

5.0 OTHER CEQA REQUIRED ANALYSIS

5.1 INTRODUCTION

This section includes consideration and discussion of other project-related impacts that must be evaluated in the Draft EIR as described in CEQA Guidelines section 15126.2 and section 15130. These include the following:

- Cumulative Impacts must be discussed when project-related impacts are or can be mitigated to less than significant, but, when combined with other reasonably foreseeable projects, can be cumulatively considerable.
- Growth Inducing Impacts must be discussed with regard to the way in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding area.
- Significant Irreversible Environmental Changes Which Would be Involved if the Proposed Project is Implemented must be discussed when the project includes future commitments to non-renewable resources either during construction or operation. Irretrievable commitments of non-renewable resources must be evaluated to assure that the consumption can be justified. Irreversible changes may also result from environmental accidents associated with project operations.

5.2 CUMULATIVE IMPACT ANALYSIS

5.2.1 Purpose

This section discusses the potential cumulative impacts to the environment that may result from the implementation of the proposed Ontario Gateway Specific Plan when considered with other planned or reasonably foreseeable projects. CEQA Guidelines, Section 15130, provides the following guidance concerning the format and content of the cumulative impacts analysis:

- (a) (1)...a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts.
- (2) When the combined cumulative impact associated with the project's incremental effect and the effect of other projects is not significant, the EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR.

When discussing cumulative impacts:

- (b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided

by the standards of practicability and reasonableness. The following elements are necessary to an adequate discussion of cumulative impacts:

(1) Either:

- A. A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
- B. A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified which described or evaluated regional or area-wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

A list of related projects was compiled by the City within a two-mile radius of the Ontario Gateway Specific Plan site. This radius encompasses projects within the City of Ontario to the City of Rancho Cucamonga which lies adjacent to the north. A list of cumulative projects is provided in Table 5-1. The combined cumulative projects include nearly 1,100 residential lots, close to 1,500,000 square feet of commercial space (not including the proposed project of approximately 850,000 square feet of mixed office/commercial/retail) and approximately 3,500,000 square feet of industrial space. This list of cumulative projects does not include Tentative Tract Maps that propose only subdivision of lots and do not include construction of buildings at this time.

5.2.2 Standards of Significance

CEQA Guidelines Section 15355 defines cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” The Guidelines further state:

- a. The individual effects may be changes resulting from a single project or a number of separate projects.
- b. The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Significant cumulative impacts were identified for the following issues:

- Air Quality

**Table 5-1
Cumulative Projects Within a Two-Mile Radius
Of the Proposed Project**

City of Ontario			
Industrial			
Description	Unit/Sq Ft.	Acres	Location
Construction of Manufacturing and warehouse building	103,469	5.88	Philadelphia Street and Performa Avenue
Development Plan to construct industrial building	22,450	1.16	Vineyard and Mission Blvd
Development Plan to construct 4 industrial buildings	78,190	14.40	Guasti Road and Sequoia Ave.
Industrial Building Addition	23,118	----	2150 S. Proforma Ave
Development of a phased aviation cargo transfer facility	1,017,795	93.51	Airport Drive and Vineyard Avenue
Development of and Industrial Building	133,445	17.95	Archibald Avenue and Cedar Street
Construct addition to the Verizon Building	19,180	----	5351 East Airport Drive
Construct concrete tilt-up industrial building	55,595	3.40	Francis Street and Business Parkway
Construction of 7 industrial buildings	2,036,718	98.90	Francis Street and Haven Ave
Construct Industrial Building	52,845	9.55	Airport Dr. and Wineville Ave.
Total	3,542,805	244.75	
Commercial			
Description	Unit/Sq Ft.	Acres	Location
Development Plan for a proposed 62,000 SF, three-story commercial building, located on approximately (8) acres of vacant land.	62,000	8.0	North of Mathis Brothers Furniture Building at the southwest corner of Concourses Street and Ferrari Lane
Development Plan to construct a 130 room 5-story hotel with a subterranean parking on 1.4 acres of vacant land.	----	1.4	North of the I-10 Freeway, south of Shelby Street and west of Haven Avenue
A Development Plan review for a proposed 2,900 SF fast food restaurant (Burger King) in conjunction with a Conditional Use Permit to operate a drive-thru on 0.89 acres.	2,900	0.89	Southeast corner of Jurupa Street and the I-15 Freeway
A Development Plan to construct one 5-story office building, one 2-story office building and ten office park 1- and 2-story buildings totaling 225,640 SF on 16.2 acres.	225,640	16.20	South side of Ontario Mills Parkway west of I-15 Freeway
A Development Plan to construct a 254,420 SF commercial shopping center on approximately 20 acres.	254,420.	20	South side of 4th Street, approximately 600 feet west of Milliken Avenue

