dairy farms and field crops. Historical dairy farm and agricultural operations dating from as early as 1938 have substantially degraded the potential for the site to serve as native habitat. The project site is dominated by four habitat types: 46.0 acres of agriculture fields, 31.9 acres of disturbed agriculture infrastructure, 5.22 acres of stock/retention ponds, and 1.06 acres of disturbed non-vegetated areas.

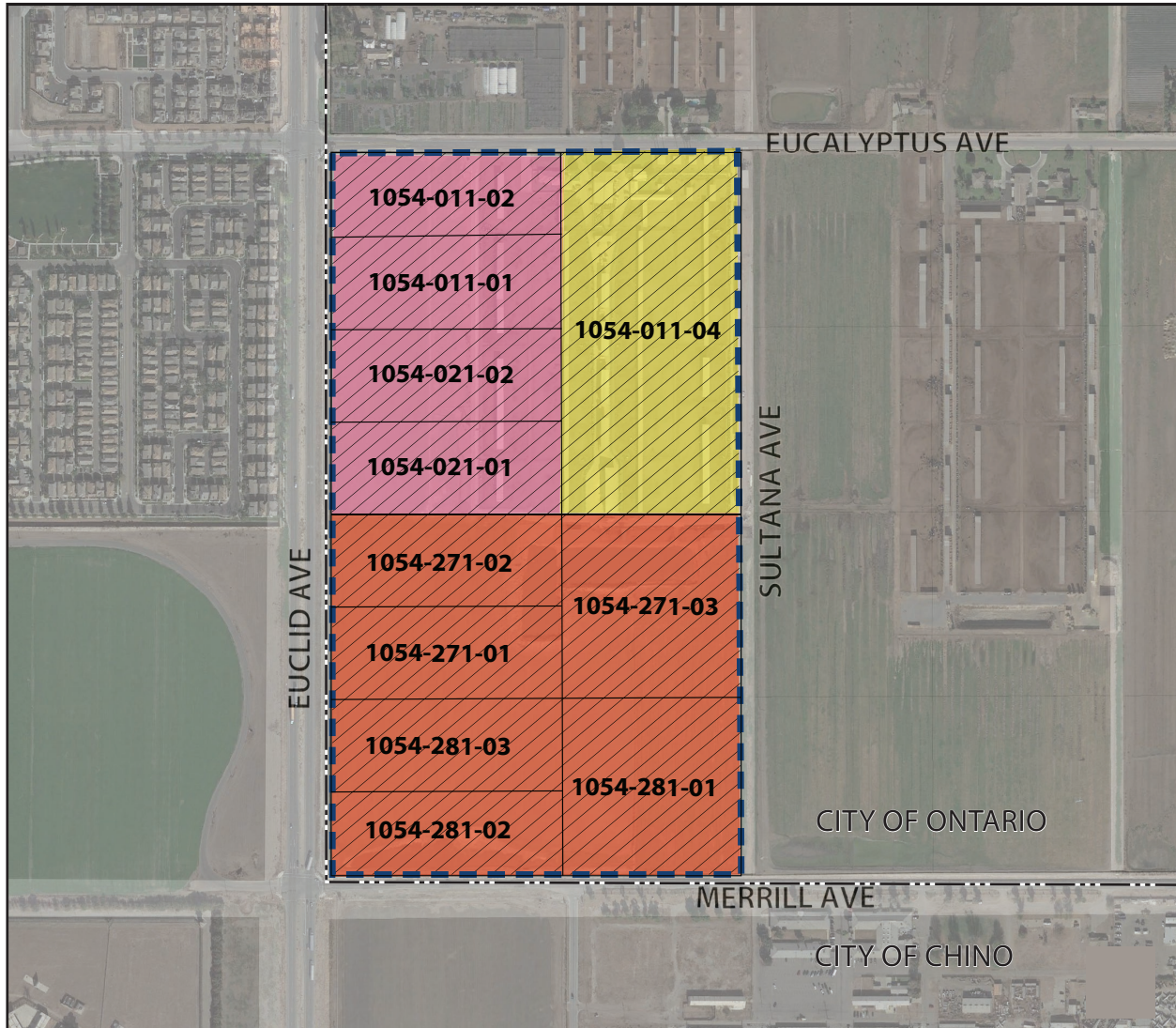
The project site is not located within or adjacent to designated critical habitat for endangered species nor is the project site not located within a designated wildlife corridor or linkage. The project site is also not within any state or federal Habitat Conservation Plans. Consequently, the project site is not expected to have impacts on critical habitats, wildlife movement corridors or with state or federal policies or conservation plans.



Refer to Section 5.3, *Biological Resources*, for additional information regarding the project site's biological resources and an analysis of project-related impacts to those resources.

4.3.5 Cultural Resources




A search of the Sacred Lands File by the Native American Heritage Commission (NAHC) did not identify any previously known cultural resources within the Specific Plan area. The cultural resources records search identified 20 cultural resources investigations previously conducted within a 1-mile radius buffer around the Specific Plan Area, six of which are located adjacent to the Specific Plan Area. The cultural records search identified six previously recorded cultural resources within a 1-mile radius buffer around the Specific Plan Area, none of which are located within the project boundaries. A review of historical aerial photographs and maps show the Specific Plan Area has been consistently used for agricultural and dairy activities since the 1930s.

