Ontario International Airport Connector Project

ONTCONNECTOR

APPENDIX E

COMMUNITY IMPACT ASSESSMENT TECHNICAL REPORT

October 2024

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ABBREVIATIONS AND ACRONYMS

ACS	American Community Survey
AB	Assembly Bill
ADA	Americans with Disabilities Act
AEP	Association of Environmental Professionals
ALP	Airport Layout Plan
ALUCP	Airport Land Use Compatibility Plan
a.m.	ante meridiem
AOB	Airport Operations Bureau
AOS	Airspace Obstruction Surfaces
Caltrans	California Department of Transportation
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CJUHSD	Chaffey Joint Union High School District
CIA	Community Impact Assessment
CSD	Cucamonga School District
CTP	Countywide Transportation Plan
DOF	Department of Finance
EDD	California Employment Development Department
EIR	Environmental Impact Report
EJ	Environmental Justice
EO	Executive Order
FAA	Federal Aviation Administration
FedEx	Federal Express
FMV	Fair market value
Fy	Fiscal Year
FTA	Federal Transit Administration
GIS	geographic information system
I-10	Interstate 10
I-15	Interstate 15
IASP	Industrial Area Specific Plan
K-5	Kindergarten through fifth grade
K-8	Kindergarten through eighth grade
K-12	Kindergarten through twelfth grade
MEP	mechanical, electrical, and plumbing
MM	Mitigation Measure

MSF	Maintenance and storage facility
NEPA	National Environmental Policy Act
OFD	City of Ontario Fire Department
OIAA	Ontario International Airport Authority
OMSD	Ontario-Montclair School District
ONT	Ontario International Airport
OPD	City of Ontario Police Department
OSP	Operating System Provider
p.m.	Post meridiem
Project	Ontario International Airport Connector Project
RCFPD	Rancho Cucamonga Fire Protection District
RHNA	Regional Housing Needs Assessment
ROW	right-of-way
RTP/SCS	Regional Transportation Plan and Sustainable Communities Strategy
SANBAG	San Bernardino Associated Governments
SB	Senate Bill
SBCSD	San Bernardino County Sheriff's Department
SBCTA	San Bernardino County Transportation Authority
SCAG	Southern California Association of Governments
SCRRA	Southern California Regional Rail Authority
SSMP	Safety and Security Management Plan
SR-60	State Route 60
STRA-2021	Surface Transportation Reauthorization Act of 2021
TBM	Tunnel Boring Machine
TCE	temporary construction easement
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
UPRR	Union Pacific Railroad
UPS	United Parcel Service
USC	United States Code
USO	United States Code
Vent shaft	Ventilation Shaft
VMT	vehicle miles traveled

1 INTRODUCTION

San Bernardino County Transportation Authority (SBCTA), in cooperation with the Federal Transit Administration (FTA), proposes to construct a 4.2-mile-long transit service tunnel directly connecting the Southern California Regional Rail Authority (SCRRA) Cucamonga Metrolink Station to the Ontario International Airport (ONT). The proposed ONT Connector Project (Project) is to expand access options to ONT by providing a direct transportation connection from Cucamonga Metrolink Station to ONT. The proposed Project is subject to federal and state environmental review requirements pursuant to National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA). FTA is the lead agency for NEPA, while SBCTA is the lead agency under CEQA. Partner agencies include the Ontario International Airport Authority (OIAA), Omnitrans, the City of Ontario and the City of Rancho Cucamonga.

ONT is located approximately two miles east of downtown Ontario in San Bernardino County. The airport services more than 25 major cities via 10 commercial carriers. ONT is owned and operated under a joint powers agreement between the City of Ontario and San Bernardino County. OIAA provides overall direction, management, operations, and marketing for ONT. In 2014, the San Bernardino Associated Governments (SANBAG), now SBCTA, prepared the Ontario Airport Rail Access Study (SANBAG 2014), which identified the need for a direct rail-to-airport connection to ONT to support its projected growth. ONT is one of the fastest growing commercial airports, forecasted to serve 14 million annual passengers by 2045 (OIAA 2019).

The purpose of this technical report is to evaluate potential environmental impacts/effects of community characteristics, including the availability of public facilities and services, land use patters, access to services, population densities, and neighborhood cohesiveness, that the Project may have within the Project area. This technical report describes existing setting, applicable regulatory settings, methodology, and potential impacts from construction and operation of the proposed Project and the No Project Alternative. The information contained in this technical report will be used to prepare the required environmental documents under CEQA.

2 PROJECT DESCRIPTION

2.1 PROJECT PURPOSE AND OBJECTIVES

The purpose of the proposed Project is to expand access options to ONT by providing a direct transportation connection from Cucamonga Metrolink Station to ONT. This new connection would increase mobility and connectivity for transit patrons, improve access to existing transportation services, provide a connection to future Brightline West service to/from ONT, and support the use of clean, emerging technology for transit opportunities between Cucamonga Metrolink Station and ONT. More specifically, the proposed Project's objectives are as follows:

- Expand access options to ONT by providing a convenient and direct connection between ONT and the Metrolink network, and other transportation services at the Cucamonga Station.
- Reduce roadway congestion by encouraging a mode shift to transit from single-occupancy vehicles and provide reliable trips to and from ONT.
- Support autonomous electric vehicle technology usage for transit projects.

2.2 PROJECT NEED

The proposed Project need includes:

- Lack of direct transit connection coinciding with Metrolink trains and peak airport arrival and departure schedules. The lack of a direct transit connection between Cucamonga Metrolink Station and ONT creates mobility challenges for air passengers accessing ONT. In many cases, the lack of a last-mile connection between the Metrolink system and ONT forces airport passengers to use rideshare services or private single-occupancy vehicles, adding congestion to the local roads between the Cucamonga Metrolink Station and ONT. This congestion results in delays for the public to reach their destination, community services, and facilities.
- Roadway congestion affecting trip reliability and causing traffic delays. ONT travelers using rideshare services or private single-occupancy vehicles adds traffic volumes and increasing congestion on the local roads between Cucamonga Metrolink Station and ONT. Increases in future traffic volumes and roadway congestion affects trip reliability for travelers and commuters to and from ONT.
- Increasing Vehicle Miles Traveled (VMT) resulting from ONT travelers and lack of a direct transit connection.
- Increased greenhouse gas emissions within communities surrounding ONT from single-occupancy vehicle travel to and from ONT.

2.3 ALTERNATIVES EVALUATED

2.3.1 No Project Alternative

CEQA requires that existing conditions and the proposed Project be evaluated against a No Project Alternative in an Environmental Impact Report (EIR). The No Project Alternative represents the Project area if the proposed Project is not constructed, and additional municipal projects would still be developed in the area. The No Project Alternative is used for comparison purposes to assess the relative benefits and impacts of constructing a new transit project versus only constructing projects which are already funded and planned for in local and regional plans.

The No Project Alternative would result in no new direct electrically powered, on-demand fixed transit guideway connection from the Cucamonga Metrolink Station to ONT. Omnitrans currently operates a limited-service bus route to ONT, known as ONT Connect or Route 380, which would remain operational under the No Project Alternative. ONT Connect currently operates Monday through Sunday, with bi-directional (northbound and southbound) service frequencies ranging from 35-60 minutes. However, ONT Connect travels with general/mixed traffic on existing roadways. The No Project Alternative assumes that the existing roadway system near ONT (such as the Interstate 10 [I-10] and Interstate 15 [I-15]) will implement some planned expansion and improvement projects and undergo routine maintenance activities. SBCTA and California Department of Transportation (Caltrans) propose to construct Express Lanes, including tolled facilities, in both directions of I-15. In addition, Caltrans is proposing to improve I-10 by constructing freeway lane(s) and other improvements through all or a portion of the 33-mile-long segment of I-10 from the Los Angeles/San Bernardino County line to Ford Street in San Bernardino County.

A detailed list of the planned projects included in the No Project Alternative is found in the Cumulative Impacts Technical Report (SBCTA 2024a).

2.3.2 Proposed Project

The proposed Project includes a 4.2-mile tunnel alignment, three passenger stations, a maintenance and storage facility (MSF), and an access and ventilation shaft (vent shaft) in the cities of Rancho Cucamonga and Ontario within San Bernardino County (see Figure 2-1). The proposed Project would include autonomous electric vehicles that would be grouped and queued at their origin station and depart toward the destination station once boarded with passengers. The following sections provide additional details on the proposed Project location and land uses, and on the proposed design, construction, and operation, as applicable, for these project elements.

