

### ❑ INTRODUCTION

This Subsequent Environmental Impact Report (EIR) analyzes the potential environmental impacts of the proposed Ontario Wal-Mart Supercenter (“proposed project” or “project”) on a 16.29-acre parcel in the northwestern section of the City of Ontario in San Bernardino County. The proposed project involves the demolition of existing unoccupied buildings and improvements on the site, and the construction of an approximately 190,803-square-foot building on the western portion of the site, with parking areas on the eastern portion. The proposed Wal-Mart Supercenter would include a general merchandise store, a grocery, the sale of alcoholic beverages, banking services, a game arcade, and an outside garden center. Infrastructure and street improvements would also accompany the project. The proposed project would be open 24 hours every day.

This Subsequent EIR serves as an informational document intended for use by the City of Ontario, decision-makers, responsible and trustee agencies, interested parties, and members of the general public in evaluating the potential environmental effects of the proposed Ontario Wal-Mart Supercenter. This document has been prepared in accordance with all criteria, standards, and procedures of the California Environmental Quality Act (CEQA) of 1970, as amended, (Public Resources Code Section 21000 et seq.), the State CEQA Guidelines (California Administrative Code Section 15000 et seq.), and the City’s local CEQA Guidelines. Per Section 21067 of CEQA and Sections 15367 and 15050 through 15053 of the State CEQA Guidelines, the City of Ontario will need to approve the project and thus, is serving as the Lead Agency under whose authority this document has been prepared.

#### *Environmental Review Process*

As part of the environmental review process for the project, an Initial Study was prepared to determine the potential environmental impacts of the proposed Ontario Wal-Mart Supercenter and the environmental issues likely to have significant adverse effects associated with redevelopment of the project site. The analysis indicated that the proposed project could result in significant adverse effects on a number of issue areas. Review of the EIR that was prepared for the inclusion of the Added Area (November 1994), which included the project site, into Redevelopment Project No. 2 and the Supplemental EIR for the adoption of the Mountain Village Specific Plan (November 1997), which includes the site in its Main Street District, was conducted to determine if the potential impacts of the proposed Ontario Wal-Mart Supercenter or a project of similar scope were adequately addressed and if there are relevant mitigation measures in these previous EIRs, which would mitigate the impacts of the proposed Wal-Mart Supercenter.

The review findings, as contained in the Initial Study for the project, indicate that the existing conditions have changed on and near the site. Also, the analyses in the previous EIRs were broader than the potential impacts that would be specifically associated with the proposed Ontario Wal-Mart Supercenter. The redevelopment of the existing buildings was considered in the EIRs but the specific use, as proposed, was unknown when the EIRs were prepared. Thus, a Subsequent EIR would have to be prepared for the project.

In accordance with CEQA, the City of Ontario published and circulated a Notice of Preparation (NOP) of a Draft EIR on October 26, 2006 (Appendix A), to inform other agencies, special districts, surrounding cities, and other interested individuals that the City intends to prepare a Subsequent EIR for the proposed project. The purpose of the NOP was to solicit guidance from various agencies regarding the scope and content of the environmental information to be included in the Subsequent EIR. Agencies and individuals receiving copies of the NOP had 30 days to respond. Concerns raised in the responses to the NOP are presented in letters provided as Appendix B to

this EIR. Issues raised in comment letters, which pertain to the environmental effects of the project, have been addressed in this Subsequent EIR.

Prior to the CEQA process, a community meeting was held at the Anthony Munoz Community Center (located at 1240 West Fourth Street in the City of Ontario) on November 28, 2004, beginning at 6:30 PM. The meeting provided information on the proposed Wal-Mart project and solicited resident input into the proposal.

A scoping meeting was later held on November 20, 2006 at the Ontario Convention Center to discuss the project and the environmental review process and to solicit comments on the environmental analysis to be included in the EIR. Comments raised during the scoping meeting and received after the meeting are provided in Appendix B of this EIR.

Subsequent to completion of the Draft Subsequent EIR, the document ~~was~~<sup>is</sup> subject to a public review period of 45 days, from June 25 to August 8, 2007, during which comments on the environmental analysis ~~were~~<sup>will</sup> be accepted from interested agencies, groups, and individuals. Responses to these comments ~~were~~<sup>will</sup> be prepared and incorporated into ~~this~~<sup>the</sup> Final Subsequent EIR, prior to the certification of the Subsequent EIR and the Ontario City Council's decision on the proposed project.

## **□ PROJECT LOCATION AND SETTING**

The project site is a 16.29-acre parcel at the northwestern section of the City, west of Mountain Avenue, north of Fifth Street, and two blocks south of the San Bernardino (Interstate-10) Freeway.

The City of Ontario currently covers a land area of approximately 31,760 acres (or nearly 50 square miles) and is located in the southwestern portion of the County of San Bernardino. The City is located approximately 25 miles west of the City of San Bernardino, 40 miles east of the City of Los Angeles, and 28 miles northeast of the City of Santa Ana in Orange County. To the west, the City of Ontario is bounded by the cities of Chino and Montclair and unincorporated County land. The cities of Upland and Rancho Cucamonga border the City to the north, while the City of Fontana and unincorporated County land border the City to the east. The San Bernardino/Riverside County line and unincorporated County land border the City on the south side.

The City of Ontario is located on the Chino Valley area, south of the San Gabriel Mountains and northeast of the Puente and Chino Hills. The San Bernardino Freeway or Interstate 10 (I-10) Freeway crosses through the northern portion of the City in an east-west direction. The Pomona Freeway or State Route 60 (SR-60) Freeway passes through the central portion of the City, also in an east-west direction. Additionally, the Ontario Freeway or Interstate 15 (I-15) Freeway passes through the eastern portion of the City in a north-south direction.

The City of Ontario is developed with a mix of land uses, with residential areas at the southern and western sections, industrial areas around the Ontario International Airport and at the eastern section of the City and commercial areas at the northeastern section, along major roadways, and at freeway interchanges. Agricultural uses are present in the New Model Colony area at the southern section.

The downtown area and development core of the City is located south of the I-10 Freeway, along and near Euclid Avenue. This area contains the City's older commercial and residential areas. New residential tracts and neighborhoods are located in the southern sections of the City, generally south of the SR-60 Freeway. Here, relatively new residential developments are slowly replacing the agricultural uses.

The project site is a 16.29-acre parcel (Assessor's Parcel Number - APN 1008-431-03) located west of Mountain Avenue and north of Fifth Street in the northwestern section of the City of Ontario. The site is almost square in shape, but excludes a 0.52-acre parcel at the northwestern corner of Mountain Avenue and Fifth Street that is occupied by a 76 gas station. The northeastern corner of the parcel (1.06-acres) is developed with a Hollywood Video store. Both the 76 gas station and Hollywood Video store will remain in place.

The site is currently developed with several commercial structures, including two vacant commercial buildings that were previously occupied by a Target department store, a Toys R Us toy store and a Ralphs/Food 4 Less grocery store. Target and Food 4 Less shared the building at the western section of the site and Toys R Us occupied a freestanding building at the southeastern section of the site. A Hollywood Video store is operating out of another freestanding building on the northeastern section of the site. An abandoned kiosk (formerly Jack's Key Service) is located near the Hollywood Video store. The rest of the site is primarily a paved parking lot.

Adjacent land uses include Carefree Ontario, a residential condominium development on Elderberry Court, to the west; Fifth Street, Munoz Park and single-family residential homes to the south; the 76 gas station, Mountain Avenue and single-family residential homes to the east; and commercial uses (Four Seasons Surgery Center, Sixth Street Center office building, Jazz Café, Carl's Jr. restaurant, and vacant land formerly developed with buildings occupied by Leslie's Swimming Pool Supplies and Mary's Mexican Food to the north. Farther north along Mountain Avenue are Edwards Cinemas and various commercial uses and farther south along Mountain Avenue are single-family residential uses and commercial uses around Fourth Street. Section 2.0, *Environmental Setting*, of the EIR discusses the project area in greater detail.

## **❏ PROJECT DESCRIPTION**

The proposed Ontario Wal-Mart Supercenter would include the demolition of the existing vacant commercial structures and the parking lot and construction of a new commercial building and parking lot. The demolition activities would remove the existing structures formerly occupied by Target, Toys R Us, Food 4 Less, and Jack's Key Service. The surface parking area would also be demolished and abandoned utility line connections removed. The Hollywood Video store would remain in place.

The proposed building would be constructed on the western section of the site and would face Mountain Avenue. The proposed structure would have approximately 190,803 square feet of floor area, of which 178,486 square feet would be within the building and 12,317 square feet would be within the outdoor garden center located at the northern end. The proposed building would be approximately 29 feet high, with decorative towers rising up to approximately 35 feet. The facade would be split-faced masonry blocks in the natural stone colors, with painted concrete walls and brick veneers for columns and building wall variation. Decorative towers with gable roofs would be provided above the building entrances, featuring exposed corbels and clay tile roofs. Lower towers along southern and western façades would also be provided. The garden center would be walled in with a post and metal screen wall but would not have a roof.

Two truck loading areas would be provided with the building. One loading dock would be located at the southwestern corner of the proposed building and the other dock at the northwestern corner. The northwestern corner of the site would be paved and would serve as a truck turnaround. Surface parking areas would be provided to the north, east, and south of the proposed building. A service driveway and a landscaped buffer would separate the proposed building from the condominium development to the west. The overhead utility lines on wooden poles along the northern and western site boundaries would also be underground as part of the project.