Figure 4-2 - Existing Land Use and Zoning
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


 Specific Plan Boundary
 City Boundary

Land Use Designation

-  Low-Medium Density Residential - 18.7 Acres
-  Office Commercial - 24.1 Acres
-  General Commercial - 42.8 Acres

Zoning Designation

-  AG - Specific Plan

Assessor Parcel Number (APN)

XXXX-XXX-XX

0 600
Scale (Feet)



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A locality search at the Los Angeles County Natural History Museum (LACM) did not yield any fossil localities within 1 mile of the project area. The closest vertebrate fossil locality from similar sediments is LACM 7811, which is located due east of the project area, and west of Mira Loma, California. This locality produced a fossil specimen of whipsnake (*Masticophis*) at a depth of nine to eleven ft below surface (McLeod 2018). The next closest vertebrate fossil locality from Older Quaternary deposits is LACM 1207, located south-southeast of the project area on the northwestern side of Corona, California. This locality produced fossil specimen of deer (*Odocoileus*) (McLeod 2018).

Refer to Section 5.4, *Cultural Resources*, 5.6, *Geology and Soils*, and Section 5.15, *Tribal Cultural Resources*, for an analysis of project impacts on cultural and tribal cultural resources.

4.3.6 Energy

The project site is in Southern California Edison (SCE)'s 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.

The Southern California Gas Company (SCGC) provides natural gas to the project site. SCGC's 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.

Refer to Section 5.5, *Energy*, for additional information regarding electricity and natural gas services and an analysis of project impacts on these services.

4.3.7 Geology and Landform

Ontario is within the fault-bounded, northwest-southeast trending Perris Block in the Peninsular Ranges geomorphic province of California. The Perris Block is bounded on the east by the San Jacinto Fault Zone, on the north by Cucamonga Fault Zone, and on the west by Elsinore Fault Zone. Research of available maps indicates that the project site is not located within an Alquist-Priolo Earthquake Fault Zone.

The site topography generally slopes downward to the south at a gradient of 1 to 2 percent, with some local variations. The existing site grades range from an elevation of 667 feet above mean sea level (amsl) in the northern area of the site to 631 amsl in the southern area of the site. The project site is underlain by alluvial soils ranging from silty fine sands to clayey silts extending to at least the maximum depth explored of 30± feet below existing site grades. Artificial fill ranging from loose fine sandy silts to sandy clays with occasional silty clays, extend to a depth of 2 to 4.5 feet overlying the native alluvial soil.

Refer to Section 5.6, *Geology and Soils*, for additional information concerning geological and soil conditions and an analysis of project impacts on geology and soils.

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4.3.8 Greenhouse Gas

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 four major GHGs—water vapor, carbon dioxide (CO₂), methane (CH₄), and ozone (O₃)—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 (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001).

In 2019, the statewide GHG emissions inventory was updated for 2000 to 2017 emissions using the global warming potential (GWP) in IPCC's Fourth Assessment Report. Based on these GWPs, California produced 424.10 MMTCO_{2e} GHG emissions in 2017. California's transportation sector was the single largest generator of GHG emissions, producing 40.1 percent of the state's total emissions. Industrial sector emissions made up 21.1 percent, and electric power generation made up 14.7 percent of the state's emissions inventory. Other major sectors of GHG emissions include commercial and residential (9.7 percent), agriculture and forestry (7.6 percent) high GWP (4.7 percent), and recycling and waste (2.1 percent) (CARB 2019a).

California's GHG emissions have followed a declining trend since 2007. In 2017, emissions from routine GHG emitting activities statewide were 424 MMTCO_{2e}, 5 MMTCO_{2e} lower than 2016 levels. This represents an overall decrease of 14 percent since peak levels in 2004 and 7 MMTCO_{2e} below the 1990 level and the state's 2020 GHG target. During the 2000 to 2017 period, per capita GHG emissions in California have continued to drop from a peak in 2001 of 14.0 MTCO_{2e} per capita to 10.7 MTCO_{2e} per capita in 2017, a 24 percent decrease. Overall trends in the inventory also demonstrate that the carbon intensity of California's economy (the amount of carbon pollution per million dollars of gross domestic product (GDP)) is declining, representing a 41 percent decline since the 2001 peak, while the state's GDP has grown 52 percent during this period. For the first time since California started to track GHG emissions, California uses more electricity from zero-GHG sources (hydro, solar, wind, and nuclear energy). (CARB 2019b).

Refer to Section 5.7, *Greenhouse Gas Emissions*, for additional information related to GHGs and an analysis of project-related impacts to GHG emissions.