2.3.2.1 Project Location

The proposed Project is located in the City of Rancho Cucamonga and in the City of Ontario within San Bernardino County. Figure 2-1 illustrates the proposed Project site's regional location and vicinity. The proposed Project alignment is a reversed L-shaped alignment consisting of the Cucamonga Metrolink

Station, Milliken Avenue, East Airport Drive, and ONT. Figure 2-2 illustrates the proposed Project area. Cucamonga Metrolink Station is located at 11208 Azusa Court in the City of Rancho Cucamonga and serves the Metrolink San Bernardino Line commuter rail. ONT is located at 1923 East Aviation in the City of Ontario and provides international airport service with over 10 different airline partners. Information related to the proposed Project Design is found in Section 2.3.2.3.

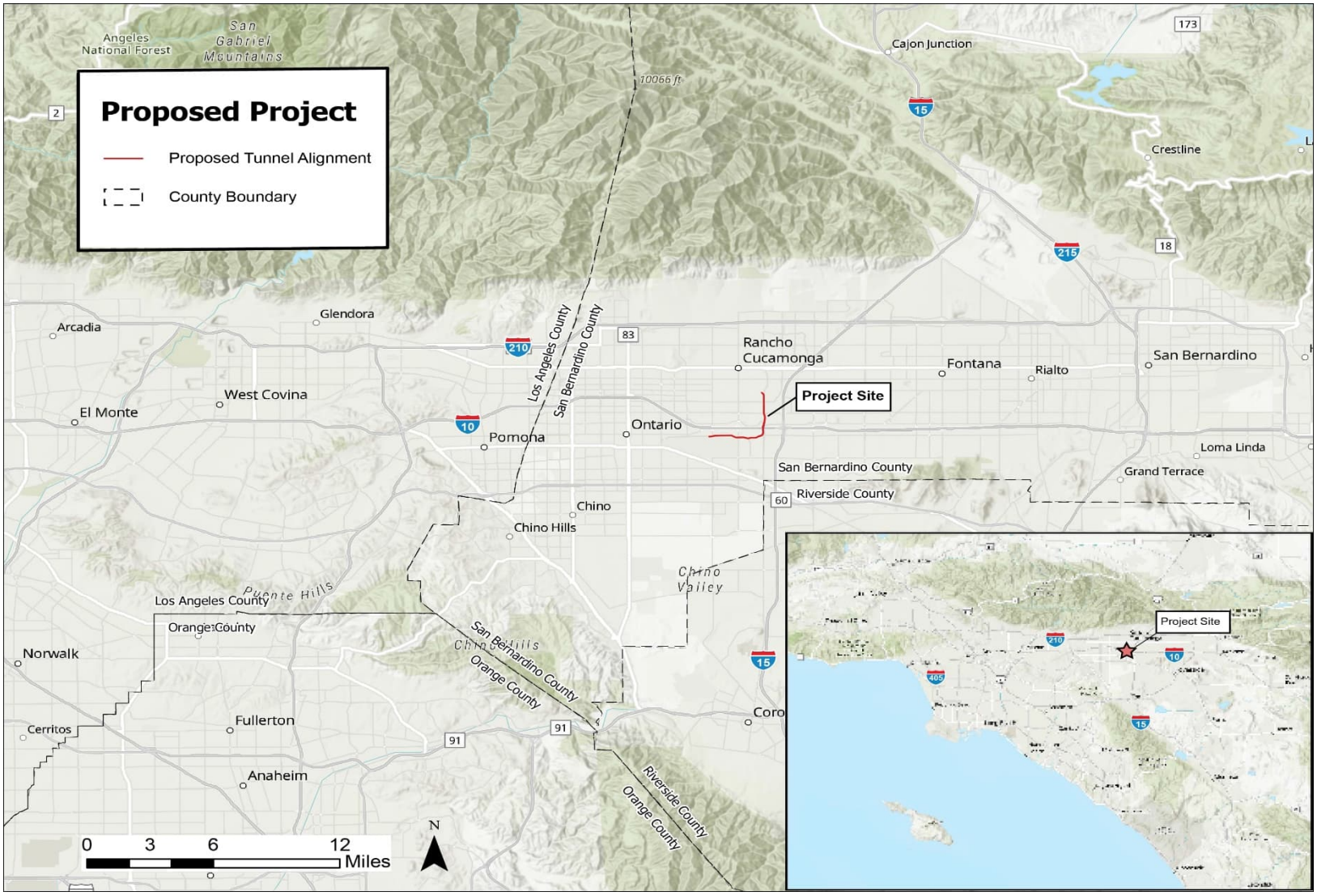
2.3.2.2 Existing Land Uses

The northwestern portion of the proposed Project alignment includes the Cucamonga Metrolink Station. There are 980 standard parking stalls and 24 Americans with Disabilities Act (ADA) compliant stalls at the Cucamonga Metrolink Station (Metrolink 2022).

From the northwestern portion of the proposed Project site, the tunnel alignment travels under Milliken Avenue, which is a major north-south arterial roadway. Milliken Avenue consists of three travel lanes north of Inland Empire Boulevard and four travel lanes south of Inland Empire Boulevard. From Milliken Avenue, the alignment travels south crossing under the existing I-10. I-10 is an east-west cross-country highway and has six lanes in each direction at the proposed Project site. The alignment eventually connects to East Airport Drive, which is an east-west arterial roadway with three travel lanes in each direction.

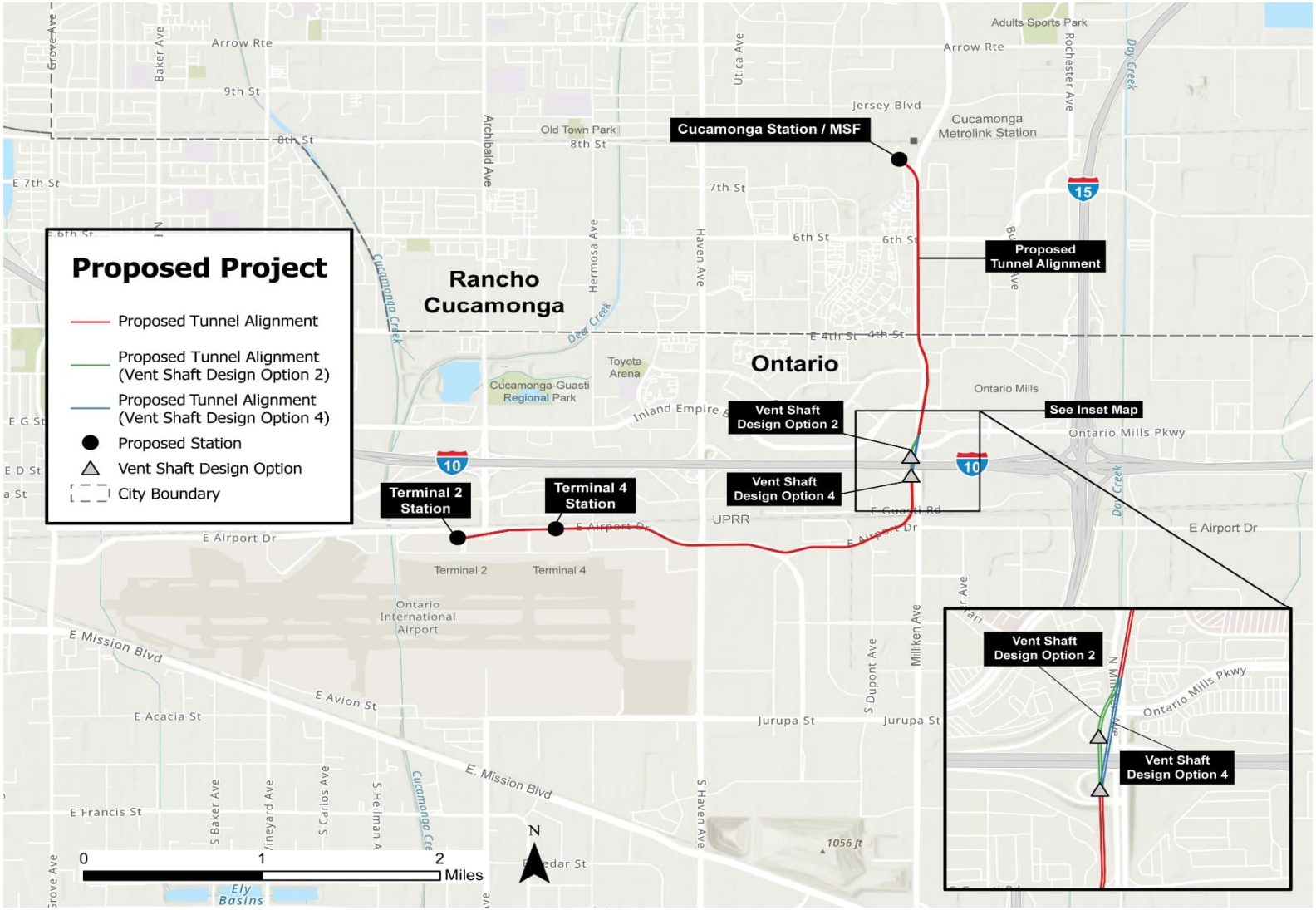
The southwestern portion of the proposed Project tunnel alignment terminates at ONT. Parking Lots 2 through 5 are located on the northern side of ONT. Parking Lots 2, 3, and 4 are surface lots that provide general parking and are a short walk away from the terminals at ONT. Parking Lot 5 is a surface economy lot at which a shuttle service is available.