Access driveways on Fifth Street and Mountain Avenue would generally be at the same locations as existing, with two driveway entrances on Fifth Street and four driveway entrances on Mountain Avenue (two of which serve the Hollywood Video store). The southern driveway of the Hollywood Video store would be relocated slightly south to align with Hawthorne Street to the east and would be extended into the site before connecting to the proposed Main Street, which would run through the existing north-south drive aisle of the Sixth Street Center office building property. A traffic signal would be installed at the Hawthorne Street and Mountain Avenue intersection and a traffic island constructed on the east leg of this intersection.

Main Street and Hawthorne Street would be constructed to run through the northeastern section of the site. A 50-foot high decorative tower would be provided south of the intersection of Main Street and Hawthorne Street to serve as an architectural focal point for the development. Landscaping would be provided along the site perimeters, along Main Street and Hawthorne Street, and within the parking lot and would include street trees, accent trees, shrubs, perennials, vines, and ground cover. Landscaping around the Hollywood Video store would also be improved to comply with City requirements. Enhanced paving would be provided at the driveway entrances and on the drive aisle along the building frontage. The existing low walls and landscaping along Mountain Avenue and Fifth Street would be removed and replaced, as Mountain Avenue is widened to accommodate an additional southbound through lane. An 84-inch storm drain line and a raised median would be constructed along Mountain Avenue from Fifth Street to Sixth Street. Water lines along Mountain Avenue and Fifth Street would also be replaced and upgraded. An 8-inch sewer line near Hollowell Street would be upgraded to a 12-inch line. The block wall along the western perimeter of the site would also be replaced and raised to 8 feet and an 8-foot retaining wall provided along the northern perimeter. A ~~sloped berm~~ retaining wall topped by a village wall would be provided along Fifth Street.

### ***Project Objectives***

The objectives of the proposed Wal-Mart Supercenter project include the following:

- To eliminate the abandoned buildings on-site;
- To remove an aesthetically unpleasing site;
- To rehabilitate the blighted parcel to create a new mix of retail/commercial uses responsive to the City and regional markets;
- To provide retail/commercial uses to serve the needs of residents;
- To increase economic benefits to the City through job creation;
- To augment the City's economic base by providing a variety of tax-generating uses;
- To provide retail/commercial development compatible with nearby land uses;
- To implement needed roadway improvements near the site;
- To upgrade utility infrastructure with redevelopment of the site; and
- To ensure development of the project site in a manner consistent with the City's General Plan, the Redevelopment Plan for Project No. 2, and the Mountain Village Specific Plan.

Section 3.0, *Project Description*, of the EIR discusses the proposed project in greater detail.

### **☐ SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION**

The analysis in Section 4.0, *Environmental Impact Analysis*, of this EIR shows that redevelopment of the project site and operation of the proposed Ontario Wal-Mart Supercenter is not expected to have any significant adverse impacts in terms of land use and planning, population and housing, mineral resources, schools, libraries, medical

services, recreation, storm drainage, cable television services, and socio-economic conditions. However, the analysis indicates that the proposed project has the potential for direct and indirect, significant adverse impacts associated with several other environmental issue areas, including transportation and circulation, air quality, noise, geology and soils, hydrology and water quality, biological resources, police protection services, fire protection services, water services, sewer services, solid waste disposal, power, gas, telephone services, human health and hazards, visual quality and aesthetics, and cultural resources.

The EIR identifies standard conditions for some issue areas (such as hydrology and water quality, police protection and fire protection services, schools, solid waste disposal, power, gas, telephone services, and visual quality and aesthetics); where compliance with the standard conditions is expected to result in the avoidance of potentially significant adverse impacts that could be generated by the project. Other adverse environmental impacts would require the implementation of mitigation measures to reduce potentially significant adverse impacts to below a level of significance. The issue areas where mitigation measures have been identified include transportation and circulation, air quality, noise, geology and soils, biological resources, utilities (water and sewer services), human health and hazards, and cultural resources. A number of standard conditions and mitigation measures discussed in the previous EIRs would also be applicable to the project and have been added in.

With the exception of traffic, air quality and noise, the analysis in this EIR has determined that implementation of the proposed project would not result in any significant unmitigated impacts provided that standard conditions and the recommended mitigation measures presented in this EIR are incorporated into the project and implemented as part of the Ontario Wal-Mart Supercenter.

Table S-1, *Summary of Environmental Impacts and Mitigation Measures*, summarizes the potential environmental impacts of the project by issue area, as analyzed in Section 4.0, *Environmental Impact Analysis*, of this EIR. The table also provides a summary of the standard conditions and the mitigation measures proposed to avoid or reduce potentially significant adverse impacts. The significance of environmental impacts after implementation of the standard conditions and the recommended mitigation measures is provided in the last column of Table S-1.

As noted, air quality impacts associated with vehicle emissions would continue to exceed South Coast Air Quality Management District's (SCAQMD) thresholds of significance even after mitigation. Traffic impacts would also be significant and adverse, until the ~~Ceities~~ of Ontario ~~and Upland~~ completes the needed improvements at the intersections of Mountain Avenue with Sixth Street, ~~Eighth Street~~, and Holt Boulevard. Also, noise levels along area roadways currently exceed and would continue to exceed City standards for residential uses, with the project.

TABLE S-1 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES		
Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
<b>Land Use and Planning</b> – Demolition of existing vacant commercial structures and construction of the Wal-Mart Supercenter with approximately 190,803 square feet of floor area. No conflict with the Ontario General Plan, Mountain Village Specific Plan, or other applicable plans.	As part of the development review process for the project, the City has required the project to comply with pertinent land use regulations and ordinances of the City of Ontario.	No significant impact.
<b>Population and Housing</b> – Approximately 450 jobs on-site. Potential indirect increase in local residents, resulting in demand of housing. No housing or		No significant impact.

<b>TABLE S-1</b> <b>SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES</b>		
<b>Environmental Impacts</b>	<b>Standard Conditions and Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
<p>population displacement impacts.</p> <p><b>Transportation and Circulation</b> - Approximately 7,981 new vehicle trips daily will result in changes in traffic volumes on roadways and intersections. New southbound lane on Mountain Avenue, traffic signal and traffic island at Mountain/Hawthorne intersection, construction of Main and Hawthorne Streets through the site, raised median on Mountain Avenue.</p> <p><i>Impact 4.4.1: The proposed project would contribute to traffic congestion at the intersection of Mountain Avenue and 8<sup>th</sup> Street during the PM peak hour; at the intersection of Mountain Avenue and 6<sup>th</sup> Street during both the AM and PM peak hours; and at the intersection of Mountain Avenue and Holt Boulevard during the PM peak hour.</i></p>	<p>Standard Condition 4.4.1: The project shall pay development impact fees, which will be used to fund intersection and roadway improvements in City.</p> <p>Standard Condition 4.4.2: The project shall comply with City's Trip Reduction Ordinance requirements, through the provision of bike racks, employee carpool parking, pedestrian walkways, and loading areas to encourage the use of alternative modes of transportation.</p> <p>Standard Condition 4.4.3: The project shall provide internal circulation improvements in accordance to City standards for the location of traffic signs, minimum drive aisle widths, turning radii, sight distances/vision clearances, pedestrian walkways/crosswalks, etc.</p> <p>Standard Condition 4.4.4: The project shall implement a traffic control plan for construction activities that may affect traffic flows near the site. The plan shall be developed in accordance with the guidelines in the Manual on Uniform Traffic Control Devices (MUTCD) and the City's Traffic/Transportation Construction Specifications and as approved by the City Traffic Engineer.</p> <p>Standard Condition 4.4.5: Construction work on public rights-of-way shall be performed in accordance with City regulations and the Standard Specifications for Public Works Construction (Greenbook) and Title 7, Chapter 3 (Public Rights-of-Way) of the Ontario Municipal Code.</p> <p>Standard Condition 4.4.6: Truck routes and restrictions shall be posted at the site driveways to restrict truck travel to designated truck routes.</p> <p>Standard Condition 4.4.7: Adequate sight distance at access driveways shall be provided, as reviewed and approved by the City, with respect to Caltrans, County of San Bernardino, and City of Ontario standards, at the time of preparation of the final grading, landscape and street improvement plans.</p>	<p>Significant adverse impact until needed intersection improvements are implemented.</p>