4.3.9 Hazards and Hazardous Materials

The project site has been used for agricultural purposes since at least the 1930s and is currently occupied by a dairy farm. The northeast and north-center portions of the site consist of a single-family residential structure and a manufactured home structure along Eucalyptus with a dairy barn located between the two residences, one storage structure, approximately 10 storage barns, and approximately 21 sheds associated with the corrals for the housing of the cattle. The south portion of the site consists of a 106,000 square feet retention pond. The remaining areas of the site are irrigated cropland and berms are located along the perimeter of the site. There are three septic tanks onsite. The septic tank associated with the house has been pumped out at least once since 2005. Equipment throughout the site include one potable water well; aboveground storage tanks

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(ASTs) for storage of diesel, grain/feed, water, and fresh milk; milking machines and pumping system; air compressors, cooling equipment; boilers; and pole-mounted transformers.

A Phase I Environmental Site Assessment (ESA) for the project site was completed in March 2017. An Addendum was completed in May 2019. The site was identified on the Waste Discharge System database as an agricultural facility with designated/influent or solid wastes that pose a significant threat to water quality (dairy waste ponds). The proposed project is in Zone D of the Chino Airport as designated in the ALUCP.

Refer to Section 5.8, *Hazards and Hazardous Materials*, for additional information regarding hazardous materials and an analysis of project-related impacts associated with hazardous materials.

4.3.10 Hydrology and Water Quality

The City of Ontario is within the Chino Creek Watershed, which is part of the larger Santa Ana River Watershed. The Chino Creek Watershed 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 watershed is intensely developed for residential, industrial, and agricultural use. As a result, the creek and its tributaries are highly polluted and receive effluent from multiple wastewater treatment plants, storm drains, and agricultural runoff.

Site stormwater was found to generally drain from north to south. The existing storm drain system consists of a detention basin, steel pipes, and inlets, that discharge to an earthen channel adjacent to Euclid Avenue. The total existing condition 25-year and 100-year peak flow rates from the project site are approximately 79.6 cfs and 125.6 cfs, respectively.

Refer to Section 5.9, *Hydrology and Water Quality*, for additional information regarding hydrological conditions and an analysis of project impacts on hydrology and water quality.

4.3.11 Noise

Noise levels in the project site area are influenced primarily by the Chino Airport directly south of Merrill Avenue. Motor vehicle traffic in and around the project site, including Merrill Avenue, Eucalyptus Avenue, and Euclid Avenue, are a steady source of ambient noise. Noise from existing industrial uses surrounding the project site also adds to the noise levels in the project area.

Refer to Section 5.11, *Noise*, for additional information concerning the noise environment and an analysis of project-related noise impacts.

4.3.12 Public Services, Utilities and Service Systems

Public services and utilities are provided to the project site area by providers listed in Table 4-1.

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Table 4-1 Public Service and Utility Providers

Public Services	
Police	Ontario Police Department
Fire Protection and Emergency Medical Services	City of Ontario Fire Department
Public Schools	Chino Valley Unified School District
Library	City of Ontario Library
Parks	City of Ontario Parks and Recreation
Utilities	
Water	Ontario Municipal Utilities Company
Wastewater Collection	Ontario Municipal Utilities Company
Wastewater Treatment	Inland Empire Utilities Agency
Solid Waste Collection	Ontario Municipal Utilities Company
Solid Waste Disposal (Landfills)	Ontario Municipal Utilities Company
Electricity	Southern California Edison
Natural Gas	Southern California Gas Company

Refer to Sections 5.13, *Public Services*, and 5.16, *Utilities and Service Systems*, for additional information regarding public services and utilities and service systems, respectively, and an analysis of project impacts on services and utilities.

4.3.13 Transportation

The nearest freeways to the project site are SR-71 approximately 3 miles to the southwest, I-15 approximately 5.5 miles to the east, and SR-60 approximately 3 miles to the north. Interstates, highways, and intersections on the San Bernardino County Congestion Management Program (CMP) system near the project site include Euclid Avenue (SR-83) and SR-60, and the intersections of Euclid Avenue and Walnut Avenue, and Euclid Avenue and Riverside Drive.

Regional access to the project site is provided by State Route 83 (SR-83; Euclid Avenue), which connects to State Route 60 (SR-60) and Interstate 10 (I-10) to the north, I-15 approximately 5.5 miles to the east, and State Route 71 (SR-71) approximately 3 miles to the southwest. SR-71 connects the project to Interstate 91 (I-91) in unincorporated Riverside County.

The study area within the City of Chino is currently served by Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County. Based on a review of the existing transit routes within the vicinity of the proposed project, Omnitrans Route 83 operates on Euclid Avenue north of the site. Currently, there are no paved sidewalks or bike lanes along either side of Merrill Avenue, Euclid Avenue, and Eucalyptus Avenue, roads that border the southern, western and northern boundaries of the project site, respectively.

Refer to Section 5.14, *Transportation*, for additional information concerning existing transportation facilities and traffic conditions and an analysis of project-related impacts.

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4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed where they are significant. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the project alone. Section 15355 of the Guidelines defines cumulative impacts as “...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Cumulative impacts represent the change caused by the incremental impact of a project when added to other proposed or committed projects in the vicinity.

The CEQA Guidelines Section 15130(b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of 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.
- B. A summary of projections contained in an adopted General Plan or related planning document designed to evaluate regional or area-wide conditions.