5.0 Other CEQA Required Impact Analysis

Description	Unit/Sq Ft.	Acres	Location
A Development Plan to construct a 6-story office building and a 1-story retail building totaling 160,517 SF on 9.5 acres located within the Office/Commercial land use designation of Guasti Plaza Specific Plan.	160,517	9.5	South side of the 10 Freeway just west of Turner Avenue
A Development Plan to construct a 105,433 SF ground floor parking structure with two levels on 4.6 acres of land in the Garden Commercial land use designation of the Ontario Specific Plan.	105,433	4.6	South side of Concoors Drive just east of Mercedes Lane
A Development Plan to construct a 8,033 SF, single story, commercial building on a 1.13 acre site, currently developed with 3,002 SF building.	8,033	1.13	Within the Ontario Mills Specific Plan
A Development Plan to construct a commercial center consisting of 4 buildings totaling 86,414 SF on 4.2 acres.	86,414.	4.20	Northwest corner of Holt Boulevard and Vineyard Avenue
A Development Plan to construct two 2-story office buildings totaling 26,254 SF on 1.98 acres.	26,254.	1.98	East side of Haven Avenue approximately 336 feet north of Philadelphia Street
A Development Plan to construct two multi-tenant office buildings totaling 79,565 SF on 6.88 acres.	79,565	6.88	Northeast corner of Haven Avenue and Francis Street
A Development Plan to construct a 4-story, 180 room hotel (Holiday Inn) totaling 93,407 SF on 3.76 acres.	93,407	3.76	2155 E. Convention Center Way
A Development Plan to construct a 150,000 SF six-story office building with a private heliport, the establishment of a 6,500 SF sit-down pad and the construction of a 4-story parking structure and approval of a Shared Parking Plan.	150,000	4.54	Southeast corner of Haven Avenue and Concoors Street
A Conditional Use Permit to operate a 118 room 4 story hotel on 2.34 acres in the Commercial Office land use district of the Ontario Mills Specific Plan.	----	2.34	South side of Ontario Mills Parkway to the west of I-15 Freeway
A Development Plan to construct 6 commercial buildings totaling 51,213 SF on 4.1 acres.	51,213	4.10	North side of Inland Empire Boulevard between Archibald and Turner Avenues
A Development Plan to construct a 125,740 SF, 5-story office building on 6.61 acres.	125,740	6.61	Northwest corner of Via Piemonte and Ontario Center Parkway
A Development Plan for a 2-story, 426,222 SF building for furniture retail, warehouse and office use, along with parking area on 18 acres of vacant land.	426,222	18.00	Ontario Center Specific Plan located at Inland Empire Boulevard and Turner Avenue

Description	Unit/Sq Ft.	Acres	Location
A Development Plan to construct a 3,046 SF, 2-story office building.	3,046	0.46	501 S. Oaks Avenue
A Development Plan to construct for commercial buildings totaling 125,959 SF on 4.9 acres.	125,959	4.90	Southeast corner of Inland Empire Boulevard and Archibald Avenue
Total	1,434,170	115.75	
Residential			
Description	Units	Acres	Location
Development Plan to construct a planned multi-family residential site consisting of three condominium product types.	332	21.44	Northwest corner of Inland Empire Boulevard and Turner Avenue
Development Plan to construct a 483, 300-sf mixed-use development, including 382 multi-family dwelling units and 58,018 square feet of commercial-retail on two parcels totaling 9.32 acres.	382	9.32	South side of Via Villagio between Via Asti and Via Alba
A Tentative Tract Map (No. 18023) for condominium purposes for the development of 217 units, in conjunction with a mixed-use development on 5.08 acres.	217	5.08	South side of Via Villagio between Via Piemonte and Via Alba
A Tentative Tract Map (No. 18024) for condominium purposes for the development of 165 units, in conjunction with a mixed-use development on 4.24 acres.	165	4.24	South side of Via Villagio between Via Asti and Via Piemonte
Total	1,096	40.08	