**TABLE S-1**  
**SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p>This will allow the City to review the final design plans for road improvements and to verify that the roads and driveways do not include any sharp turns, blind spots, or unnecessary landscaping or brush that might result in a safety hazard.</p> <p>Mitigation Measure 4.4.1a: The project shall pay fair share fees under the DIF program for the construction of a northbound through lane at the intersection of Mountain Avenue and Sixth Street.</p> <p>Mitigation Measure 4.4.1b: The project shall pay fair share fees under the DIF program for the installation of additional left turn lanes in all directions and additional northbound and southbound through lanes at the intersection of Mountain Avenue and Holt Boulevard.</p> <p>Mitigation Measure 4.4.2: The segment of Fifth Street between the western driveway and Elderberry Avenue shall be designed and constructed to include street improvement modifications that provide street and intersection “chokers” to emphasize that truck traffic is prohibited west of the project site and to calm traffic at the Elderberry pedestrian crosswalk.</p> <p>Mitigation Measure 4.4.3: Vehicles used in the construction of the project shall be prohibited from using residential streets. (EIR for Amendment No. 1)</p>	
<p><b>Air Quality</b> - Demolition and construction-related short-term emissions and long-term vehicle and stationary emissions, as well as greenhouse gas emissions. Construction and vehicle emissions would exceed SCAQMD thresholds.</p> <p><i>Impact 4.5.1: Construction activity emissions would exceed South Coast Air Quality Management District (SCAQMD) thresholds for nitrogen oxides.</i></p> <p><i>Impact 4.5.2: Vehicle emissions associated with the proposed project would exceed South Coast Air Quality Management District (SCAQMD) thresholds for carbon monoxide and nitrogen oxides.</i></p>	<p>Standard Condition 4.5.1: The project shall comply with SCAQMD Rule 403 regarding fugitive dust control measures to be implemented during demolition and construction <u>activities</u>. <del>These measures include:</del></p> <p><del>1. The simultaneous disturbance of the site shall be minimized as much as possible.</del></p> <p><del>2. The proposed project shall comply with SCAQMD established minimum requirements for construction activities to reduce fugitive dust and PM<sub>10</sub> emissions. A plan to control fugitive dust through the implementation of best available control measures shall be prepared and submitted to the City of Ontario for approval prior to the issuance of demolition and grading permits.</del></p>	<p>Long-term emissions would continue to exceed SCAQMD thresholds and air quality impacts would remain significant after mitigation.</p>



<b>TABLE S-1</b> <b>SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES</b>		
<b>Environmental Impacts</b>	<b>Standard Conditions and Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
	<p><del>The plan shall specify the dust control measures to be implemented.</del></p> <p><del>3. The project proponent shall comply with all applicable SCAQMD Rules and Regulations including Rule 403 insuring the clean up of construction related dirt on approach routes to the site. Rule 403 prohibits the release of fugitive dust emissions from any active operation, open storage pile, or disturbed surface area visible beyond the property line of the emission source. Particulate matter deposition on public roadways is also prohibited.</del></p> <p><del>4. Adequate watering techniques shall be employed to mitigate the impact of construction related dust particulates. Portions of the site that are undergoing earth moving operations shall be watered such that a crust will be formed on the ground surface, and then watered again at the end of each day. The minimum watering frequency for exposed surfaces shall be three times daily.</del></p> <p><del>5. Any vegetative cover to be utilized onsite shall be planted as soon as possible to reduce the disturbed area subject to wind erosion. Irrigation systems required for these plants shall be installed as soon as possible to maintain good ground cover and to minimize wind erosion of the soil.</del></p> <p><del>6. Inactive sites shall be stabilized and all stockpiles of material shall be covered if left unattended for more than 72 hours.</del></p> <p><del>7. Any construction access roads (other than temporary access roads) shall be paved as soon as possible and cleaned after each work day. The maximum vehicle speed on unpaved roads shall be 15 mph.</del></p> <p><del>8.1. Grading operations shall be suspended during first stage ozone episodes or when winds exceed 25 mph. A high wind response plan shall be formulated for enhanced dust control if winds are forecast to exceed 25 mph in any coming 24 hour period. (EIR for Amendment No. 1 and Supplemental EIR for Mountain Village Specific Plan)</del></p> <p>Standard Condition 4.5.2: The project shall comply with City's Trip Reduction Ordinance requirements, through the provision of bike racks, preferential carpool parking, pedestrian walkways, and loading areas to encourage the use of alternative modes of transportation. (EIR</p>	



<p><b>TABLE S-1</b> <b>SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES</b></p>		
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	<p>for Amendment No. 1 and Supplemental EIR for Mountain Village Specific Plan)</p> <p>Standard Condition 4.5.3: The proposed project shall implement energy conservation measures, as required under Title 24, Part 6, of the California Code of Regulations (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) and the Uniform Building Code. (Supplemental EIR for Mountain Village Specific Plan)</p> <p>Standard Condition 4.5.4: The project shall comply with SCAQMD Rules 431.1 and 431.2 regarding the use of low sulfur fuel in stationary equipment. (Supplemental EIR for Mountain Village Specific Plan)</p> <p>Standard Condition 4.5.5: The project shall comply with SCAQMD Rule 1403, as part of demolition remediation.</p> <p>Standard Condition 4.5.6: The project shall comply with SCAQMD Rule 2202 regarding the implementation of motor vehicle mitigation options to reduce emissions generated by employee commutes.</p> <p>Standard Condition 4.5.7: The project shall comply with pertinent SCAQMD rules and regulations <a href="#">for equipment used at the site</a>.</p> <p><a href="#">Mitigation Measure 4.5.1: Demolition and construction activities shall implement best available control measures for the reduction of PM<sub>10</sub> emissions. These include:</a></p> <ul style="list-style-type: none"> <li><a href="#">• The simultaneous disturbance of the site shall be minimized as much as possible. Limit the simultaneous disturbance area to 5 acres or use enhanced dust control measures.</a></li> <li><a href="#">• The proposed project shall comply with SCAQMD established minimum requirements for construction activities to reduce fugitive dust and PM<sub>10</sub> emissions. A plan to control fugitive dust through the implementation of best available control measures shall be prepared and submitted to the City of Ontario for approval prior to the issuance of demolition and grading permits. The plan shall specify the dust control</a></li> </ul>	

<p align="center"><b>TABLE S-1</b> <b>SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES</b></p>		
<b>Environmental Impacts</b>	<b>Standard Conditions and Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
	<p><u>measures to be implemented.</u></p> <ul style="list-style-type: none"> <li>• <u>The project proponent shall comply with all applicable SCAQMD Rules and Regulations, including Rule 403 insuring the clean up of construction-related dirt on approach routes to the site. Rule 403 prohibits the release of fugitive dust emissions from any active operation, open storage pile, or disturbed surface area visible beyond the property line of the emission source. Particulate matter deposition on public roadways is also prohibited.</u></li> <li>• <u>Adequate watering techniques shall be employed to mitigate the impact of construction-related dust particulates. Portions of the site that are undergoing earth moving operations shall be watered such that a crust will be formed on the ground surface, and then watered again at the end of each day. The minimum watering frequency for exposed surfaces shall be three times daily.</u></li> <li>• <u>Any vegetative cover to be utilized on-site shall be planted as soon as possible after grading, to reduce the disturbed area subject to wind erosion. Irrigation systems required for these plants shall be installed as soon as possible to maintain good ground cover and to minimize wind erosion of the soil.</u></li> <li>• <u>Inactive sites shall be stabilized and all stockpiles of material shall be covered if left unattended for more than 72 hours.</u></li> <li>• <u>Any construction access roads (other than temporary access roads) shall be paved as soon as possible and cleaned after each work day. The maximum vehicle speed on unpaved roads shall be 15 mph.</u></li> <li>• <u>Grading operations shall be suspended during first stage ozone episodes or when winds exceed 25 mph. A high wind response plan shall be formulated for enhanced dust control if winds are forecast to exceed 25 mph in any coming 24-hour period.</u></li> <li>• <u>The project shall provide pre-watering and 24 hour sprinkler irrigation of exposed ground surfaces during grading and</u></li> </ul>	

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<b>Environmental Impacts</b>	<b>Standard Conditions and Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
	<p><a href="#">excavation activities.</a></p> <p><a href="#">(EIR for Amendment No. 1 and Supplemental EIR for Mountain Village Specific Plan)</a></p> <p>Mitigation Measure 4.5.2a<del>1</del>: Any construction equipment using direct internal combustion engines shall use a diesel fuel with a maximum of 0.05 percent sulfur. Preference shall be given to construction contractors who are able to provide heavy equipment equipped with Tier-3 rated diesel engines, or those equipped with oxidation catalysts to reduce NOx.</p> <p>Mitigation Measure 4.5.2b: Construction operations affecting off-site roadways shall be scheduled by implementing traffic hours and shall minimize obstruction of through-traffic lanes.</p> <p>Mitigation Measure 4.5.2c<del>3</del>: Idling trucks or heavy equipment shall turn off their engines if the expected duration of idling exceeds five (5) minutes, as required by law.</p> <p>Mitigation Measure 4.5.2d<del>4</del>: On-site heavy equipment used during grading and construction shall be equipped with diesel particulate filters.</p> <p>Mitigation Measure 4.5.2e<del>5</del>: Under supervision of the City of Ontario, construction contractors shall utilize measures to prevent dirt from being tracked, washed, blown or otherwise conveyed onto paved roadways, and shall wash or sweep the construction access points from any public roadway on a daily basis. (Supplemental EIR for Mountain Village Specific Plan)</p> <p>Mitigation Measure 4.5.2f<del>6</del>: Trucks hauling dirt on public roads to and from the site shall be covered during transport. Haul truck drivers shall water the load prior to leaving the site to prevent soil loss during transport. (Supplemental EIR for Mountain Village Specific Plan)</p> <p><del>Mitigation Measure 4.5.7: The project shall use energy efficient street lighting and parking lot lighting for all on-site travel paths to reduce emissions at the power generation facility serving the area.</del></p>	