The cumulative impact analysis in this DEIR uses both Method A and Method B. Method B uses the City of Ontario’s TOP, its comprehensive General Plan and Land Use Element, were adopted by the Ontario City Council on January 27, 2010. Cumulative impact analyses will use the projections in the TOP and other long-range planning documents—such as Ontario’s 2015 Urban Water Management Plan for water supply and SCAG’s 2016–2040 RTP/SCS for land use and planning. This information was supplemented with a list of related projects (Method A), described in detail below.

The land use intensities allowed by the adopted general plan and the growth projections in the land use elements are detailed in Tables 4-2. Table 4-2 shows TOP has a buildout capacity of 345,936 population, 99,878 residential units, and 247,445,148 nonresidential square footage (TOP 2010). This buildout includes the planned land use and development intensity for the “New Model Colony (NMC)” Special Planning Areas.

Table 4-2 Ontario General Plan Buildout Capacities

Land Use	Acres ²	Assumed Density/Intensity ³	Units	Population ⁴	Non-Residential Square Feet	Jobs ⁵
Residential						
Rural	529	2.0 du/ac	1,059	4,232		
Low Density ⁶	7,255	4.0 du/ac (OMC) 4.5 du/ac (NMC)	30,584	122,244		
Low-Medium ⁶ Density	999	8.5 du/ac	8,492	33,941		
Medium Density	1,897	18.0 du/ac (OMC) 22.0 du/ac (NMC)	38,200	133,791		
High Density	183	35.0 du/ac	6,415	21,470		
Subtotal	10,864		84,750	315,679		

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Table 4-2 Ontario General Plan Buildout Capacities

Land Use	Acres ²	Assumed Density/Intensity ³	Units	Population ⁴	Non-Residential Square Feet	Jobs ⁵
Mixed Use						
Downtown	113	<ul style="list-style-type: none"> 60% of the area at 35 du/ac 40% of the area at 0.80 <u>FAR</u> for office and retail 	2,365	4,729	1,569,554	2,808
East Holt Boulevard	57	<ul style="list-style-type: none"> 25% of the area at 30 du/ac 50% of the area at 1.0 <u>FAR</u> office 25% of area at 0.80 <u>FAR</u> retail 	428	856	1,740,483	3,913
Meredith	93	<ul style="list-style-type: none"> 47% of the area at 39.46 du/ac 48% at 0.35 <u>FAR</u> for office and retail uses 5% at 0.75 <u>FAR</u> for Lodging 	1,725	3,450	832,497	975
Transit Center	76	<ul style="list-style-type: none"> 10% of the area at 60 du/ac 90% of the area at 1.0 <u>FAR</u> office and retail 	457	913	2,983,424	5,337
Inland Empire Corridor	37	<ul style="list-style-type: none"> 50% of the area at 20 du/ac 30% of area at 0.50 <u>FAR</u> office 20% of area t 0.35 <u>FAR</u> retail 	368	736	352,662	768
Guasti	77	<ul style="list-style-type: none"> 20% of the area at 30 du/ac 30% of area at 1.0 <u>FAR</u> retail 50% of area at .70 <u>FAR</u> office 	465	929	2,192,636	4,103
Ontario Center	345	<ul style="list-style-type: none"> 30% of area at 40 du/ac 50% of area at 1.0 <u>FAR</u> office 20% of area at 0.5 <u>FAR</u> retail 	4,139	8,278	9,014,306	22,563
Ontario Mills	240	<ul style="list-style-type: none"> 5% of area at 40 du/ac 20% of area at 0.75 <u>FAR</u> office 75% of area at 0.5 <u>FAR</u> retail 	479	958	5,477,126	7,285
NMC West/South	315	<ul style="list-style-type: none"> 30% of area at 35 du/ac 70% of area at 0.7 <u>FAR</u> office and retail 	3,311	6,621	6,729,889	17,188
NMC East	264	<ul style="list-style-type: none"> 30% of area at 25 du/ac 30% of area at 0.35 <u>FAR</u> for office 40% of area at 0.3 <u>FAR</u> for retail uses 	1,978	3,956	2,584,524	4,439
Euclid/Francis	10	<ul style="list-style-type: none"> 50% of the area at 30 du/ac 50% of area at 0.8 <u>FAR</u> retail 	156	312	181,210	419
SR-60/ Hamner Tuscana Village	41	<ul style="list-style-type: none"> 18% of the area at 25 du/ac 57% of the area at 0.25 <u>FAR</u> retail 25% of the area at 1.5 <u>FAR</u> office 	185	369	924,234	2,098
Subtotal	1,668		16,054	32,107	34,582,545	71,896
Residential						
Neighborhood ⁶ Commercial	281	0.30 <u>FAR</u>			3,671,585	8,884
General Commercial	533	0.30 <u>FAR</u>			6,964,199	6,470
Office/ Commercial	514	0.75 <u>FAR</u>			16,805,775	37,269
Hospitality	141	1.00 <u>FAR</u>			6,157,642	7,060
Subtotal	1,470				33,599,200	59,682
Neighborhood ⁶ Commercial	281	0.30 <u>FAR</u>			3,671,585	8,884