Figure 2-1: Regional Location Map



Source: AECOM 2024

Figure 2-2: Proposed Project Site



Source: AECOM 2024

2.3.2.2.1 Surrounding Land Uses

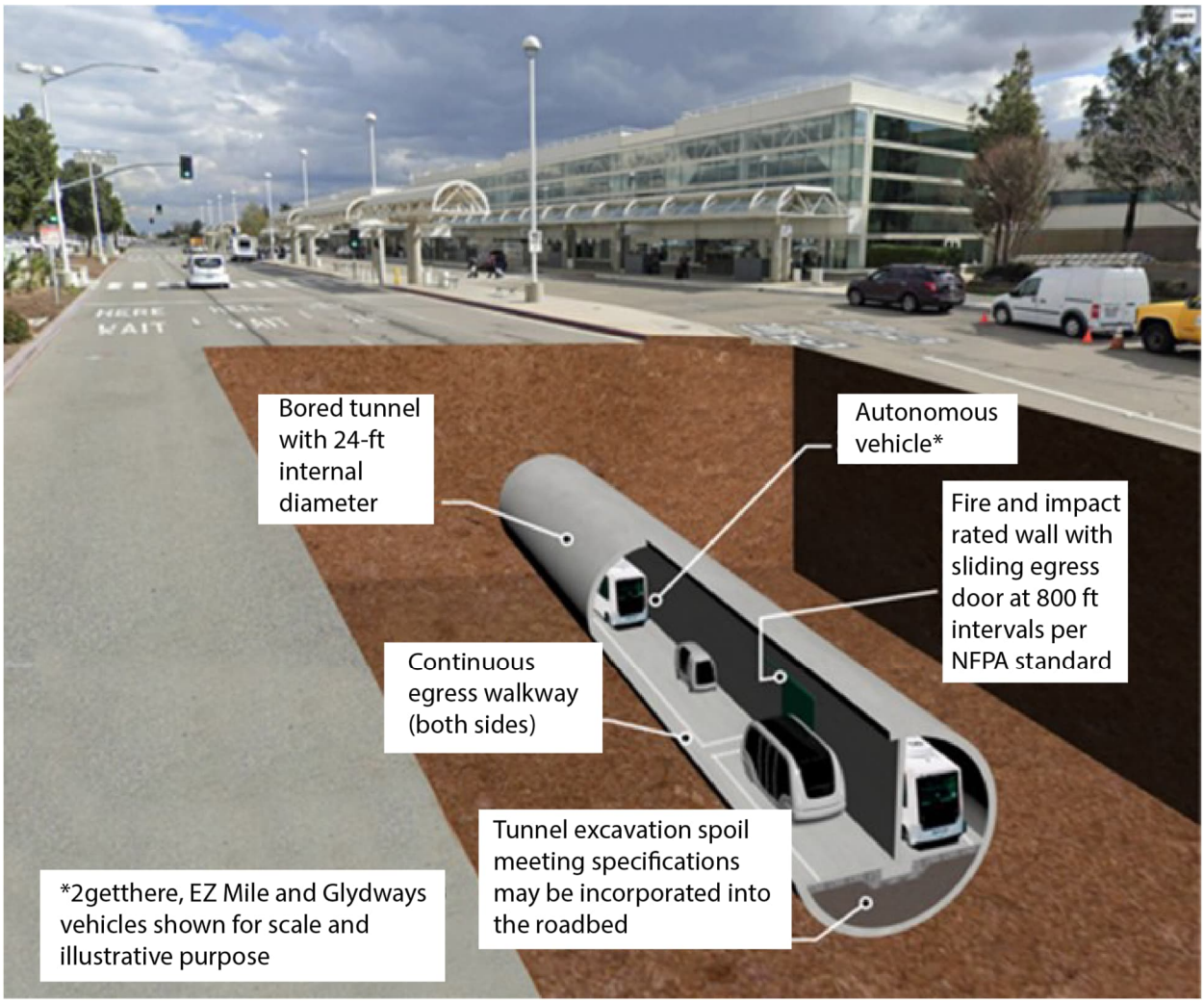
Development in the immediate vicinity of the proposed Project site includes a mix of industrial, commercial, manufacturing, transportation, office, multi-family residential, hotel, and airport related land uses. The proposed Project site's surrounding land uses are located within the City of Rancho Cucamonga and City of Ontario. Immediately adjacent uses include the following:

- North: Railroad tracks, industrial and manufacturing uses, trucking facilities, surface parking lots, Rancho Cucamonga Fire Station Number 174, and All Risk Training Center for the Rancho Cucamonga Fire Protection District.
- South: Industrial and manufacturing uses, along with trucking facilities, rental car facilities, parking lots, hotel uses, and other airport related uses. ONT includes two passenger terminals, general aviation facilities, air freight buildings, parking lots, and numerous airport and aircraft maintenance and support services.
- East: The eastern side of Milliken Avenue from 5th Street south to 4th Street consists primarily of hotel uses. Concentrated areas of commercial uses and restaurants are located along Milliken Avenue from 4th Street south to I-10, including Ontario Mills, which is a regional shopping mall complex. Hotel uses are also located adjacent to the Ontario Mills shopping mall.
- West: The western side of Milliken Avenue from approximately 7th Street south to 4th Street consists primarily of multi-family residential uses. Concentrated areas of large retail, commercial uses, restaurants, hotels, and the Toyota Arena are located along Milliken Avenue from 4th Street south to I-10.

2.3.2.3 Proposed Project Design

The proposed Project includes construction of transit facilities, including three at-grade passenger stations, one MSF, and one emergency access and vent shaft. The proposed alignment would run primarily within a 4.2-mile single underground tunnel (24-foot inner diameter bi-directional tunnel) alignment that begins at the Cucamonga Metrolink Station and travels south along Milliken Avenue and crosses beneath 6th Street and 4th Street, I-10, and the Union Pacific Railroad (UPRR), before traveling west beneath East Airport Drive to connect to Terminals 2 and 4 at ONT. A tunnel configuration has been identified as the proposed Project based on technical analysis, evaluation, and stakeholder input. Figure 2-3 depicts a typical transit tunnel section. Please see the Alternatives Considered Report for additional background on the development and refinement of the proposed Project design.

Figure 2-3: Typical Transit Tunnel Section View



Source HNTB 2024

The three proposed at-grade stations would be constructed to serve Cucamonga Metrolink Station, ONT Terminal 2, and ONT Terminal 4. The MSF would be located adjacent to Cucamonga Metrolink Station and would support operations for the proposed Project by storing, maintaining, and cleaning autonomous electric transit vehicles, and it would also include employee amenities and parking. The access and vent shaft would be constructed to provide a means of emergency passenger egress and first responder access.

The proposed Project would include autonomous electric vehicles that would transport passengers on demand between Cucamonga Metrolink Station and ONT. The autonomous electric vehicles would run on rubber tires, and the vehicles are proposed to travel on a dedicated asphalt guideway within the proposed tunnel. The tunnel will include access ramps for the transit vehicles to surface to grade and provide access to the three proposed at-grade stations for passenger boarding and alighting.

2.3.2.3.1 Stations

The proposed Project includes three passenger stations. One station would be located in the northwestern corner of the existing Cucamonga Metrolink Station parking lot, which is owned and maintained by the City of Rancho Cucamonga. The other two proposed stations would be located within two of the existing parking lots at ONT, specifically Parking Lot 2 and Parking Lot 4, which are located across from Terminals 2 and 4. These proposed stations would be located at-grade and would connect to their associated tunnel portals along Terminal Way at ONT. Stations are proposed to be one to two stories and up to approximately 40 feet in height. All three stations would be connected to the bored tunnel via a cut-and-cover structure and an at-grade guideway. The guideway would be enclosed by fencing, and the walls would be buffered with landscaping. A pedestrian walkway would be provided bordering the outside of the guideway. Figure 2-4 and Figure 2-5 illustrate the overview of the proposed station footprint.