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	<p>Mitigation Measure 4.5.2g8: Construction management procedures required by the City of Ontario and other jurisdictions shall be implemented. Contractor personnel responsible for supervision and the appropriate actions to be taken for the following measures shall be identified.</p> <ul style="list-style-type: none"> <li>➤ Sandbag construction sites for erosion control.</li> <li>➤ Conduct pre-construction assessments and perform remediation consistent with air hazards criteria in SCAQMD rules and regulations</li> <li>➤ Truck routes and schedules for receipt of materials shall be coordinated with City staff. Construction operations shall be scheduled to avoid impacts during peak hours, where feasible. (Supplemental EIR for Mountain Village Specific Plan)</li> </ul> <p>Mitigation Measure 4.5.2h9: Equipment shall be maintained in proper tune; 90-day low-NOx tune-ups shall be required for off-road equipment. (Supplemental EIR for Mountain Village Specific Plan)</p> <p>Mitigation Measure 4.5.2i40: Lane closures or detours shall require coordination with the City staff. To avoid impacts to local traffic, construction vehicles shall be required to park off traveled roadways, where feasible. (Supplemental EIR for Mountain Village Specific Plan)</p> <p>Mitigation Measure 4.5.2j44: The contractor shall encourage car pooling for construction workers. (Supplemental EIR for Mountain Village Specific Plan)</p> <p><a href="#">Mitigation Measure 4.5.3: The project shall use energy-efficient street lighting and parking lot lighting for all on-site travel paths to reduce emissions at the power generation facility serving the area.</a></p>	
<p><b>Noise-</b> Demolition and construction, vehicle and stationary noise impacts. Nearby residential uses and sensitive receptors would be exposed to stationary noise levels that could exceed standards.</p> <p><i>Impact 4.6.1: Demolition and construction activities would impact adjacent residential land uses and</i></p>	<p>Standard Condition 4.6.1: The construction and operation of the project shall comply with the City's noise regulations in the Ontario Development Code.</p> <p>Mitigation Measure 4.6.1a: The 8-foot masonry wall along the western site boundary</p>	<p>Roadway noise levels would continue to exceed City standards for abutting residential uses and impacts would remain significant after</p>

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**SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
<p>would exceed the City's noise standards for residential land uses.</p> <p><i>Impact 4.6.2: Vehicles coming to and from the project would contribute to noise levels on area roadways that currently exceed standards for residential uses.</i></p> <p><i>Impact 4.6.3: Loading operations during the nighttime hours between 10 PM and 7 AM would impact adjacent residences west of the site and would exceed the City's standard.</i></p> <p><i>Impact 4.6.4: Trucks using the western drive aisle during the nighttime hours between 10 PM and 7 AM would generate noise impacts on adjacent residences west of the site, which would exceed the City's standard.</i></p> <p><i>Impact 4.6.5: Roof-mounted equipment would impact adjacent residences west of the site and exceed the City's nighttime noise standard.</i></p> <p><i>Impact 4.6.6: Parking lot cleaning and trash pick-up during the nighttime hours between 10 PM and 7 AM would impact adjacent residences and would exceed the City's standard.</i></p> <p><i>Impact 4.6.7: Parking lot noise would impact adjacent residences to the south along Fifth Street.</i></p>	<p>and the up to 7.5-foot high slope and masonry wall along Fifth Street (excluding the sections across the driveways), shall be constructed prior to the start of demolition activities.</p> <p>Mitigation Measure 4.6.1b: All demolition, excavation, and construction activities, except in an emergency, shall be limited to the daytime hours between 7 AM and 7 PM and prohibited on Sundays and all federally proclaimed holidays. This condition shall be imposed in the demolition, grading and building permits for the project. (Supplemental EIR for Mountain Village Specific Plan)</p> <p>Mitigation Measure 4.6.1c: Staging areas shall be located away from existing residences. (Supplemental EIR for Mountain Village Specific Plan)</p> <p>Mitigation Measure 4.6.1d: All construction equipment shall be properly tuned and equipped with an operating and maintained muffler exhaust system, which meets the equipment manufacturers' specifications. (EIR for Amendment No. 1 and Supplemental EIR for Mountain Village Specific Plan)</p> <p>Mitigation Measure 4.6.3: Unless the loading docks have a fully covered roof area and are enclosed by roll-up doors at the tractor end, trailer unloading shall not occur during nighttime hours between 10 PM and 7 AM.</p> <p>Mitigation Measure 4.6.4a: Heavy duty semi-trucks shall not use the western drive aisle during nighttime hours between 10 PM and 7 AM. Unless the loading docks have a fully covered roof area and are enclosed by roll-up doors at the tractor end, semi-trucks delivering between 10 PM and 7 AM shall not utilize the westernmost driveway on Fifth Street between 10 PM and 7 AM.</p> <p>Mitigation Measure 4.6.4b: Gates shall be installed at each end of the western drive aisle that close at 10 PM and open at 7 AM.</p> <p>Mitigation Measure 4.6.5a: All rooftop</p>	<p>mitigation.</p>

<p><b>TABLE S-1</b> <b>SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES</b></p>		
<b>Environmental Impacts</b>	<b>Standard Conditions and Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
	<p>mechanical equipment shall be fully screened and engineering and acoustical specifications for proposed mechanical equipment shall include equipment design, distance separation, and parapets or screen walls to demonstrate that the City's noise standards would not be exceeded at adjacent residential areas.</p> <p>Mitigation Measure 4.6.5b: Prior to issuance of building permits, construction plans shall be prepared by an Acoustical Engineer to certify that required abatement measures are incorporated on construction drawings. (Supplemental EIR for Mountain Village Specific Plan)</p> <p>Mitigation Measure 4.6.6: General maintenance activities, such as parking lot cleaning and trash pick ups, shall be limited to the daytime hours between 7 AM and 7 PM. (Supplemental EIR for Mountain Village Specific Plan)</p> <p>Mitigation Measure 4.6.7: Late night employee parking shall be designated along the eastern site perimeter, closest to Mountain Avenue, to minimize arrival/departure noise during noise sensitive hours.</p>	
<p><b>Geology and Soils</b> – Site will remain relatively flat. Project would be exposed to on-site geologic and seismic characteristics.</p> <p><i>Impact 4.7.1: Loose in-place soils at the site have moderate potential for hydro-collapse.</i></p> <p><i>Impact 4.7.2: Dry, granular soils at the site are susceptible to caving.</i></p>	<p>Standard Condition 4.7.1: The project shall comply with seismic design criteria in the California Building Code, the City's building standards, and other pertinent building regulations.</p> <p>Standard Condition 4.7.2: The project shall implement erosion control measures during demolition and construction activities at the site, as required by the City.</p> <p>Standard Condition 4.7.3: Recommendations of the Geotechnical Investigation for the project site, as they pertain to structural design and construction recommendations for earthwork (clearing and grubbing, excavation, subgrade preparation, material for fill, placement and compaction of fill, shrinkage and subsidence, trench/wall backfill, observation and testing), foundation design (foundation type, allowable bearing pressure, footing widths and embedments,</p>	<p>No significant impact after mitigation.</p>

<p><b>TABLE S-1</b> <b>SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES</b></p>		
<b>Environmental Impacts</b>	<b>Standard Conditions and Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
	<p>estimated settlement, lateral load resistance, foundation concrete, footing excavation observation) building floor labs, lateral earth pressures, corrosivity, drainage, exterior concrete and masonry flatwork, slopes, and paved areas shall be implemented for building construction.</p> <p>Mitigation Measure 4.7.1: Loose in-place soils shall be removed and replaced as properly compacted fill. The exposed subgrade shall be densified in place using vibratory compaction equipment, as recommended by the Geotechnical Investigation.</p> <p>Mitigation Measure 4.7.2: Significant moisture conditioning (wetting) shall be made to dry, loose sandy soils to achieve the required degree of compaction and facilitate excavations, as recommended by the Geotechnical Investigation.</p>	
<p><b>Hydrology and Water Quality</b> – Demand for water and increase in groundwater pumping from local wells. Decrease in impervious surfaces on the site. Stormwater runoff pollutants generated, with on-site treatment and detention provided. Storm drain line constructed on Mountain Avenue.</p>	<p>Standard Condition 4.8.1: The project shall comply with Title 6, Chapter 6 (Stormwater Drainage System) of the Ontario Municipal Code and the NPDES General Permit for Construction Activity, which require projects on one acre or more to notify the RWQCB and implement a Stormwater Pollution Prevention Plan (SWPPP) for construction activities. (Supplemental EIR for Mountain Village Specific Plan)</p> <p>Standard Condition 4.8.2: The project shall comply with Title 6, Chapter 6 (Stormwater Drainage System) of the Ontario Municipal Code and the NPDES regarding the preparation and implementation of a Water Quality Management Plan for on-site runoff mitigation and treatment and other best management practices for permanent stormwater pollutant mitigation. (Supplemental EIR for Mountain Village Specific Plan)</p> <p>Standard Condition 4.8.3: The project shall provide the necessary on-site and off-site storm drain infrastructure, in order to prevent the creation of flood hazards, as approved by the Ontario City Engineer. (EIR for Amendment No. 1)</p> <p>Standard Condition 4.8.4: The project shall pay storm drain impact fees, as required by the City.</p>	<p>No significant impact.</p>