Source: Planning Department City of Ontario: Development Activity Report, December 2006

City of Rancho Cucamonga			
Industrial			
Description	Unit/Sq Ft.	Acres	Location
Industrial Facility	120,521	11	E/S Archibald Avenue between 6 th and 4 th Street
Industrial Facility	40,000	5	Northeast corner 4 th Street and Buffalo Place
Industrial Facility	84,494	4	9300 Santa Anita
Industrial Facility	81,464	5	Southeast corner 7 th and Archibald
Industrial Facility	18,527	1	S/S of 8 th Street between Cottage and Belmat
Industrial Facility	88,076	5	Hyssop Drive, north of 6 th Street
Total	433,082	31	
Commercial			
Description	Unit/Sq Ft.	Acres	Location
Office Professional	10,000	1	Red Oak Avenue
Office Professional	10,000	1	Red Oak Avenue
Office Professional	52,850	3	Southeast corner Pittsburgh and 5 th
Office Professional	13,692	1	East of Utica Avenue, south of Alpen Avenue
Total	85,942	6	

Source: City of Rancho Cucamonga Planning Department: Development Activity Report, December 2006

Cumulative Impacts Considered to be Less than Significant

Aesthetics. The combined cumulative projects (nearly 1,100 residential lots, close to 1,500,000 square feet of commercial space, and approximately 3,500,000 square feet of industrial space) would continue to contribute to the urban character of the City of Ontario. The City of Ontario has established design standards for various land uses in order to ensure orderly and consistent development of the City as a whole.

The development of the proposed project would create a mixed use development on 41.29 acres that would meet the growing demand for auto service, retail, professional office and hospitality services. The surrounding areas are developed with commercial or light industrial uses that are compatible to the proposed project. The Specific Plan incorporates design standards to provide for buildings that would be aesthetically pleasing and would blend into the existing environment. One of the objectives of building design and site development within the Specific Plan area is to concentrate architectural detail toward public views, while promoting the interrelationship of the buildings through shared courtyard and open space area. Although this would change the visual character of the area, development of the project site would not degrade the visual character or quality of the project site and its surrounding area. The site is located adjacent to and with access from the heavily traveled I-10 Freeway which would be suitable for the proposed development.

In summary, the proposed project in conjunction with other related projects will continue to define City of Ontario's urban environment. This impact is considered to be less than significant as the majority of the projects listed in Table 5-1 are in accordance with the General Plan and Zoning Ordinance and are a part of the City's long-range development strategy.

Biological Resources. The project site does not contain suitable habitat for any rare, threatened or endangered species. Other cumulative projects would incrementally increase the use of currently undeveloped land that could potentially be used by various wildlife species, including rare, threatened or endangered species. However, the City of Ontario is largely developed with urban uses and most of the cumulative project sites are already surrounded by development. Therefore, cumulative impact to biological resources would not be considered significant.

Cultural Resources. The results of the Cultural Resource Investigation did not indicate presence of any significant cultural resources on the project site. Similarly, all projects are required to be surveyed for onsite archaeological and historic resources prior to development. If potentially significant resources were uncovered, then appropriate mitigation would be required to preserve, record or avoid the resource. Therefore, no cumulative impacts to cultural resources would occur.

Geology and Soils. The City of Ontario and the Planning Area are located in a seismically active region. However, the Uniform Building Code addresses requirements for construction to withstand earthquakes and associated groundshaking, settlement, etc. Design of structures to meet seismic safety standards would result in impacts remaining less than significant for each project as it is developed. Therefore, no cumulative impacts would occur.