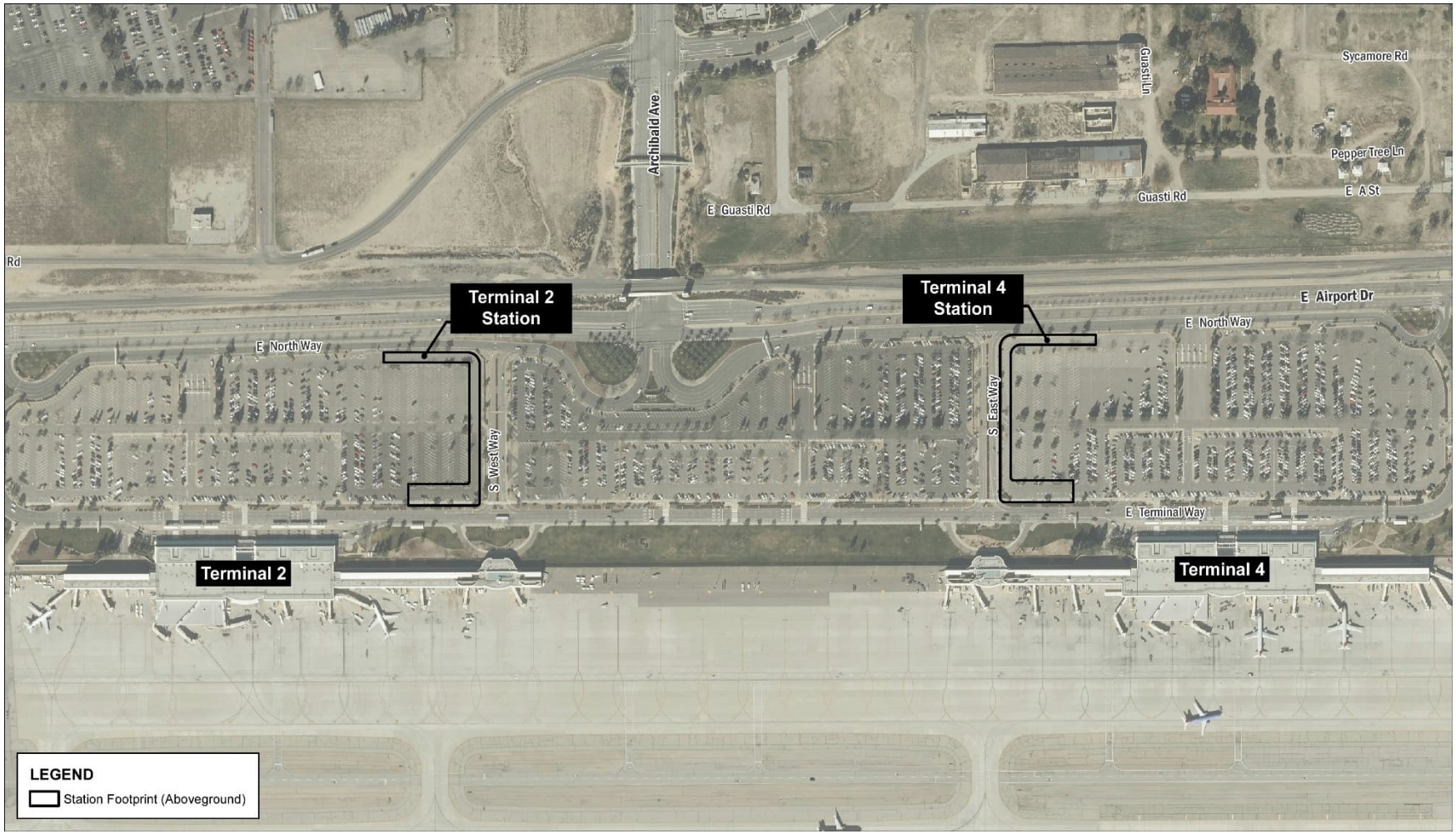
The proposed at-grade station Cucamonga Station would be approximately 8,000 square-feet and would be located at the northwest corner of the existing Cucamonga Metrolink Station parking lot. The existing Cucamonga Metrolink Station parking lot is owned and maintained by the City of Rancho Cucamonga. Approximately 180 parking stalls would be permanently removed from the existing Cucamonga Metrolink Station parking lot to accommodate the proposed Cucamonga Station. Two other stations, each approximately 10,000 square-feet, would be located at-grade within two of the existing parking lots at ONT Terminal 2 and Terminal 4. The Cucamonga Station also includes the proposed Project's MSF.

The two airport-serving stations would connect to their associated tunnel portals along Terminal Way via an at-grade connection. The proposed stations would be entirely located within the ONT right-of-way (ROW). Approximately 80 parking stalls would be permanently removed to accommodate the ONT Terminal 2 station, and approximately 115 spaces would be permanently removed to accommodate the ONT Terminal 4 station.

Figure 2-4: Cucamonga Station

Source: HNTB 2024

Figure 2-5: Ontario International Airport - Terminal 2 Station and Terminal 4 Station



Source: HNTB 2024

2.3.2.3.2 Maintenance and Storage Facility

The proposed Cucamonga Station would include an adjacent maintenance and storage facility with enclosed bays to store, clean, and maintain vehicles. The MSF would be approximately 11,000 square feet, with an additional 5,000 square feet second story and would contain an operations control center with lockers, breakrooms, and restrooms. Employee parking for the facility would be provided at the existing parking lot owned by SBCTA, in the southeastern quadrant of the Milliken Avenue/Azusa Court intersection.

2.3.2.3.3 Description of Vent Shaft Design Options

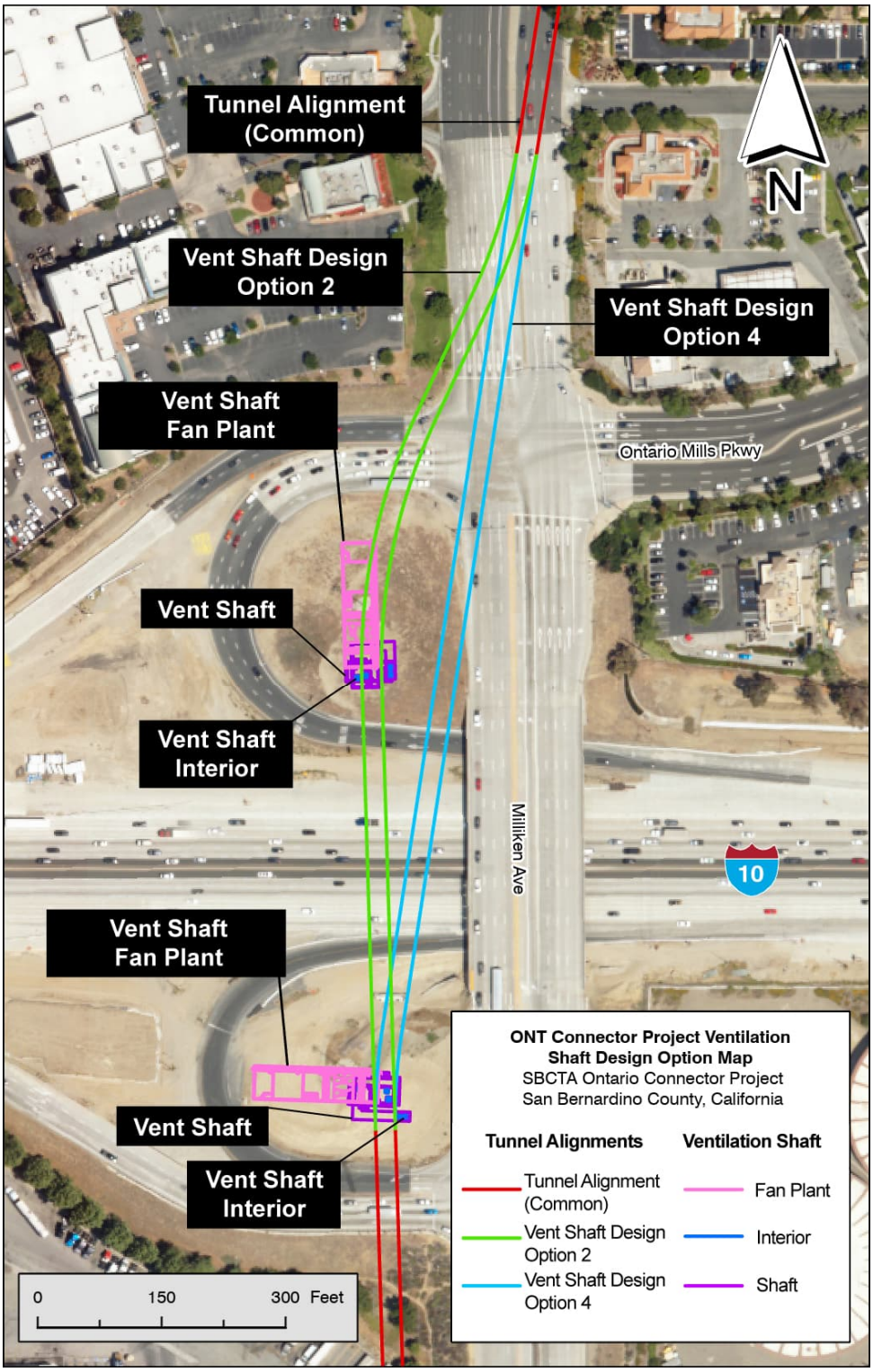
A vent shaft would be constructed to provide a means of emergency passenger egress and first responder access to and from the tunnel. Two locations are being considered west of Milliken Avenue on the north and south sides of I-10, as shown in Figure 2-6. A final decision about the location of the vent shaft would be made after the completion of the CEQA and NEPA environmental processes, and consideration of operational needs, environmental impacts, and stakeholder coordination.