<b>TABLE S-1</b> <b>SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES</b>		
<b>Environmental Impacts</b>	<b>Standard Conditions and Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
	<p>(Supplemental EIR for Mountain Village Specific Plan)</p> <p>Standard Condition 4.8.5: The project shall prepare a hydrology study as part of the final construction documents for review and approval by the City. (Supplemental EIR for Mountain Village Specific Plan)</p>	
<p><b>Biological Resources</b> – Removal of existing vegetation and animal habitats and the re-introduction of landscaping plant materials.</p> <p><i>Impact 4.9.1: Disturbance of breeding birds or removal of occupied nests would adversely impact migratory birds.</i></p>	<p>Standard Condition 4.9.1: The removal or relocation of parkway trees along Mountain Avenue shall require a permit from the Ontario Department of Public Works and the planting of replacement trees, in accordance with Title 10, Chapter 2 (Parkway Trees) of the Ontario Municipal Code.</p> <p>Mitigation Measure 4.9.1: If site clearing and grading activities will start during the bird breeding season (February 15 to September 1 of each year), a pre-construction tree nesting survey shall be conducted within 15 days prior to the initiation of clearing activities. During this survey, a qualified ornithologist shall inspect all shrubs, trees and other potential nesting sites. If breeding birds and/or active nests are found, an avoidance area or construction-free buffer zone of at least 500 feet around the nest of raptors and 150 feet for other nesting birds shall be established around the nest and conspicuously flagged off. The construction crew shall be instructed to avoid any activities in this zone until the bird nest is no longer occupied, per a subsequent survey by the ornithologist or until after the breeding season.</p>	No significant impact after mitigation.
<p><b>Mineral Resources</b> - Demand for mineral resources for construction. No change in access to underlying resources.</p>		No significant impact.
<p><b>Public Services</b> – Demands for police and fire protection services. No direct demand for schools, parks, libraries, and medical services.</p>	<p>Standard Condition 4.11.1: The project shall comply with the City's Building Security Ordinance, through the provision of security alarm systems, locking devices, building addresses, exterior lighting, and construction site security as required under Title 4, Chapter 11 (Security Standards for Buildings) of the Ontario Municipal Code. To ensure compliance, the project's security plan shall be subject to review and approval by the Ontario Police Department. (EIR for Amendment No. 1 and Supplemental EIR for Mountain Village Specific Plan)</p>	No significant impact.

<b>TABLE S-1</b> <b>SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES</b>		
<b>Environmental Impacts</b>	<b>Standard Conditions and Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
	<p>Standard Condition 4.11.2: The project shall pay development impact fees, which would assist in funding the needed public facility expansion and service improvements needed to provide adequate police protection and law enforcement services to the proposed project.</p> <p>Standard Condition 4.11.3: The project shall be subject to building and site plan review by the Ontario Fire Department, for compliance with fire safety, emergency access, and fire flow standards and to identify additional development features which could reduce demand for fire services, prevent the creation of fire hazards, and facilitate emergency response to the project site. (EIR for Amendment No. 1 and Supplemental EIR for Mountain Village Specific Plan)</p> <p>Standard Condition 4.11.4: The project shall pay development impact fees, which would assist in funding the needed public facility expansion and service improvements needed to provide adequate fire protection services to the proposed project.</p> <p>Standard Condition 4.11.5: The project shall pay school impact fees to the Ontario-Montclair School District and Chaffey Joint Union High School District prior to the issuance of the Certificate of Occupancy, which would fund school services in the project area. (EIR for Amendment No. 1 and Supplemental EIR for Mountain Village Specific Plan)</p> <p><del>Standard Condition 4.11.6: The project shall pay development fees to assist in funding the needed public facility expansion and service improvements needed to provide library services in the project area.</del></p> <p>Standard Condition 4.11.67: The project shall pay fees for the processing of permits and other services needed by the project.</p>	
<b>Utilities</b> – Demand for utility services and extension of existing utility lines to the project. Reclaimed water would be used for on-site landscape irrigation. Coordination with utility agencies would ensure adequate and timely services and water and energy conservation and recycling programs would reduce total demands.	<p>Standard Condition 4.12.1: The developer shall coordinate with the Ontario Utilities Department on the needed water line service connection to serve the project.</p> <p>Standard Condition 4.12.2: The project shall utilize recycled water for landscape irrigation,</p>	No significant impact after mitigation.

<b>TABLE S-1</b> <b>SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES</b>		
<b>Environmental Impacts</b>	<b>Standard Conditions and Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
<p><i>Impact 4.12.1: The existing water system cannot provide the required fire flows to serve the project.</i></p> <p><i>Impact 4.12.2: Construction activities along Fifth Street may lead to obstruction of access, damage, or adverse impacts to the Metropolitan Water District (MWD) of Southern California's Upper Feeder.</i></p> <p><i>Impact 4.12.3: Construction activities along Mountain Avenue and Fifth Street may lead to obstruction of access, damage, or adverse impacts to existing sewer lines.</i></p> <p><i>Impact 4.12.4: The existing sewer system deficiency near the intersection of the alignment of Cypress Avenue and Hollowell Street would be exacerbated by sewage flows from the project.</i></p>	<p>which would require a service connection permit from the City, in accordance with Title 6, Chapter 8C, Recycled Water Use, of the Ontario Municipal Code. (EIR for Amendment No. 1 and Supplemental EIR for Mountain Village Specific Plan)</p> <p>Standard Condition 4.12.3: The project shall implement water conservation measures in accordance with the Uniform Plumbing Code and Title 6, Chapter 8 of the Ontario Municipal Code. (EIR for Amendment No. 1)</p> <p>Standard Condition 4.12.4: The developer shall coordinate with the City of Ontario on sewer line extension and service connection to serve the project as required under Title 6, Chapter 7 of the Ontario Municipal Code. This includes the payment of sewer connection and service fees and procurement of necessary permits. (Supplemental EIR for the Mountain Village Specific Plan)</p> <p>Standard Condition 4.12.5: The proposed project shall implement waste reduction, disposal, and recycling measures during project construction and operations in accordance with Title 6, Chapter 3 (Integrated Solid Waste Management) of the City's Municipal Code. This includes the development and implementation of a Construction and Demolition Recycling Plan, during the demolition and construction phase of the project. (EIR for Amendment No. 1)</p> <p>Standard Condition 4.12.6: The developer shall coordinate with the Southern California Edison Company on power line undergrounding and service connection to serve the project.</p> <p>Standard Condition 4.12.7: The proposed project shall implement energy conservation measures, as required under Title 24, Part 6, of the California Code of Regulations (California's Energy Efficiency Standards for Residential and Nonresidential Buildings). (EIR for Amendment No. 1)</p> <p>Standard Condition 4.12.8: The developer shall coordinate with the Southern California Gas Company on gas line extension and</p>	

<p align="center"><b>TABLE S-1</b> <b>SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES</b></p>		
<b>Environmental Impacts</b>	<b>Standard Conditions and Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
	<p>connection to serve the project.</p> <p>Standard Condition 4.12.9: The developer shall coordinate with Verizon on telephone line extensions needed to serve the project.</p> <p>Mitigation Measure 4.12.1: The existing water line on Fifth Street (from Mountain Avenue to Elderberry Court) shall be upgraded to an 8-inch line and the existing 12-inch line on Mountain Avenue (from Fifth Street to Sixth Street) shall be replaced with a new 12-inch line.</p> <p>Mitigation Measure 4.12.2: Any grading, excavation, or construction work near the Metropolitan Water District (MWD) of Southern California's pipeline along Fifth Street shall follow the MWD's guidelines, with plans submitted for review and approval by the MWD prior to the start of work. (EIR for Amendment No. 1)</p> <p>Mitigation Measure 4.12.3: The developer shall coordinate with the Inland Empire Utilities Agency on proposed improvements along Fifth Street and Mountain Avenue, to ensure that no damage to the sewer lines on Fifth Street and Mountain Avenue occurs during construction activities for the project.</p> <p>Mitigation Measure 4.12.4: The developer shall upgrade the 8-inch sewer line near the intersection of the alignment of Cypress Avenue and Hollowell Street to a 12-inch line, to eliminate sewer deficiencies at this segment of the sewer system.</p> <p>Mitigation Measure 4.12.5: Verification of completion of the Holt Boulevard sewer line diversion shall be made prior to issuance of the occupancy permit for the proposed project.</p>	
<p><b>Human Health and Hazards</b> – Demolition and construction activities and future commercial uses on the project site have the potential to utilize hazardous materials and generate hazardous wastes.</p> <p><i>Impact 4.13.1: Demolition activities may lead to the release of asbestos fibers that would pose hazards to the demolition crew and adjacent residents.</i></p>	<p>Standard Condition 4.13.1: Demolition and construction activities and on-site hazardous materials use shall comply with applicable regulations regarding hazardous materials handling, storage, transport, and disposal.</p> <p>Standard Condition 4.13.2: The use, storage, sale, and disposal of hazardous materials at the Wal-Mart Supercenter shall comply with</p>	<p>No significant impact after mitigation.</p>