Hazards. The proposed land uses within the Ontario Gateway Specific Plan would store, use and dispose of hazardous materials typical of auto related activities, and medical waste. Cumulative projects include uses that would support industrial and manufacturing activities and some other commercial uses that could include service stations. The transport, use, storage and disposal of hazardous materials would increase incrementally as development continues in the area. However, the proposed project and related projects (other than residential) are regulated by local, state and federal agencies for hazardous materials, and must show proof of compliance with all applicable regulations. Therefore, this impact would not be cumulatively significant.

Hydrology and Water Quality. Cumulative projects would result in an increase in impervious surfaces and increase runoff from these sites into the local and regional storm drain systems. In addition, urban pollutants associated with parking lots, roads, and landscaping, combine with stormwater that ultimately ends up in major watercourses flowing through Ontario. Stormwater requirements administered by the Santa Ana Regional Water Quality Control Board (RWQCB) require individual projects to employ Best Management Practices (BMPs) to control urban runoff from each site during construction. The RWQCB is also responsible for reviewing each project's Water Quality Management Plan (WQMP) for long-term operation and issuing the Waste Discharge Requirements for each project. In addition, individual business owners may also be required to submit Water Quality Management Plans and be issued Waste Discharge Requirements by the RWQCB on an individual basis within larger development projects. Employing BMPs that reduce the potential for storm water discharges to affect water quality have been proven successful when implemented at construction projects. Therefore, this impact would not be cumulatively significant.

Noise. Noise associated with the proposed project is related to delivery trucks, automobiles and helicopters which would be mitigated on site by appropriate mitigation measures. Each cumulative project is assessed on potential noise production or if it would be impacted by existing noise sources, and must comply with the City's noise standards.

Long-term noise from the cumulative projects would be mostly associated with new vehicle trips. Over time area roadways may experience substantial noise increases due to area-wide growth in general. The General Plan has designated areas along heavily traveled streets for commercial and other less noise sensitive uses that can tolerate increased noise from traffic. Site-specific areas where noise may affect residential would require additional noise mitigation to be determined on a site-by-site basis. Therefore, increases in ambient noise in the area would not be cumulatively significant.

Population and Housing. As discussed in Section 4.9, the proposed project would provide a variety of full-time and part-time jobs in the City of Ontario and contribute to a beneficial job/housing ratio. The cumulative projects include approximately 1,100 units to be developed within a two-mile radius of the proposed project. Therefore, this project, in conjunction with other proposed commercial and industrial/warehouse projects in the vicinity would bring the area close to a jobs/housing balance.

Public Services. These include fire protection, police/law enforcement, public schools, public library, medical facilities, public works, and recreation. No significant impact to public services

would occur with the proposed project. Other commercial and industrial/warehouse projects would not directly affect schools, libraries, medical facilities or recreation because these uses do not generate additional residents directly.

Other services such as fire protection, police/law enforcement, and public works could be affected, particularly by the 1,100 new dwelling units being proposed in the area. As individual projects are planned and approved, they are required to pay development fees that would go toward funding improvements to public services such as additional staff, new facilities or upgrades to existing facilities. Payment of development fees as projects are approved would allow provision of public services to continue to support an expanding population or service area. Also, a larger number of commercial uses would have private security that reduce burden on the City's public services. A part of the sales tax revenue also generated from commercial/retail uses goes to public service departments that would further offset any significant impacts. Therefore, no cumulative impacts would occur.

Traffic and Circulation. According to the traffic impact analysis prepared by Kunzman Associates, the traffic analysis prepared for the proposed project included an analysis of future conditions in 2006, 2008, and 2030 with and without the project as well as expected growth in the area. Future traffic projections have been interpolated from existing traffic counts and from the Southern California Associated Government Comprehensive Transportation Plan traffic model. The existing traffic count data serves as both the starting point for the refinement process, and also provides important insight into current travel patterns and the relationship between peak hour and daily traffic conditions. The traffic model is consistent with the City of Ontario General Plan.

The City of Ontario General Plan designates land uses to all areas of the City. The 2030 traffic model includes the zoning for each area of the City and those projects known at the time the traffic model is developed. Mitigation measures in the form of street improvements, internal parking and roadway design, and signals are listed to achieve acceptable levels of service. The City of Ontario requires the payment of traffic fees for off-site improvements.