The location option on the north side of I-10 would be in the ROW for the westbound off-ramp and would provide surface ground access from the Milliken Avenue/I-10 westbound off ramp intersection or from the westbound off ramp right lane near the ramp termini or directly from Milliken Avenue. The location option on the south side of I-10 would be in the ROW for the eastbound on-ramp and would provide surface ground access from Milliken Avenue near the eastbound on-ramp.

The vent shaft would consist of both underground and above ground structures. The underground shaft would extend to the tunnel level and the surface structures would consist of a one-(1) story structure above ground.

Access points would include underground, surface, and road access for emergencies to and from the tunnel. The proposed vent shaft would include associated electrical and ventilation equipment, and access would be controlled via a lock and key.

Figure 2-6: Vent Shaft Design Option 2 and Vent Shaft Design Option 4



Source: HNTB 2024

2.3.2.4 Proposed Operations

The proposed Project includes operation of autonomous electric vehicles to transport passengers to and from the proposed stations. The autonomous electric vehicles would be grouped and queued at their origin station and would depart toward the destination station once boarded with passengers. After the group of vehicles arrives at the destination station and passengers deboard, new passengers would board, and the group of vehicles would return to its origin station. If no new passengers are present, empty vehicles would be returned to the origin station to pick up new passengers. The proposed Project would provide a peak one-way passenger throughput of approximately a minimum of 100 per hour. Operations would be managed by Omnitrans, with on-demand service provided daily from 4:00 a.m. to 11:30 p.m., including weekends and holidays.

Fleet size and capacity of the vehicles will be up to the Operating System Provider and Design-Builder to determine to provide an initial operating system capable of transporting a minimum of 100 passengers per hour per direction and scalable to meet ridership demand. Based on the initial operating requirements and preliminary vehicle capacities, SBCTA is anticipating initial fleet sizes of between 7 and 60 vehicles to be required. Vehicles are rubber-tired electric autonomous vehicles.

2.3.2.5 Proposed Construction

This section describes the construction approach for the proposed Project. Overall construction of the proposed Project would last approximately 56 months, with project elements varying in their specific construction duration, as discussed below. Construction is projected to start in 2025 and is anticipated to be completed in 2031. The Construction Methods Technical Report provides additional details regarding the construction approach and process for the key project elements (stations, MSF, tunnel construction, and vent shaft) associated with the proposed Project (SBCTA 2024b).

2.3.2.5.1 Stations and Maintenance and Storage Facility Construction

A construction staging area would be required at each of the three proposed Project stations, which includes the MSF at Cucamonga Station, and at the vent shaft location. Construction staging areas would be used to store building materials and construction equipment, assemble the tunnel boring machine (TBM), temporarily store excavated materials, and serve as temporary field offices for the contractor. Heavy-duty, steel, track-out grates (i.e., rumble plates) would be staged at the entrance of the construction staging areas to capture dirt and soil debris from the wheels of trucks and construction equipment. Best management practices would minimize a public nuisance that can result from soil and mud tracks on the public roadway. For security purposes, construction staging areas would be equipped with fences, lighting, security cameras, and guards to prevent vandalism and theft.

Cut-and-cover sites would occur at each proposed station location. Cut-and-cover activities involve the excavation of a shallow underground guideway from the existing street surface. During the construction

phase, the cut-and-cover sites at Cucamonga Metrolink Station and Terminal 2 at ONT would be used as the TBM launching and receiving pits. Ultimately, the station cut-and-cover sites would serve as the vehicle ramps for the proposed Project's operations where the underground guideway would transition to at-grade.

Following the mass excavation and grading, the stations would require the installation of the waterproof membrane around the station box. The construction sequence for the station structures would typically commence with construction of the foundation base slab, followed by installation of exterior walls any interior column elements, and pouring of the station roof. Once station structure work is complete, the station excavation would be backfilled, and the permanent roadway would be constructed. Decking removal and surface restoration would then occur. Stations are proposed to be 1 to 2 stories, up to approximately 40 feet in height.

Generally, stations would be built simultaneously with or following guideway construction. However, construction of the proposed Cucamonga Station may need to occur after the completion of all excavation and in-tunnel work. Truck haul routes, described in Table 2-1 below, would be designated for each staging site to transport excavated material from the staging sites. Additional construction details for the proposed stations and MSF are described below, in Table 2-1, and in the Construction Methods Technical Report. Table 2-2 provides an overview of the typical sequencing for transit construction activities (SBCTA 2024b).

2.3.2.5.1.1 Construction Details for Cucamonga Station and Maintenance and Storage Facility

Construction at the proposed Cucamonga Station would require a mass excavation and the TBM would be launched from the invert of the proposed Cucamonga Station and retrieved from the ONT Terminal 2 Station construction site. Construction at the proposed Cucamonga Station would require approximately 3.2 acres. Approximately 170 parking stalls would be temporarily unavailable at the Cucamonga Metrolink Station parking lot. Construction at the Cucamonga Station would occur for up to 37 months. No road closures are anticipated for staging at the Cucamonga Station. Equipment needs would include the following: excavators, backhoes, a vertical conveyor system, a gantry crane, a crawler crane, concrete trucks, haul trucks, a wheel loader, Foamplant, cooling towers, a tunnel fan grout plant, segment cars, and flatcars.

Additionally, construction would not interrupt Metrolink service at the Cucamonga Metrolink Station, as construction activities and staging would occur within the existing Cucamonga Metrolink Station parking lot. SBCTA will coordinate construction at Cucamonga Station with SCRRA, prior to the start of construction and throughout the construction period, to maintain station access and to coordinate station parking, as needed.

Table 2-1: Stations, Maintenance and Storage Facility Construction Details

Proposed	Construction Area	Duration	Haul Route
Cucamonga Station and MSF	Would require approximately 3.2 acres within the existing Cucamonga Metrolink Station parking lot. Approximately 170 parking stalls would be temporarily unavailable from the existing Metrolink parking lot.	Construction at the Cucamonga Station would occur for up to 37 months.	Haul trucks are needed to support removal and transport of materials from the mass excavation for each construction site (for the stations and vent shaft) and from tunnel boring activities. Haul trucks would collect excavated material from the construction sites and transport it away from the sites, utilizing designated haul routes. Haul trucks would exit the staging area, travel north along Milliken Avenue, and turn right on Foothill Boulevard to access I-15. No road closures are anticipated for staging at the Cucamonga Station.
ONT Terminal 2 Station	Would require approximately 3.4 acres within the existing ONT Terminal 2 parking lot. Approximately 300 parking stalls would be temporarily unavailable from the ONT parking lot.	Construction at ONT Terminal 2 would occur for up to 27 months.	Haul trucks are needed to support removal and transport of materials from the mass excavation for each construction site (for the stations and vent shaft) and from tunnel boring activities. Haul trucks would collect excavated material from the construction sites and transport it away from the sites, utilizing designated haul routes. Haul trucks would exit the staging area, travel east along Terminal Way, and turn left on Haven Avenue to access I-10. No road closures are anticipated for staging at the Terminal 2 Station.
ONT Terminal 4 Station	Would require approximately 3.2 acres within the existing ONT Terminal 4 parking lot. Approximately 300 parking stalls would be temporarily unavailable from the ONT parking lot.	Construction at ONT Terminal 4 would occur for up to 15 months.	Haul trucks are needed to support removal and transport of materials from the mass excavation for each construction site (for the stations and vent shaft) and from tunnel boring activities. Haul trucks would collect excavated material from the construction sites and transport it away from the sites, utilizing designated haul routes. Haul trucks would exit the staging area, travel east along Terminal Way, and turn left on Haven Avenue to access I-10. No road closures are anticipated for staging at the Terminal 4 Station.