<p><b>TABLE S-1</b> <b>SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES</b></p>		
<b>Environmental Impacts</b>	<b>Standard Conditions and Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
<p><i>Impact 4.13.2: Demolition activities may lead to ground and water contamination from improper disposal of lead-based paint.</i></p>	<p>the provisions of the Uniform Fire Code, the City's Hazardous Waste Ordinance, and applicable local, County, state, and federal regulations, per Section Sec. 9-1.3330 of the Ontario Development Code.</p> <p>Standard Condition 4.13.3: Truck deliveries for the project shall be restricted to the use of designated truck routes, such as Mountain Avenue, Holt Boulevard, the I-10 Freeway, and other designated truck routes. No trucks shall utilize Fifth Street, Sixth Street, Hawthorne Street, Main Street, or other local streets. Trucks may utilize the portion of Fifth Street from the western driveway to Mountain Avenue, as allowed pursuant to the California Vehicle Code.</p> <p>Standard Condition 4.13.4: Waste disposal at the site shall be conducted in accordance with Title 6, Chapter 3 (Integrated Solid Waste Management) of the City's Municipal Code.</p> <p>Standard Condition 4.13.5: Planned demolition activities shall include notification of the West Valley Vector Control District at least 1 week prior to the start of demolition, to allow the District to conduct a vector survey of the site. The applicant shall implement the recommendations of the District for the control and removal of vectors prior to any demolition. (EIR for Amendment No. 1)</p> <p>Standard Condition 4.13.6: The project shall obtain a hazardous materials handler permit from the San Bernardino County Fire Department, prior to the issuance of a Certificate of Occupancy, which would include the development of a business emergency/contingency plan for hazardous materials and wastes that would be stored, generated, or treated at the site.</p> <p>Standard Condition 4.13.7: As standard practice, the project site shall be graded to avoid standing water and infiltration areas would need to be designed to absorb stormwater into the ground within 48 to 72 hours, to prevent the breeding of mosquitoes. (EIR for Amendment No. 1)</p>	

**TABLE S-1**  
**SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p>Mitigation Measure 4.13.1: Demolition activities shall be conducted in accordance with SCAQMD Rule 1403 on the removal and disposal of asbestos-containing materials and Cal-OSHA requirements.</p> <p>Mitigation Measure 4.13.2: Disposal of hazardous wastes, such as lead-based paint and lead-containing materials, <a href="#">ballasts</a>, <a href="#">capacitors</a>, <a href="#">light bulbs</a>, <a href="#">Freon</a>, and <a href="#">Transite</a>, during demolition activities shall be made in accordance with Title 22, Division 4.5 of the California Code of Regulations.</p> <p>Mitigation Measure 4.13.3: The transport of hazardous materials and substances to and from the site shall be restricted to the use of Mountain Avenue and major arterials, and discouraged on roads passing through residential areas and routes with dense immobile populations such as hospitals and schools. (EIR for Amendment No. 1)</p> <p>Mitigation Measure 4.13.4: Should subsurface excavation be necessary at the northeastern section of the site, soil, vapor and groundwater testing shall be performed to determine levels of MTBE. If the results of the testing show chemical levels are below regulatory levels, development may proceed accordingly. <del>Remediation and/or removal of contaminated soils shall be made prior to development of this area.</del> If chemical levels are above regulatory standards, <del>and</del> remediation <a href="#">and/or removal of contaminated soils shall be completed prior to development</a> <del>completed until chemical levels are below regulatory levels.</del></p>	
<p><b>Aesthetics and Visual Quality</b> – The proposed project would change the visual quality of the project site. New sources of light and glare would also be created. An electronic barrier shall be provided along the site perimeter to prevent shopping carts from being brought off-site.</p>	<p><del>Standard Condition 4.14.1: The proposed project shall be subject to site plan and design review for compliance with the Mountain Village Specific Plan design guidelines and other applicable development standards to ensure that no aesthetically offensive structure or development is created on the site.</del></p> <p>Standard Condition 4.14.<del>1</del><sup>2</sup>: The proposed project shall comply with City standards for exterior lighting to avoid light spillover and glare impacts on adjacent land uses.</p> <p>Standard Condition 4.14.<del>2</del><sup>3</sup>: The project</p>	No significant impact.

<b>TABLE S-1</b> <b>SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES</b>		
<b>Environmental Impacts</b>	<b>Standard Conditions and Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
	<p>shall provide an electronic barrier to prevent the taking of shopping carts off-site, as required under Title 5, Chapter 5 of the City's Municipal Code.</p> <p>Standard Condition 4.14.34: The project shall comply with Title 5, Chapter 22 of the City's Municipal Code regarding the maintenance of the property to prevent the creation of nuisances.</p>	
<b>Socio-economic Conditions</b> – Removal of blighted conditions on-site and employment generation. Short-term over-supply of retail and food stores would occur in the area.		No significant impact.
<p><b>Cultural Resources</b> – Demolition of existing structures would not affect historical structures or cultural resources.</p> <p><i>Impact 4.16.1: Ground disturbing activities may lead to the disturbance or destruction of unknown Native American cultural sites and resources.</i></p>	<p>Standard Condition 4.16.1: If archaeological resources are found on the site during excavation and grading activities, all ground disturbance activities shall be halted until an archaeologist has evaluated the significance of the artifacts. If the archaeological resources are considered significant, then a mitigation plan shall be developed, in accordance with Section 21083.2 of CEQA and Section 15064.5 of the CEQA Guidelines, to ensure mitigation below a level of significance. Mitigation shall include photographing, recordation, collection, archival of collected materials, capping of the site, or other appropriate measures. (EIR for Amendment No. 1)</p> <p>Standard Condition 4.16.2: If human remains are encountered during excavations associated with this project, no further disturbance shall occur and the County Coroner shall be notified (Section 5097.98 of the Public Resources Code). The Coroner will determine whether the remains are of forensic interest. If the Coroner determines that the remains are prehistoric, the Coroner will contact the Native American Heritage Commission (NAHC). The NAHC will be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains, as required by Section 7050.5 of the California Health and Safety Code. The MLD shall complete the inspection of the site within 24 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials</p>	No significant impact after mitigation.



<p><b>TABLE S-1</b> <b>SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES</b></p>		
<b>Environmental Impacts</b>	<b>Standard Conditions and Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
	<p>(Section 70580.5 of the Health and Safety Code).</p> <p>Mitigation Measure 4.16.1: A Native American monitor shall be present during ground disturbing activities at the site, to ensure that any archeological or cultural features or deposits not previously known are identified and subject to data recovery efforts. The monitor shall have the responsibility to redirect grading away from any important deposits that are uncovered, and subsequently, an archaeologist shall be retained to initiate the evaluation of any discoveries to determine if further data recovery work is necessary. Should any discoveries necessitate further work, this shall be accomplished in consultation with local tribes and in compliance with Section 21083.2 of CEQA and Section 15064.5 of the CEQA Guidelines.</p>	

## **❑ IRREVERSIBLE ENVIRONMENTAL CHANGES AND UNAVOIDABLE ADVERSE IMPACTS**

The proposed Ontario Wal-Mart Supercenter would lead to certain irreversible environmental changes. These include the demolition and removal of existing vacant commercial structures and improvements. Once demolished, the existing structures cannot be brought back to the site in their original conditions. The project would also entail the commitment of energy and natural resources for building the proposed structure and infrastructure, as well as fuel and electricity used in the operation of the project. Labor would be committed for the construction of buildings and the maintenance of infrastructure systems and public facilities necessary to support the proposed development.

The project would also lead to the disturbance of the underlying soils during grading and excavation. However, the site would remain relatively flat. The project would change drainage patterns at the site, with some stormwater treated and detained on-site. Existing vegetation on-site would be removed, leading to the loss of mature trees, shrubs, and turf. However, new landscaping plants materials would be provided by the project. Overall, the project would change the physical characteristics and visual quality of the site through the demolition of existing structures and construction of the proposed commercial structure.

Other impacts are expected to occur during the short-term construction phase of the project only or would occur during the operational phase but would not be irreversible. Rather, discontinuation of commercial activities at the site would reverse these environmental changes. These include on-site employment, vehicle trip generation, pollutant emissions, noise, stormwater runoff pollutants, demand for public services and utilities, and new light sources.

The project would lead to environmental impacts relating to transportation and circulation, air quality, noise, geology and soils, hydrology and water quality, biological resources, police protection services, fire protection services, water services, sewer services, solid waste disposal, power, gas, telephone services, human health and hazards, visual quality and aesthetics, and cultural resources.

These environmental changes would be mitigated by standard conditions and the recommended mitigation measures and are expected to be less than significant after mitigation, except for traffic, air quality, and noise. Project-related pollutant emissions would exceed SCAQMD thresholds and would contribute to existing violations of federal and State air quality standards, even after mitigation. Ambient noise levels along area roadways currently exceed standards for residential uses and abutting residences would be exposed to these levels in the future with or without the project. Traffic congestion at LOS E or worse currently occurs at three intersections along Mountain Avenue and will continue to occur with or without the project, until the ~~Ceityies~~ of Ontario ~~and Upland~~ implements improvements needed to alleviate the congestion.

These irreversible changes and unavoidable impacts are discussed in Section 5.0, *Significant Irreversible Environmental Changes and Unavoidable Adverse Impacts*, of the EIR.