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Table 4-2 Ontario General Plan Buildout Capacities

Land Use	Acres ²	Assumed Density/Intensity ³	Units	Population ⁴	Non-Residential Square Feet	Jobs ⁵
Employment						
Business Park	1,507	0.40 FAR			26,261,610	46,075
Industrial	6,372	0.55 FAR			152,661,502	134,132
Subtotal	7,879				178,923,112	180,207
Other						
Open Space– Non-Recreation	1,232	Not applicable				
Open Space– Parkland ⁶	950	Not applicable				
Open Space– Water	59	Not applicable				
Public Facility	97	Not applicable				
Public School	632	Not applicable				
LA/Ontario International Airport	1,677	Not applicable				
Landfill	137	Not applicable				
Railroad	251	Not applicable				
Roadways	4,871	Not applicable				
Subtotal	9,906					
TOTAL	31,786		100,812	347,821	247,235,690	311,896

Source: Ontario General Plan Land Use Element, 2020.

Notes: FAR = floor area ratio; du = dwelling units; sf = square feet; ac= Acre

¹ Historically, citywide buildout levels do not achieve the maximum allowable density/intensity on every parcel and are, on average, lower than allowed by the Policy Plan. Accordingly, the buildout projections in this Policy Plan do not assume buildout at the maximum density or intensity and instead are adjusted downward. To view the buildout assumptions, access the Methodology report.

² Acres are given as adjusted gross acreages, which do not include the right-of-way for roadways, flood control facilities, or railroads.

³ Assumed Density/Intensity includes both residential density, expressed as units per acre, and non-residential intensity, expressed as floor area ratio (FAR), which is the amount of building square feet in relation to the size of the lot.

⁴ Projections of population by residential designation are based on a persons-per-household factor that varies by housing type. For more information, access the Methodology report.

⁵ To view the factors used to generate the number of employees by land use category, access the Methodology report.

⁶ Acreages and corresponding buildout estimates for these designations do not reflect underlying land uses within the Business Park, Industrial and Commercial Overlays. Estimates for these areas are included within the corresponding Business Park, Industrial and General Commercial categories.

Cumulative impact analyses for several topical sections are also based on the most appropriate geographic boundary for the respective impact. For example, cumulative hydrological impacts are based on the area's watershed (Santa Ana River Watershed), and wastewater impacts are based on the Inland Empire Utilities Agency service boundary, which includes other jurisdictions besides Ontario. The approach is further discussed below and in each respective topical section. Several potential cumulative impacts that encompass regional boundaries (e.g., air quality, greenhouse gases, traffic) have been addressed in the context of various regional plans and defined significance thresholds. Following is a summary of the approach and extent of cumulative impacts, which is further detailed in each topical environmental section.

- **Agricultural Resources.** Agricultural impacts are assessed relative to federal, state, and local agricultural resource regulations.
- **Air Quality.** Air quality impacts are based on the regional boundaries of the South Coast Air Basin.
- **Biological Resources.** Regional evaluation considering regional habitat loss, protected species, and wildlife corridors, based primarily upon the San Bernardino Valley area.

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- **Cultural Resources.** Cultural resources impacts are site specific and generally do not combine to result in cumulative impacts. The cumulative analysis of historical resources includes the project site and immediately surrounding area.
- **Geological Resources.** Geologic and soils impacts are site specific and generally do not combine to result in cumulative impacts.
- **Greenhouse Gas (GHG) Emissions.** Potential GHG impacts are not bounded by geography but affect global climate change. The assessment of cumulative GHG impacts, therefore, is based on consistency with regional plans and per-capita GHG reduction thresholds to achieve targeted reductions.
- **Hazards and Hazardous Materials.** Cumulative analysis highlights the regulatory requirements related to both airport hazards and wildfire hazards. Project impacts, however, are site specific, and generally would not combine with impacts of other projects to result in cumulatively considerable impacts.
- **Hydrology and Water Quality.** Cumulative hydrological impacts are based on the Santa Ana River Watershed, and water quality impacts are based on potential cumulative impacts on the Chino Groundwater Basin (Chino Basin).
- **Land Use and Planning.** Cumulative analysis is based on applicable jurisdictional boundaries and related plans, including TOP, Ontario International Airport Land Use Compatibility Plan, and regional land use planning based on the Southern California Association of Governments (SCAG).
- **Noise.** Cumulative traffic noise is assessed relative to applicable City General Plan noise-level standards. The study area is aligned with the traffic study area.
- **Population and Housing.** Cumulative impacts are assessed relative to citywide jobs-housing balances, applicable city general plan (including housing element), regional plans (RTP/SCS), and population/housing projections.
- **Public Services.** Cumulative impacts are based on potential related development within the applicable service provider boundaries (Ontario Fire Department and Police Department) and assessed relative to applicable plans and projections.
- **Transportation and Traffic.** The traffic study considers both project-specific impacts and the project's cumulative contribution to traffic in the project vicinity. To assess cumulative traffic conditions, existing traffic is combined with project trips, regional ambient growth, and trips generated by the projects specified in Table 4-4, Cumulative Development Land Use Summary, of the Traffic Study (Appendix L1 of this DEIR).