Table 2-2: Typical Sequencing of Transit Construction Activities

At Grade or Underground	Activity	Typical Duration (Total Months)	Description
At Grade Construction Activities	Utility Relocation	7-14	Relocate utilities from temporary and permanent elements related to the construction and/or operation of the Project.
At Grade Construction Activities	Construction Staging Laydown Yard	3-6	Prepare existing lots to store construction equipment and materials, including the TBM, office space.
At Grade Construction Activities	Roadway	6-18	Reconfigure roadway, demolition of existing roadway installation of curb and gutter and other public ROW improvements.
At Grade Construction Activities	At-grade Guideway	6-18	Install asphalt and striping for guideway.
At Grade Construction Activities	Station Construction (overall)	24-48	Install mechanical, electrical, and plumbing (MEP), canopies, faregates, ticketing, finishes, stairs, and walkways.
At Grade Construction Activities	Parking	3-6	Restoring existing parking stalls temporarily unavailable due to construction, as applicable.
At Grade Construction Activities	MSF	8-12	Install MEP, fencing, enclosed bays, specialized washing equipment, and rebar installation, and concrete pours.
Underground Construction Activities	Utility Relocation	7-14	Relocate and hang underground utilities from temporary and permanent elements related to the construction and operation of the Project.
Underground Construction Activities	Open Cut and Cut and Cover Construction	18-24	Supports the construction of the TBM launching and receiving pit, and of the access ramps connecting the tunnel with the at-grade stations. Install soldier piles for beam and lag support of excavation and excavation. Cover excavation with temporary decking.
Underground Construction Activities	Bored Tunnel	16-24	Underground guideway construction.
Underground Construction Activities	Ventilation and Emergency Access Shaft	6-8	Install ventilation and emergency access shaft.
Underground Construction Activities	Underground Guideway	12-18	Install asphalt and striping for guideway.

The proposed Cucamonga Station includes an MSF to store, clean, and maintain vehicles. The MSF would be approximately 11,000 square feet, with an additional 5,000 square feet second story and would contain an operations control center with lockers, breakrooms, and restrooms. The MSF would be constructed adjacent to the Cucamonga Station and would include enclosed bays.

2.3.2.5.1.2 Construction Details for ONT Terminal 2 Station

Construction staging at the proposed ONT Terminal 2 station would require approximately 3.4 acres within the existing ONT Terminal 2 parking lot. Approximately 300 parking stalls would be temporarily unavailable at the ONT Terminal 2 parking lot. Construction at the ONT Terminal 2 Station would occur for up to 27 months. No road closures are anticipated for staging at the ONT Terminal 2 Station. Equipment needs would include the following: a piling rig, a gantry crane, a crawler crane, excavators, concrete trucks, muck trucks, a wheel loader, Foamplant, cooling towers, a tunnel fan, a grout plant, segment cares, and flatcars.

2.3.2.5.1.3 Construction Details for ONT Terminal 4 Station

Construction Staging at the proposed ONT Terminal 4 station would require approximately 3.2 acres within the existing ONT Terminal 4 parking lot. Approximately 300 parking stalls would be temporarily unavailable at the ONT Terminal 4 parking lot. Construction at the ONT Terminal 4 Station would occur for up to 15 months. No road closures are anticipated for staging at the ONT Terminal 4 Station. Equipment needs would include the following: a piling rig, a crawler crane, concrete trucks, muck trucks, a compressor, a generator, a water treatment plant, a wheel wash, a wheel loader, backhoes, and excavators.

2.3.2.5.2 Tunnel Construction

The proposed Project will travel in a below grade tunnel configuration for most of its proposed alignment. A TBM will be utilized in the construction of the tunnel. TBMs are typically used in the construction of infrastructure projects to build deep underground tunnels by boring, or excavating, through soil, rocks, and/or other subsurface materials. The TBM would be launched from the Cucamonga Metrolink Station to construct the tunnel. Additional details regarding the underground construction process for the proposed Project are included in the Construction Methods Technical Report (SBCTA 2024b).

The TBM would be launched from the invert of the proposed Cucamonga Station and retrieved from the ONT Terminal 2 Station construction site. A large crane would be used to assemble and disassemble the TBM from the excavation and receiving pits. OIAA height limits at ONT and Rancho Cucamonga, 135 feet and 160 feet, respectively, would restrict crane heights. The TBM would operate six days a week, with maintenance occurring each Sunday. Construction of the entire tunnel would take approximately 22 months. Both ends of the tunnel would need to be constructed via direct excavation (cut and cover) to launch or retrieve the TBM. After mining is completed and TBM logistics are demobilized, both ends of the tunnel would be utilized to build the invert roadway, walkways, center wall and MEP systems, etc.

Vehicle ramps connecting to the tunnel would be constructed via direct excavation, as well. Equipment at the TBM launch site would include trucks, a crane, excavators, a grout plant, a compressor plant, a tunnel fan, and cooling towers. The launch area would also store tunnel construction materials (rail, pipe, ducts, etc.) and stockpile excavated material.

Truck haul routes at the proposed launch site at Cucamonga Station and the proposed retrieval site at ONT Terminal 2 Station are described in Table 2-1 above. the Construction Methods Technical Report includes additional details on the overall construction approach for the proposed tunnel (SBCTA 2024b).

2.3.2.5.3 Vent Shaft Construction

Two vent shaft design options with different access points are being considered for the proposed Project. Vent shaft design option 2 would be located west of Milliken Avenue on the westbound off-ramp of the I-10. Vent shaft design option 4 would be located west of Milliken Avenue on the eastbound on-ramp of the I-10. The vent shaft will consist of both underground and above ground structures. The underground shaft will extend to the tunnel level and the surface structure will consist of a one-(1) story structure above ground. One vent shaft would be constructed along the tunnel alignment.

The vent shaft could be constructed before or after the construction of the tunnel and would be installed using a similar construction methodology to that of the tunnel and take approximately 6 months to complete. A drill rig would install up to 5 piles deep per day, each 70 feet deep. Piles would be drilled (i.e., no impact driving). The access shaft would then be excavated. The excavation would be supported by an internal bracing system. The vent shaft would require a construction staging area approximately 0.62-acres (27,000 square feet). Anticipated equipment at the location would include haul trucks, a drill rig, a crane, an excavator, a wheel loader, a compressor, and a vent fan. The staging area would include material storage, stockpiles of excavated material, water treatment, a workshop, a construction office, and an employee parking. Additional details regarding the construction process for the vent shaft are included in the Construction Methods Technical Report (SBCTA 2024b).

2.3.2.5.4 Utilities

Utility relocations are anticipated at the launch and retrieval locations at the Cucamonga Metrolink Station site, ONT, and ventilation/emergency access shaft. Multiple utilities would be relocated to allow for the construction of the access shaft, including: potential electric underground distribution cables owned and operated by Southern California Edison; landscape irrigation line owned and operated by the City of Ontario; and Caltrans fiber optic duct bank. In a future project phase, coordination with the existing utility service providers prior to utility relocation would be conducted to reduce potential impacts to utility service and minimize disruptions. Relocations of existing utilities would be coordinated with utility service providers and would be in previously disturbed areas or established ROW close to their existing locations and would stay within the evaluated Project footprint.

2.3.2.6 Proposed Project

The proposed Project would require easements from 19 properties. This includes the need for 12 permanent subsurface easements, two permanent surface easements, and five parcel acquisitions for both subsurface and surface easements. Seven of the easements would be for the three stations and would total approximately 2 acres. SBCTA would require these easements for construction and/or operation of the proposed Project. There are two locations that are options for the location of the Vent Shaft, both belonging to Caltrans. This document evaluates the impacts for both options without selection of a preferred site. The decision of the preferred site will depend in part on the CEQA and NEPA processes, including any potential input from the public. The final decision as to which option is preferred may occur after the completion of the CEQA/NEPA process. Land uses for the parcels where these easements would be required include industrial, transportation facilities, utilities, and commercial. The owners of these parcels include SBCTA and City of Rancho Cucamonga (Cucamonga Metrolink Station west and east parking lots), OIAA, a utility service provider, and some private owners. No relocations of businesses and residences would be required to construct the proposed Project.

3 REGULATORY SETTING

3.1 FEDERAL

3.1.1 National Environmental Policy Act

NEPA (42 United States Code [U.S.C.] Section 4321 et seq.) requires the consideration of potential environmental effects, including potential effects to community resources, in the evaluation of any proposed federal agency action. NEPA also obligates federal agencies to consider the environmental consequences and costs in their projects and programs as part of the planning process. General NEPA procedures are set forth in the Council on Environmental Quality (CEQ) regulations 42 USC 4332 Section 102.