## ❑ CUMULATIVE IMPACTS

As discussed in Section 6.0, *Cumulative Impacts*, of this EIR, numerous development proposals have been proposed and approved in the surrounding area which, together with the proposed project, could lead to cumulative environmental impacts in the City and in the project area. Approximately 4,596 dwelling units in Ontario, 1,157 units in Montclair and 3,076 units in Upland, for a total of 8,829 new dwelling units are proposed or under construction. In addition, at least approximately 3.65 million square feet of commercial developments are proposed in Ontario, 0.26 million square feet in Montclair and 0.55 million square feet in Upland, for a total of 4.46 million square feet of commercial development in the surrounding area. Proposed industrial projects in Ontario have over 4.49 million square feet of floor area, with 0.19 million square feet of industrial development in Upland for a total of 4.68 million square feet. Other proposed development projects in the area include a gas station, commercial remodeling, mall expansion, parking lots and structures, health care and day care facilities, multi-purpose center, used auto lot, police station, school, churches, gymnasium, concrete batch plant, water reservoirs and pumping station, telecommunication towers, street improvement projects, and a general plan amendment/zone change. Several specific plans for the development of a mix of industrial, residential, and commercial land uses are also proposed in the southern section of the City of Ontario.

While the impacts of the proposed project and these related projects may be individually insignificant, they could incrementally increase the magnitude of environmental changes in the project area on a number of issue areas (such as traffic, population and housing, land use, biological resources, air quality, noise, public service demand, and utility consumption). Other impacts of individual development projects in the City may be site-specific and project-specific (such as impacts on soils and geology, water and hydrology, cultural resources, and hazards and human health) and, thus, would have to be mitigated on a case-by-case basis to prevent significant cumulative impacts.

Site-specific impacts would be addressed by mitigation for individual developments. Expansion of public facilities and services and upgrades to utility infrastructure capacities would meet increasing demands for public services and utilities.

New vehicle trips from the project and from new developments in adjacent areas would add to traffic volumes on local streets, intersections and the I-10 Freeway. Some vehicle trips would be confined to the area (short trips), while others would travel outside the project area to surrounding cities and urban centers and would affect the regional transportation system. Individual projects would be required to implement the needed roadway improvements along its site boundaries and pay its fair share for needed improvements at off-site locations. Payment of the traffic impact fees would fund signalization, roadway widening and other regional transportation programs and improvements necessary to maintain acceptable levels of service at local intersections.

Use of the traffic funds for construction of roadway widening and improvement projects would improve intersection operations and the overall transportation system and traffic circulation in the area. However, due to the lag between the completion of development projects (and their associated increase in traffic) and the implementation of roadway improvements, cumulative impacts are expected to remain significant and unavoidable.

While cumulative air quality impacts would further degrade air quality in the region, the proposed project and the related projects would have to comply with applicable regulations and programs of the South Coast Air Quality Management District (SCAQMD), as part of implementation of the Air Quality Management Plan (AQMP) for the South Coast Air Basin. Compliance with pertinent SCAQMD regulations is expected to reduce cumulative adverse air quality impacts from the proposed Ontario Wal-Mart Supercenter and other developments in the South Coast air basin and allow for the improvement of regional air quality in the long-term. However, the project and related projects would contribute to existing violations of clean air standards in the South Coast Air Basin and would incrementally hinder the attainment of clean air in the basin. Thus, the combined emissions from the project and the related projects are considered a cumulatively significant regional air quality impact.

Noise-sensitive land uses are currently located along major roads and freeways and are exposed to noise levels in excess of City standards. The proposed project and future development would add vehicle traffic on these roadways and exacerbate existing violations. Due to the mobile nature of vehicles and the presence of older developments that have experienced cumulative increase in traffic noise over time, traffic noise impacts from the project and related projects are expected to contribute to existing noise standard violations and impacts would be significant and unmitigated. Significant cumulative roadway noise impacts are expected from the proposed project and related projects.

Large individual projects, regardless of size, cannot typically generate enough greenhouse gas emissions to influence global climate change. However, every project that directly generates, or encourages the generation of greenhouse gases, participates in this potential impact by its incremental contribution, combined with the cumulative increase of all other sources of greenhouse gases. However, the project's contribution of greenhouse gases would be minimal when compared to State and national totals. Also, the project would result in less GHG emissions than development that is otherwise allowed under the Ontario General Plan and Development Code (including the Mountain Village Specific Plan). In addition, implementation of the following mitigation measures would bring the project in compliance with existing State strategies and further reduce GHG emissions:

Mitigation Measure 6.1a: The project shall provide loading docks with off-road electrification systems for use by [Trailer Refrigeration Units \(TRUs\)](#).

Mitigation Measure 6.1b: The project shall consider the use of flexible fuel vehicles [for the company fleet](#), as [deemed](#) feasible.

Mitigation Measure 6.1c: The project shall explore the utilization of solar-generated systems at the site.

Mitigation Measure 6.1d: The project shall participate in urban forestry programs, such as TreePeople, California ReLeaf, and Tree Musketeers.

Mitigation Measure 6.1e: The project shall implement energy efficiency measures beyond Code requirements to achieve a 20 percent reduction in energy demands. This may include:

- ◆ Highly energy-efficient water heaters, freezers, and refrigerated food storage systems.
- ◆ Energy Efficient Light Fixtures and systems (automatic lighting, on/off controls and energy-efficient lighting)
- ◆ Building construction to reduce energy demand (i.e., increased insulation, duct sealing, and window glazing ratings, light-colored roofing materials to deflect heat and conserve energy, )
- ◆ Building design to reduce energy demand (i.e., window area and shade structures over windows, use of electric service equipment such as forklifts, maximum use of specimen, fast-growing trees in landscaping)

Project impacts related to global climate change and GHG on a cumulative level would be less than significant.

#### **❑ GROWTH-INDUCING IMPACTS**

Growth-inducing effects are ways in which the project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Projects that remove obstacles to population growth or tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects, are also considered to have growth-inducing impacts. Growth-inducing effects of the proposed project are discussed in Section 7.0, *Growth-Inducing Impacts*, of this EIR.

The project site is surrounded by urban development and is not located in an undeveloped or underdeveloped area and thus, the proposed Wal-Mart Supercenter would not be considered as a leap-frog development. The project is not expected to encourage premature or unplanned growth in parcels surrounding the site. Also, the proposed project would not include the development of housing units or a residential community that may lead to a major increase in the City's or the project area's resident population. Indirect demand for housing is expected to be accommodated by existing vacant units in the City, as well as proposed residential developments in the area that have been identified as related projects in Section 6.0, *Cumulative Impacts*.

The project would not increase development intensity on the site over the previous uses and is not expected to induce the redevelopment of adjacent parcels and land uses to higher intensities or densities.

New development and redevelopment are influenced by a wide range of factors, including property owner preference, economic conditions, demand for commercial or industrial floor area, demand for housing, financing availability, cost of development, regulatory controls, and other market forces. Nonetheless, it cannot be discounted that the redevelopment of the site is likely to provide an additional inducement for nearby vacant lots to develop or underutilized lots to redevelop.

The vacant parcel on the southwest corner of Sixth Street and Mountain Avenue has been planned for development. There are two other vacant parcels northeast of the site, on which existing commercial buildings were recently

demolished. These parcels may be developed at an earlier schedule, due to roadway, storm drain, and water line improvements on Mountain Avenue that would be provided by the project. These parcels could accommodate approximately 14,932 square feet of commercial development, based on the maximum floor area ratio of 0.40 allowed under the General Commercial designation (Ontario General Plan, 1992 p. 7-24).

The proposed project may contribute to the redevelopment of nearby parcels by providing a more visually appealing project site and streetscape. The new building and site improvements could encourage adjacent land owners to provide similar improvements. The presence of employees and patrons at the project site could also generate additional patrons for adjacent commercial uses, resulting in the filling of vacant offices and shops in commercial buildings located north and northeast of the site.

Redevelopment that may occur near the project would involve parcels currently developed with commercial structures and highly disturbed site conditions. Thus, environmental impacts on natural and sensitive resources on redeveloped parcels are not likely to be substantial and changes in demand-driven impacts are reduced to the net change in impacts due to the difference in the sizes and types of existing and future developments.

The project's 450 employees may create a demand for housing in the area, estimated at 143 to 450 units. There are available housing units in the City and the surrounding area to meet this demand.

The increase in the number of persons (employees and patrons) at the site may create demands for commercial goods and services that are provided by nearby commercial developments (offices, restaurants, entertainment, professional services, etc.). Thus, economic growth on the site could result in some spillover of economic growth into adjacent commercial areas. The improvement in businesses at adjacent commercial uses may be a factor in the development of adjacent vacant lands and the redevelopment of underutilized lots, as discussed above.

The proposed roadway and utility infrastructure improvements are not expected to induce growth since these facilities are existing. The proposed project would also not require the construction of new public facilities, which may have adverse impacts on the environment.

While the project could influence the development or redevelopment of adjacent land uses, it is not expected to be the driving force for these projects. Future development or redevelopment of the adjacent parcels or housing construction to meet the demand generated by Wal-Mart employees would be subject to review and approval by the City of Ontario. Public utility and service providers would also need to determine if the additional growth associated with individual projects can be accommodated based on the capacities of existing (or planned) infrastructure improvements and public services and the utility agencies' capabilities to provide adequate services. This review and approval of future projects would ensure that adequate services and infrastructure are available to serve individual developments and that no land use conflicts are created. New development and redevelopment would also be subject to the CEQA review process to ensure that significant adverse impacts are reduced or avoided to the extent possible.