Future traffic forecasts also include the effects of related projects expected to be implemented in the vicinity of the proposed project site prior to the buildout date of the proposed project. A total of 70 cumulative projects were identified in the study area and are listed in Table 4-3 and shown on Figure 4-3, *Related Projects*, below.

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- **Tribal Cultural Resources.** Considers Native American territory that includes the project site, as provided by the Native American Heritage Commission.
- **Utilities and Service Systems.** Water supply and distribution system impacts would be contiguous with Inland Empire Utilities Agency service area. Wastewater conveyance and treatment would be contiguous with the Inland Empire Utilities Agency service area. Cumulative impacts related to stormwater drainage would be contiguous with Upper Santa Ana River basin hydrologic units and the Santa Ana Regional Water Quality Control Board service area. Solid waste collection and disposal services would be contiguous with the City of Ontario. And natural gas and electricity services would be contiguous with the Southern California Gas Company and Southern California Edison service areas.

4.4.1 Related Projects

The list of related projects was prepared based on data from the City of Ontario, City of Chino, City of Eastvale, and City of Jurupa Valley. A total of 71 cumulative projects were identified in the study area for the traffic study, shown on Table 4-3 and Figure 4-3 below. These projects are expected to be implemented in the vicinity of the project site prior to the buildout date of the proposed project.

Table 4-3 Related Approved and Pending Projects

No.	Project/Location	Land Use	Quantity	Units
City Of Ontario - Projects				
O1	Parkside	SFDR	437	DU
		Multi-Family Attached (Apartments)	1,510	DU
		Shopping Center	115.000	TSF
O2	Subarea 29 & Amendment (40% complete)	SFDR	2,149	DU
		Shopping Center	87.000	TSF
O3	Colony Commerce West	High-Cube Warehouse	2213.360	TSF
		Manufacturing	737.786	TSF
O4	West Ontario Commerce Center SP	High-Cube Warehouse	1976.535	TSF
		Manufacturing	658.845	TSF
		Business Park	548.856	TSF
O5	Colony Commerce East	High-Cube Warehouse	998.680	TSF
		Manufacturing	233.129	TSF
		Warehousing	699.387	TSF
O6	Merrill Commerce Center	High-Cube Fulfillment Warehouse	7014.000	TSF
		Business Park	1441.000	TSF
O7	Parente Home Ranch SP	SFDR	270	DU
		Condo/Townhouse	1,872	DU
		General Office	462.281	TSF
		Shopping Center	194.278	TSF
O8	Countryside	SFDR	819	DU
	Armstrong Ranch	SFDR	994	DU
O9	The Avenue	SFDR	2,020	DU
		Multi-Family Attached (Apartments)	586	DU
		Shopping Center	250.000	TSF

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Table 4-3 Related Approved and Pending Projects

No.	Project/Location	Land Use	Quantity	Units
O10	Grand Park	SFDR	484	DU
		Multi-Family Attached (Apartments)	843	DU
O11	West Haven	SFDR	753	DU
		Shopping Center	87.000	TSF
O12	Haven Gateway	General Light Industrial	42.160	TSF
		High-Cube Warehouse	168.640	TSF
O13	Rich Haven	SFDR	2,732	DU
		Multi-Family Attached (Condo)	1,524	DU
		Shopping Center	317.400	TSF
O14	Esperanza	SFDR	914	DU
		Multi-Family Attached (Apartments)	496	DU
O15	Edenglen	SFDR	310	DU
		Multi-Family Attached (Condo)	274	DU
		Shopping Center	217.520	TSF
		Business Park	550.000	TSF
O16	PDEV10-008 - Dry Food Storage	Mini-Warehouse	17.000	TSF
O17	Tuscana Village	SFDR	176	DU
		Shopping Center	26.000	TSF
City Of Chino – Projects				
C1	Bickmore Street Residential (TM 18858) (30% complete)	SFDR	185	DU
C2	TM17574 (80% complete)	Condo/Townhouse	108	DU
C3	Falloncrest at the Preserve	SFDR	210	DU
		Condo/Townhouse	786	DU
		Apartments	412	DU
		Shopping Center	77.597	TSF
		General Office	77.597	TSF
C4	Tract 19980 (Homecoming Phase 4)	Apartments	454	DU
	TTM No. 20166 & 20167	SFDR	148	DU
	Brio & TTM No. 21065 & 20168 (Orchards)	SFDR	239	DU
C5	Farmer Boys	Fast-food w/ Drive-Thru	3.218	TSF
		Shopping Center	2.300	TSF
C6	Euclid & Bickmore Warehouse	Warehousing	205.820	TSF
		General Light Industrial	51.030	TSF
		Business Park	110.620	TSF
C7	Kimball Business Park	Business Park	146.550	TSF
C8	Chaffey College Expansion College Park Commercial	Junior/Community College	93.50	AC
		Shopping Center	7.50	AC
C9	Chino Parcel Delivery	Parcel Delivery Facility	765.274	TSF
C10	Altitude Business Centre	Warehousing	715.000	TSF
		Light Industrial	255.000	TSF
		Business Park	233.000	TSF
		Self-Storage	110.000	TSF
C11	Majestic Gateway	Specialty Retail	25.000	TSF
		Pharmacy/Drugstore with Drive-Thru	13.000	TSF
		Fast-Food with Drive-Thru	8.600	TSF
C12	Bouma Residential	SFDR	106	DU
		Condo/Townhouse	94	DU
C13	Fairfield Inn & Suites (PL 17-0060 & PL 17-0061)	Hotel	111	RM