3.1.1.1 Land Use and Planning

CEQ regulates impacts to land uses. Applicable federal regulations are contained primarily in Title 23 Code of Federal Regulation (CFR) Section 1508.8. In particular, Title 23 CFR Section 254 requires the full consideration of safe pedestrian and bicycle accommodations during development and construction of federal-aid projects. Some of the major federal laws and issue areas include the following statutes (and regulations promulgated thereunder):

- Intermodal Surface Transportation Efficiency Act of 1991—highway systems and intermodal transfer facilities;
- Surface Transportation Reauthorization Act of 2021—social and economic impacts;
- Americans with Disabilities Act of 1990—protections for persons with disabilities; and
- Section 163 of the Federal Aviation Administration Reauthorization Act of 2018—regulations of airport land.

3.1.1.2 Community Character and Cohesion

NEPA, as amended, established that the federal government shall use all practicable means to ensure for all United States residents safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 United States Code [USC] 4331[b][2]). This requires considering environmental impacts such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

According to FTA guidance, transit projects may affect the social environment and change the physical layout, demographics, and sense of neighborhood in local communities. As part of the NEPA process, the proposed project should determine if impacts may change land use patters, access to services, population densities, and neighborhood cohesiveness.

3.1.1.3 Direct and Indirect Growth

NEPA requires the consideration of potential environmental consequences in the evaluation of any proposed federal agency action. This includes a requirement to examine both direct and indirect consequences, which may occur in the areas beyond the immediate influence of a proposed action and at some time in the future. General NEPA procedures are set forth in the CEQ regulations 40 CFR 1500-1508, with United States Department of Transportation implementing regulations being described in 23 CFR 771.

- Direct growth effects are those caused by the proposed action, occurring at the same time and place (40 CFR 1508.8). Direct growth effects include permanent jobs directly associated with the project as well as any other direct jobs related to the construction and operation of the proposed project.
- Indirect growth effects are those considered to be reasonably foreseeable effects caused by the proposed action, typically occurring later in time or farther in distance from the project (40 CFR 1502.15(b)). These include beneficial or adverse growth in population numbers and/or patterns, and beneficial or adverse growth in regional economic vitality. Removal of existing obstacles to growth is also considered an indirect growth effect. "Removal of obstacles to growth" includes the extension of public services and utilities to a previously undeveloped area, where the provision of such services could have a foreseeable increase in population and/or economic growth.

3.1.2 Executive Order 12898 Federal Actions to Address Environmental Justice in Minority and Low-Income Populations

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by President Clinton on February 11, 1994. EO 12898 requires federal agencies, including the FTA, to make environmental justice (EJ) part of the agency's mission by identifying and addressing disproportionally high and adverse human health and environmental effects of potential projects on minority and low-income populations. Projects should ensure that the level and quality of public transportation services is provided in a non-discriminatory manner, and available to households that are dependent on transit for accessing employment and other services.

EJ analysis and NEPA determination is discussed in the Environmental Justice Technical Report associated with the proposed Project (SBCTA 2024c).

CEQ has oversight of the federal government's compliance with EO 12898 and NEPA. CEQ has developed guidance to further assist federal agencies with NEPA procedures to ensure environmental justice concerns are effectively identified and addressed (CEQ 1997).

According to FTA, a Community Impact Assessment (CIA) is a stand-alone document that presents a profile of the community impacted by a project. A CIA can be used to help inform planning and project level analyses, along with additional data sources collected during project development.

3.1.3 Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 and related statutes require that there be no discrimination in federally assisted programs based on race, color, national origin, age, sex, or disability (religion is a protected category under the Fair Housing Act of 1968). All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have been included in this project.

3.1.4 The Americans with Disabilities Act of 1990

The ADA is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the public. The purpose of the law is to make sure that people with disabilities have the same rights and opportunities as everyone else.

3.1.5 Section 163 of the Federal Aviation Administration Reauthorization Act of 2018

Section 163 narrows the scope of the Federal Aviation Administration's (FAA) authority over airport land uses by prohibiting the FAA from "directly or indirectly regulating" airport land. Under the law, the FAA's authority to regulate on-airport land use is limited to only development that affects the airfield and aircraft operations or implicates federal funding. The FAA provides flowcharts, details, and specific scenarios regarding agency actions that trigger the NEPA environmental review process. Section 163 does not affect an airport sponsor's obligations to maintain an updated Airport Layout Plan (ALP), submit projects for airspace and obstruction review, and comply with rules regarding airport revenue use.

3.1.6 The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced by federal or federally assisted projects. The Uniform Act provides for uniform and equitable treatment by federal or federally assisted programs of persons displaced from their homes, businesses, or farms and establishes uniform and equitable land acquisition policies.

3.2 STATE

3.2.1 General Plan Requirements

State law requires that each city and county adopt "…a comprehensive, long-term general plan for [its] physical development." These general plans are required to include the following seven mandatory elements: land use, circulation, housing, conservation, open space, noise, and safety (California Government Code Sections 65300 et seq.). Due to the recent passage of Senate Bill (SB) 1000, State law now also requires each city and each county that has a disadvantaged community[1] to adopt an environmental justice element or adopt environmental justice goals, policies, and objectives as part of its other required elements. Each jurisdiction may also adopt additional elements covering subjects of particular interest to that jurisdiction, such as recreation, urban design, or public facilities.

The State is seldom involved in local land use and development decisions. Decision-making authorities have been delegated to the city councils and boards of supervisors of the individual cities and counties, respectively.

3.2.2 California Environmental Quality Act

The purpose of CEQA is to provide a statewide policy of environmental protection. As part of this protection, state and local agencies are required to analyze, disclose, and, when feasible, mitigate the environmental impacts of, or find alternatives to, proposed projects.

The *State CEQA Guidelines* (California Code of Regulations 15000 et seq.) provide regulations for the implementation of CEQA and include more specific direction on the process of documenting, analyzing, disclosing, and mitigating the environmental impacts of a project. To assist in this process, Appendix G of the *State CEQA Guidelines* provides a sample checklist form that may be used to identify and explain the degree of impact a project will have on a variety of environmental aspects, including paleontological resources (Section VII[f]).

As stated in Section 15002(b)(1-3) of the *State CEQA Guidelines,* CEQA applies to governmental action, including activities that are undertaken by, financed by, or require approval from a governmental agency. Because this Project is undertaken by governmental agencies, CEQA regulations apply.

3.2.3 California Relocation Assistance Act

California Relocation Assistance Act requires a public entity to provide relocation assistance and benefits if a project requires relocation of people and businesses. California Relocation Act seeks to (1) ensure

[1] "Disadvantaged communities" means those areas identified by the California Environmental Protection Agency, pursuant to Section 39711 of the Health and Safety Code, as low-income areas that are disproportionately affected by environmental impacts.

consistent and fair treatment of owners of real property, (2) encourage and expedite acquisition by agreement to avoid litigation and relieve congestion in the courts, and (3) promote confidence in the public land acquisitions process. Owners of private property have state constitutional guarantees that their property will not be acquired, taken, or damaged for public use unless they first receive an offer of just compensation. A just compensation amount is measured by the "fair market value" (FMV) of the real estate property interests and rights acquired, where the FMV is considered to be the:

> *"Highest price on the date of valuation that would be agreed to by a seller, being willing to sell, but under no particular or urgent necessity for so doing, nor obliged to sell; and a buyer, being ready, willing and able to buy but under no particular necessity for so doing, each dealing with the other with the full knowledge of all the uses and purposes for which the property is reasonably adaptable and available." (Code of Civil Procedure Section 1263.320a.)*

The establishment of the FMV of a property is determined by an independent appraisal opinion of value of a property's worth that is just and equitable on the open market and confirmed by an outside independent review appraisal.

3.2.4 California Code of Civil Procedure (Section 1230.010 et seq.)

Title 7 of the California Code of Civil Procedure (1975) describes California's Eminent Domain Law. Eminent Domain is the power of local, state, or federal government agencies to take private property for public use so long as the government provides just compensation to the property owner.

3.2.5 California Fire Code

California Fire Code, Title 24 California Code of Regulations, Part 9 is based on the 2019 International Fire and Building Codes and contains regulations relating to construction and maintenance of buildings and the use of premises. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist first responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and premises. The code contains specialized technical regulations related to fire and life safety.