The growth-inducing impacts of the project are not expected to result in significant adverse effects to the environment.

#### **❑ IMPACTS FOUND NOT TO BE SIGNIFICANT**

Pursuant to Section 15128 of the CEQA Guidelines, an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were, therefore, not discussed in detail in the EIR.

Based on the findings of the Initial Study and the preliminary environmental analysis, the proposed project was determined not to have the potential to cause significant adverse effects on agricultural resources and cultural resources. However, the Native American Heritage Commission responded to the NOP and asked that potential impacts on cultural resources be considered in the EIR. Thus, impacts on cultural resources have been subject to more detailed analysis in the EIR. Only impacts on agricultural resources were found not to be significant and not subject to detailed analysis in this EIR. The project's potential impact on agricultural resources is discussed in Section 8.0 of the EIR.

## ❑ **PROJECT ALTERNATIVES**

CEQA requires that an EIR describe a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain most of the basic project objectives, while reducing or avoiding potentially significant environmental effects, and to evaluate the comparative merits of the alternatives. Section 9.0, *Project Alternatives*, of this EIR discusses potential alternatives to the proposed project and evaluates their potential environmental impacts in comparison to the project, as required by CEQA. These alternative development scenarios have been developed in accordance with the CEQA Guidelines and are directed at addressing alternative projects which have the potential to reduce or avoid potentially significant impacts associated with the proposed Ontario Wal-Mart Supercenter. The alternatives considered for the proposed project include the following:

- ◆ **No Project Alternative.** The No Project Alternative anticipates that the project site would remain in its existing condition. No new commercial uses would come into the site and only the Hollywood Video store would continue to operate at the project site. This alternative also assumes that the existing vacant commercial buildings on the site would remain indefinitely, as presently exists.
- ◆ **Building Reuse Alternative.** As a subset of the No Project Alternative, the Building Reuse Alternative would allow for the rehabilitation and reuse of the existing structures, to be occupied by various commercial retail businesses. While a variety of commercial uses may operate in the existing structures, the reuse of the site as a department store, toy store, key kiosk, and grocery are considered under this alternative, representing the return of previous commercial uses that occupied the existing buildings.
- ◆ **Specific Plan Alternative.** This alternative assumes that the site would be developed in accordance with the development that was existing and planned as part of the Mountain Village Specific Plan. This includes the construction of new buildings to replace the existing ones, as well as the construction of a commercial anchor, an expanded garden center, and small shops for a total floor area of 215,500 square feet on the site, as envisioned under the Specific Plan.
- ◆ **Alternative Use.** The Alternative Use assumes that the project site would be redeveloped with land uses other than commercial land uses, such as those proposed by the project. While residential and industrial land uses may be introduced on the site, a General Plan Amendment and Specific Plan Amendment is not contemplated to allow these alternative uses. Thus, redevelopment of the site with residential or industrial uses is not considered a feasible alternative. Instead, this alternative assumes that a public use (such as a senior center) or mixed use (residential and commercial) development would be constructed on the site.
- ◆ **Lower Intensity Alternative.** Under this alternative, the project site would be subject to redevelopment with a commercial development with less floor area than the proposed project. This alternative assumes the same commercial development would be constructed on the site at a lower intensity to allow the project to generate air

quality impacts below SCAQMD thresholds. Thus, an approximately 64,000-square-foot shopping center, with 32,000 square feet of grocery area and 32,000 square feet of retail merchandise area would be built on the site under this alternative.

- ◆ **Alternative Sites.** Under this alternative, vacant parcels in other areas of the City, which may accommodate the proposed project and allow development of a Wal-Mart Supercenter, are considered as potential alternative sites for the project. These include an approximately 13-acre site at the southeastern corner of Haven Avenue and Fourth Street (within Ontario Center Specific Plan); a 16-acre area east of Vineyard Avenue, north of Inland Empire Boulevard, and south of Fourth Street (within the Meredith International Center Specific Plan); a 15-acre site at the northeastern or southeastern corner of Edison Avenue and Euclid Avenue (within the New Model Colony); and another area at the northwestern and southwestern corners of Milliken and Edison Avenues (within the proposed Rich-Haven Specific Plan).

### ***Environmentally Superior Alternative***

CEQA requires that the EIR identify the environmentally superior alternative among all of the alternatives considered, including the proposed project. If the No Project Alternative is selected as environmentally superior, then the EIR shall also identify an environmentally superior alternative among the other alternatives. Based on the comparative analysis of alternatives, as provided in Section 9.0, the No Project Alternative is considered to be environmentally superior in that its implementation would not result in a change in the existing environmental conditions at the project site or the surrounding area. Aside from the No Project Alternative, the Lower Intensity Alternative would also be considered as the environmentally superior alternative. This Alternative would result in a lesser environmental impacts, due to the smaller floor area of commercial development proposed on the site.

### **□ AREAS OF CONTROVERSY / ISSUES TO BE RESOLVED**

A number of comment letters were received in response to the Notice of Preparation (NOP) and a number of environmental issues were raised during the scoping meeting. A summary of the comment letters is provided below, with the actual letters provided in Appendix B.

- ◆ The Governor's Office of Planning and Research (OPR) provided a copy of the transmittal that was sent to State agencies during the public review period for the Notice of Preparation.
- ◆ The South Coast Air Quality Management District (SCAQMD) has indicated that the air quality analysis in the EIR should follow the CEQA Air Quality Handbook of the District or the California Air Resources Board approved URBEMIS 2002 model. The analysis should identify air quality impacts from all phases of the project and include construction-related and operation-related air quality impacts, impacts from indirect sources, and toxic air contaminant impacts. Localized air quality impacts and localized significance thresholds should also be used in addition to the regional significance thresholds. Projects generating heavy duty diesel-fueled vehicles should also perform a mobile health risk assessment. All feasible mitigation measures shall be provided for significant adverse air quality impacts, as contained in Chapter 11 of the CEQA Air Quality Handbook.
- ◆ The Native American Heritage Commission (NAHC) has indicated that a record search at the California Historic Resources Information Center was needed, including a review of the Sacred Land Files at the NAHC. Requirements for the archaeological inventory survey were provided, along with mitigation for



the potential discovery for subsurface resources and of human remains. The NAHC indicated that avoidance should be considered when significant cultural resources are discovered during project planning. The NAHC also provided a list of Native American tribes in the project area.

- ◆ The California Public Utilities Commission recommended that projects adjacent to the Union Pacific Railroad Company right-of-way consider rail corridor safety. Safety factors to consider include pedestrian circulation patterns, grade separation for major roads, improvements to at-grade crossings, and fencing to limit access.
- ◆ The Inland Empire Utilities Agency (IEUA) stated that there is a 21-inch non-reclaimable wastewater pipeline on Fifth Street and an 8-inch ion exchange brine lateral on Mountain Avenue.
- ◆ The San Bernardino County Department of Public Works indicated that the project does not appear to impact existing or future flood control facilities or County roads.
- ◆ The Southern California Association of Governments (SCAG) indicated that the project is not regionally significant and the project description was published in the October 2006 Intergovernmental Review Clearinghouse Report.
- ◆ The City of Chino requested that the traffic analysis include the intersections of Mountain Avenue at Walnut Avenue and Mountain Avenue at the SR-60 Freeway, as well as link analysis for Mountain Avenue from Walnut Avenue to the SR-60 Freeway.
- ◆ The Metropolitan Water District (MWD) of Southern California indicated that the MWD owns and operates the Upper Feeder, a 140-inch pipeline that runs along Fifth Street and south of the site and is concerned of potential impacts to this pipeline, as it relates to MWD operations, access, and water quality. MWD requested project plans for their review and approval. It also encourages water conservation measures be included in the project.
- ◆ The Morongo Band of Mission Indians indicated they had no concerns about the project that are not already addressed by the City.
- ◆ The Soboba Band of Luiseno Indians indicated the project area falls within their Tribal Traditional Use Areas and Native American Monitors should be present during all ground disturbing activities.
- ◆ The attendees of the scoping meeting raised various concerns regarding the project, including increase in traffic and accidents, air quality, noise, crime and public safety, stormwater pollutants, parking availability, trash, shopping carts, pedestrian friendly streets and sidewalks, compatibility with adjacent land uses, alternative uses and alternative sites, on-site security and police services, reuse of police substation on Sixth Street, 24-hour operations, crime, economic impacts, hazards, diesel delivery trucks, and impacts on nearby residents, churches, schools, and parks.

Areas of controversy or issues that need to be addressed, as raised by comments made in response to the NOP and in the scoping meeting, include:

- ◆ Traffic impacts on the surrounding roadway network
- ◆ Air quality impacts during demolition, construction and operation of the project
- ◆ Impacts on adjacent residents, churches, schools, and park
- ◆ Potential archaeological and cultural resources at the site
- ◆ Noise impacts of traffic and 24-hour operations
- ◆ Crime and criminal elements into the area
- ◆ Alternative uses on the site or alternative sites for the project
- ◆ Economic impacts on nearby retail and food stores

These comments and issues are addressed in appropriate sections of this Subsequent EIR.