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Table 4-3 Related Approved and Pending Projects

No.	Project/Location	Land Use	Quantity	Units
C14	Watson Industrial Park (40% complete)	High-Cube Warehouse	3,889.90 0	TSF
C15	Chino Business Park	General Light Industrial	165.500	TSF
		Business Park	21.500	TSF
C16	Flores Site	Shopping Center	4.000	TSF
		Gas Station w/ convenience store	16	VFP
		Express Car Wash	5.000	TSF
C17	Brewart Residential (Stonebrook - TM 18923)	SFDR	127	DU
C18	Archibald's (PL 17-0037)	Fast-Food with Drive-Thru	3.147	TSF
C19	TM 18972 (80% complete)	SFDR	147	DU
		SFDR	691	DU
C20	Rancho Miramonte	Condo/Townhouse	132	DU
		Neighborhood Retail	21.780	TSF
		Church	400	SEAT
C21	Majestic Chino Heritage	High-Cube Fulfillment Warehouse	1982.700	TSF
		High-Cube Cold Storage Warehouse	100.000	TSF
C22	Church	Church	47.979	TSF
		Daycare	190	STU
C23	Appesetche Residential	SFDR	60	DU
		Condo/Townhouse	160	DU
C24	Tract 19951, 19952, 19953, 19935 & 18479	SFDR	151	DU
		Condo/Townhouse	150	DU
C25	Ag. Buffer, Bungalow, Lic. Product, Liberty Deluxe, Lyon 2 & 3	SFDR	474	DU
		SFDR	552	DU
C26	Pines Community	Public Park	3.0	Acres
		Self Storage & RV Storage	120.000	TSF
		Sports Park	41.8	Acres
City Of Eastvale - Projects				
		Warehousing	336.501	TSF
		Shopping Center	4.750	TSF
		Supermarket	30.000	TSF
		Gas Station w/ convenience store	16	VFP
E1	The Merge	Pharmacy/Drugstore with Drive-Thru	14.600	TSF
		Fast-Food with Drive-Thru	6.000	TSF
		Automated Car Wash	4.000	TSF
		Fast-Food Without Drive-Thru	7.750	TSF
		Coffee/Donut Shop With Drive-Thru	2.500	TSF
E2	TR29997	SFDR	122	DU
E3	13-0632 - Sumner Residential (Stratham Homes)	SFDR	129	DU
E4	TR35751	Condo/Townhouse	243	DU
E5	PP23219 (PM35865) (50% complete)	General Light Industrial	738.430	TSF
		Free-Standing Discount Superstore	192.000	TSF
		Specialty Retail	9.200	TSF
E6	Shopping Center	Fast-Food Without Drive-Thru	7.200	TSF
		Coffee/Donut Shop w/ Drive Thru	2.000	TSF
		Fast-Food with Drive-Thru	3.500	TSF
		Gas Station w/ convenience store and car wash	16	VFP
E7	Van Leeuwen	SFDR	224	DU

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Table 4-3 Related Approved and Pending Projects