With the improvements to streets as planned in the General Plan and determined for each specific project, and the payment of fees to pay for these improvements, the incremental impacts from the proposed project in conjunction with the listed cumulative projects and overall growth, would not contribute to significant cumulative impacts to traffic.

Public Utilities. These include water service, sewer service and wastewater treatment, solid waste disposal, storm drain systems, and energy. No significant impacts would occur with the proposed Ontario Gateway Specific Plan. Cumulative projects in the area, including the project, would add incrementally to the use of these systems. Long-range planning on the part of the various agencies responsible for maintaining and upgrading these systems take into account assumptions made by individual cities and counties about community growth and what will be required to maintain adequate utilities and infrastructure. Continued cooperation between the various agencies should ensure that cumulative impacts to public utilities remains less than significant.

Potentially Significant Cumulative Impacts

The proposed Ontario Gateway Specific Plan, in conjunction with other related projects identified in Table 5-1 may result in significant cumulative impacts to Air Quality associated with increased vehicle trips.

Air Quality. Cumulative projects would generate emissions of criteria pollutants based on the size and type of projects and are estimated in Table 5-2. Individually, many of these projects would not exceed the CEQA threshold of significance due to their small size or lack of emission sources. The SCAQMD also regulates all dust sources and stationary sources of air pollutants including gas stations and CARB regulates vehicle and truck emissions.

The proposed project creates vehicle trips and related emissions that exceed the CEQA thresholds. However, the professional and hospitality services provided by the proposed project would likely reduce the overall vehicle miles by providing a local employment and retail facilities for the existing and future residences. Cumulatively, the vehicle and truck trips associated with residential growth, commercial centers, and industrial facilities in conjunction the proposed project, would contribute to a significant cumulative impact to air quality.

Table 5-2
Cumulative Operational Emissions (Pounds per Day)

Source	Emissions (lb/day)			
	ROG	NO _x	CO	PM ₁₀
Area Source Emissions	786.07	50.85	1,158.70	169.58
Mobile Source Emissions	731.2	1,261.9	9,009.6	729.8
Total	1,517.3	1,312.8	10,168.3	899.4
SCAQMD Threshold	137	137	548	82
Significant	YES	YES	YES	YES

Source: URBEMIS2002 Computer Model; Output in Appendix F

5.3 GROWTH INDUCING IMPACTS

CEQA Guidelines Section 15126.2(d) requires an evaluation of growth inducing impacts that may result from a proposed project. Growth inducing impacts can occur when a proposed project places additional stress on a community by directly inducing economic or population growth that would lead to construction of new development projects in the same area as the project. A project would also be considered growth inducing if it removes obstacles to growth such as building a road to an undeveloped area, constructing a wastewater treatment plant or extending a sewer line that would provide additional capacity and thus allow new development in the area.

The Ontario Gateway Specific Plan site is located in the northeasterly portion of the City of Ontario. Ontario is one of the fastest growing cities in southern California that currently is experiencing quickly evolving commercial real estate development for corporate offices, large professional firms and high technology along with growing manufacturing, retail and distribution

sectors. The proposed project would benefit from the proximity of the project site to the LA/Ontario International Airport and would increase opportunities for employment and other professional services in the City. In addition, the jobs created are intended to be filled by the local populace. Most of the proposed land uses within the Specific Plan are service oriented (hospital, hotel, auto sales, restaurant, etc.) and will not include any housing components. Therefore, the project is not growth inducing and meets the City's General Plan designation and policies.

5.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE CAUSED BY THE PROPOSED PROJECT SHOULD IT BE IMPLEMENTED

CEQA Guidelines Section 15126.2(c) states significant irreversible environmental changes to nonrenewable resources which would be caused by the proposed project should it be implemented must be addressed. No significant irreversible environmental changes to nonrenewable resources are expected. Development of the Ontario Gateway Specific Plan will be in accordance with all applicable building and development code requirements for energy savings such as insulation of buildings and energy-efficient lighting (as feasible), heating and cooling systems installed with timers, and other energy saving devices. Landscaping with drought tolerant plants and water conservation devices would also be designed into the project.

The proposed Ontario Gateway Specific Plan contains a number of development standards to reduce dependence on non-renewable resources and encourage alternative ways to heat and cool the buildings and to conserve water.