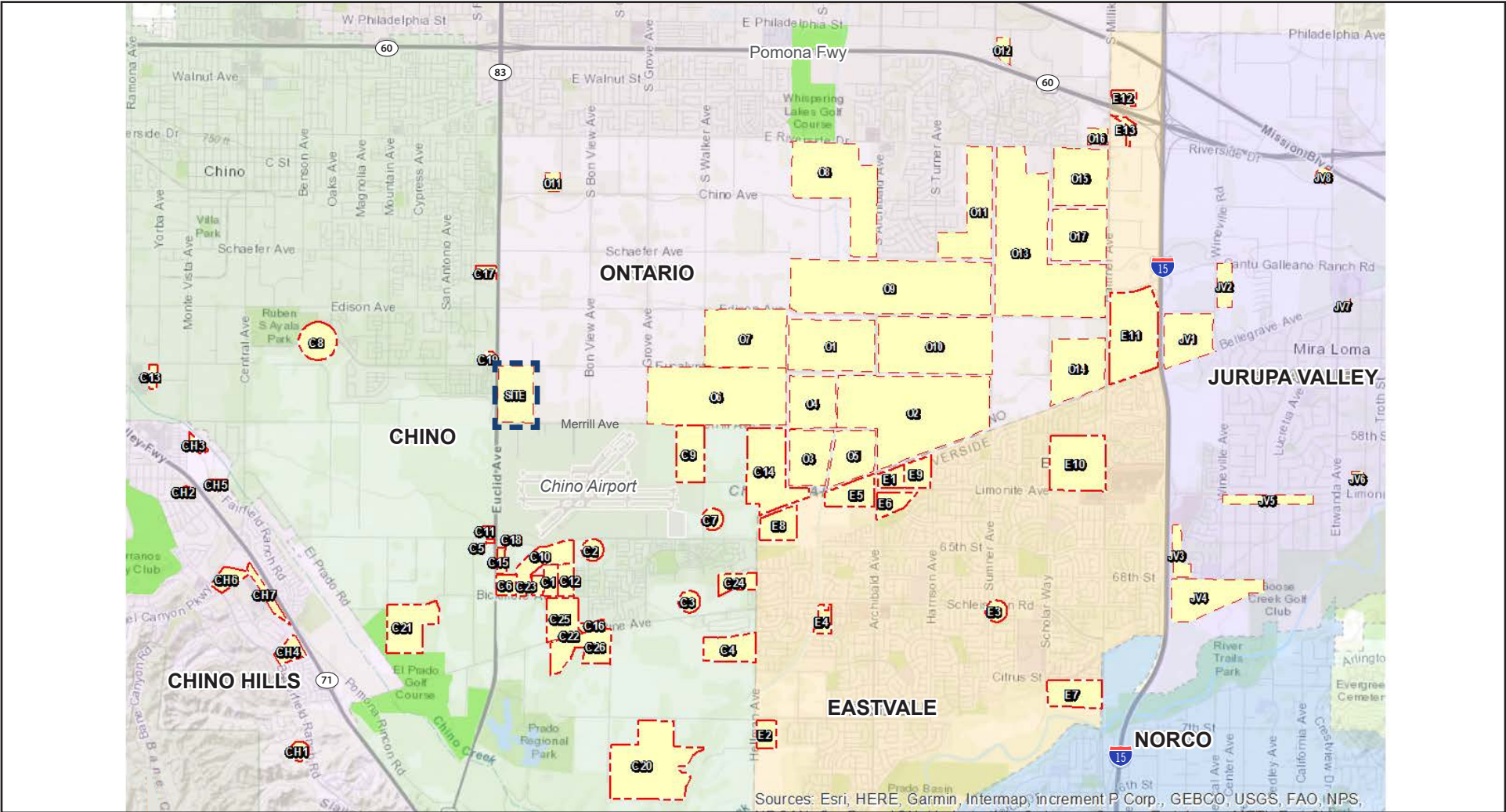
No.	Project/Location	Land Use	Quantity	Units
E8	SP00358 - The Ranch at Eastvale	Shopping Center	267.200	TSF
		General Light Industrial	801.500	TSF
		Business Park	1,121.10 0	TSF
E9	SC Limonite, LLC	SFDR	330	TSF
E10	Leal Master Plan	Lifestyle Center (Commercial)	1,300.00 0	TSF
		General Commercial	225.000	TSF
		Office	920.000	TSF
		Hotel	450	RM
		High Density Residential	500-660	DU
E11	Eastvale Commerce Center	Shopping Center	650.000	TSF
E12	S. Milliken Warehouse	High-Cube Warehouse	280.000	TSF
E13	15-1508 - Industrial Warehouse	Warehousing	155.000	TSF
City Of Chino Hills - Projects				
CH1	Vila Borba Specific Plan (TR 16414)	SFDR	172	DU
CH2	Country Club Villas	Condo/Townhouse	46	DU
CH3	Crossings at Chino Hills	Apartments	346	DU
CH4	The Goddard School	Daycare	10.587	TSF
CH5	Indus Light Industrial	General Light Industrial	100.330	TSF
CH6	The Santa Barbara	Condo/Townhouse - Low Rise	138	DU
		Condo/Townhouse - Mid Rise	186	DU
		Shopping Center	15.700	TSF
CH7	Heritage Professional Center	Hospital	55.000	TSF
		Medical Office Building	86.952	TSF
		Hotel	120	RM
		Shopping Center	38.848	TSF
		Restaurant	7.200	TSF
City Of Jurupa Valley - Projects				
JV1	Thoroughbred Farms	General Light Industrial	42.6	AC
		Business Park	35.5	AC
		Commercial	19.1	AC
JV2	Harmony Trails	SFDR	176	DU
JV3	Vernola Marketplace Apartments	Apartments	397	DU
JV4	Riverbend (70% complete)	Residential	466	DU
JV5	Wineville Marketplace	Commercial	37.657	TSF
JV6	Express Car Wash	Car Wash	4.702	TSF
JV7	Shops @ Bellegrave	Commercial	10.000	TSF
JV8	Flying J Travel Center	Diesel Pumps	12	VFP
		Passenger Car Pumps	8	VFP


Source: Urban Crossroads 2019; Table 4-4, Appendix L1 of this DEIR.

Notes: DU = dwelling unit; TSF = thousand square feet; SFDR = Single Family Detached Residential; VFP = Vehicle Fueling Position; AC = Acres

Please refer to Chapter 5, *Environmental Analysis*, of this DEIR for a discussion of the cumulative impacts associated with development and growth in the City and region for each environmental resource area.

Figure 4-3 - Related Projects
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 Specific Plan Boundary

Source: Urban Crossroads



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4.5 REFERENCES

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