3.2.6 California Health and Safety Code

State fire regulations are set forth in the *California Health and Safety Code* and include regulations concerning building standards (as also set forth in the *California Building Code*), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

3.2.7 California Penal Code

All law enforcement agencies within the State of California are organized and operated in accordance with the applicable provisions of the California Penal Code. This code sets forth the authority, rules of conduct, and training for peace officers. Under state law, all sworn municipal and county officers are state peace officers.

3.2.8 California State Assembly Bill 2926—School Facilities Act of 1986

Assembly Bill (AB) 2926 was passed in 1986 and is known as the *School Facilities Act*. The Act authorizes imposition and collection of school facilities fees assessed against new construction by local districts to generate revenue for capital acquisitions and improvements. It also established that the maximum fees (adjustable for inflation) which may be collected under this and any other school fee authorization program.

3.2.9 California Senate Bill 50—Leroy Green School Facilities Program (1998)

Senate Bill (SB) 50 defined the Needs Analysis process in Government Code Sections 65995.5–65998. Under the provisions of SB 50, school districts may collect fees to offset the costs associated with increasing school capacity as a result of development. The fees (referred to as Level One fees) are assessed based upon the proposed square footage of residential, commercial/industrial, and/or parking structure uses.

3.2.10 Quimby Act

California Government Code Section 66477, more commonly referred to as the *Quimby Act*, was established by the California legislature in 1965 to provide parks for the growing communities in California. The Act authorizes cities to adopt ordinances addressing park land and/or fees for residential subdivisions for the purpose of providing and preserving open space and recreational facilities and improvements. The Act also specifies acceptable uses and expenditures of such funds.

3.3 REGIONAL AND LOCAL

3.3.1 Southern California Association of Governments Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020)

The Southern California Association of Governments (SCAG) is the largest regional planning agency in the nation, functioning as the Metropolitan Planning Organization (MPO) for six counties and 191 cities. SCAG develops long-term solutions for regional challenges such as transportation, air quality, housing, growth, hazardous waste, and water quality. Because these issues cross city and county boundaries, SCAG works with cities, counties, and public agencies in the six-county region (Los Angeles, Orange, Ventura, San Bernardino, Riverside, and Imperial Counties) to develop plans and strategies to address these issues.

Connect SoCal is a comprehensive 20-year transportation plan that provides a vision for the future of the SCAG region's multimodal transportation system and specifies how that vision can be achieved for the six-county area. As the 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) for the SCAG region, Connect SoCal is an important planning document that identifies major challenges as well as potential opportunities associated with growth projections for the region, and allows public agencies that implement transportation projects to do so in a coordinated manner while qualifying for federal and State funding.

Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's greenhouse gas emission reduction goals and federal Clean Air Act requirements. The plan also strives to achieve broader regional objectives, such as the preservation of natural lands, the improvement of public health, increased roadway safety, support for the region's vital goods movement industries, and more efficient use of resources.

The following goals in Connect SoCal apply to the project:

- Encourage regional economic prosperity and global competitiveness;
- Improve mobility, accessibility, reliability, and travel safety for people and goods;
- Increase person and goods movement and travel choices within the transportation system; and
- Leverage new transportation technologies and data-driven solutions that result in more efficient travel.

3.3.2 San Bernardino County Transportation Authority – Countywide Transportation Plan (Interim 2021 Update)

SBCTA is the transportation planning commission for San Bernardino County, California, and is responsible for cooperative regional planning and furthering an efficient multimodal transportation system countywide. The purpose of the Countywide Transportation Plan (CTP) is to lay out a strategy for long-term investment in and management of the County's regional transportation assets. The CTP identifies the proposed Project within the document as a necessary project that would occur years in advance of, and at a dramatically lower cost than would have been possible with, conventional rail technology.

3.3.3 Ontario Airport Rail Access Study

The 2014 *Ontario Airport Rail Access Study* (SANBAG 2014) identified the need for a direct rail-to-airport connection to ONT to support its projected growth for air travelers and airport employees. Based on the need, the study aims to develop a project or projects to meet the needs of current and forecasted passenger and employment growth, and improved direct first/last-mile connections between the Cucamonga Metrolink Station and ONT.

3.3.4 Ontario International Airport Land Use Compatibility Plan

The Airport Land Use Compatibility Plan (ALUCP) was adopted by Ontario City Council on April 19, 2011. The basic function of the ALUCP is to promote compatibility between the airport and the land uses that surround it. As required by State law, the ALUCP provides guidance to affected local jurisdictions about airport land use compatibility matters involving ONT. The ALUCP's main objective is to avoid future conflicts rather than to remedy existing incompatibilities. The ALUCP is also aimed at addressing future land uses and development, not airport activity. The ALUCP does not place any restrictions on the present and future role, configuration, or use of the airport.

The geographic scope of the ALUCP includes portions of the cities of Chino, Claremont, Fontana, Montclair, Ontario, Pomona, Rancho Cucamonga, and Upland, and the counties of Los Angeles, Riverside, and San Bernardino.

The following policies in the ALUCP apply to the Project:

- Safety Policy 2: Occupancy Limits for Nonresidential Development;
- Noise Policy 3: Non-residential Development;
- Airspace Protection Policy A2: Airspace Obstruction Surfaces (AOS); and
- Airspace Protection Policy A3: Flight Hazards.

3.3.5 Omnitrans Strategic Plan 2021-2025 (2021)

OmniTrans is the public transit agency serving the San Bernardino Valley region, covering 15 cities and portions of the unincorporated areas of San Bernardino County. The Strategic Plan serves as a guidance for the agency to connect communities with safe and exceptional service, maintain financial sustainability, and expand economic opportunity and mobility across the region. The Strategic Plan includes the following goals and policies that are applicable to the Project.

Goal 2: Customer Experience

> Policy 2b: Increase multi-modal connectivity, improve transfers and regional connectivity to improve ease of use for customers across Omnitrans's routes and partner agency systems.

3.3.6 Regional Housing Needs Assessment

State law requires that all cities and counties provide a certain amount of housing to accommodate the demands of the growing population. California Department of Housing and Community Development is responsible for determining the statewide housing need, while local governments and councils of governments determine the specific housing needs within their jurisdictions and prepare a Regional

Housing Needs Assessment (RHNA). SCAG prepares the RHNA for encompassed jurisdictions, including the City of Ontario and the City of Rancho Cucamonga. The housing needs identified for a particular city are based on four income categories: very low income, low income, moderate income, and above moderate-income households.

3.3.7 City of Ontario

3.3.7.1 The Ontario General Plan

The City of Ontario General Plan (2022) is the City of Ontario's future planning framework. The General Plan is a broad policy document that identifies a city's land use, circulation, environmental, economic, and social goals and policies as they relate to land use development, thereby providing guidance to citizens, developers, and decision-makers on a city's "ground rules" for development activity within a city's planning area. The City of Ontario's General Plan contains the following elements: Land Use, Housing, Parks and Recreation, Environmental Resources, Community Economics, Safety, Mobility, Community Design, and Social Resources. The City of Ontario's General Plan includes the following goals and policies that are applicable to the project.

Land Use Element

Policy LU-5-7: Comply with state law that requires general plans, specific plans, and all new development to be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public use airport.

Environmental Resources Element

Policy ER-4-3: Reduce greenhouse gas emissions in accordance with regional, state, and federal regulations.

Policy ER-4-6: Support efforts to reduce particulate matter to meet state and federal Clean Air Standards.

Policy ER-4-7: Collaborate with other agencies within the South Coast Air Basin to improve regional air quality at the emission source, with a particular focus on sources that affect environmental justice areas in Ontario.

Safety Element

Policy S-4-6: Utilize information from Airport Land Use Compatibility Plans to prevent the construction of new noise sensitive land uses within airport noise impact zones.

Mobility Element

Goal M-5: A proactive leadership role in helping identify and facilitate implementation of strategies that address regional transportation challenges.

3.3.7.2 City of Ontario Specific Plans

The City of Ontario has adopted several specific plans which provide development standards, design guidelines, and other long-range planning information for certain areas within Ontario. The following specific plans adopted by the City of Ontario are partially or entirely within the Study Area.

3.3.7.2.1 Meredith International Center (1981)

The Meredith International Center Specific Plan encompasses 257.7 acres of land in the north-central portion of Ontario. The Meredith International Center Specific Plan's planning area includes two separate subareas and is generally bounded by East Fourth Street on the north, North Archibald Avenue on the east, I-10 on the south, and North Vineyard Avenue on the west. I-10 and ONT are both located near the Meredith International Center Specific Plan. The Meredith International Center Specific Plan does not contain any goals or policies related to the proposed Project.

3.3.7.2.2 Transpark (1981)

The Transpark Specific Plan area encompasses 35 acres located north of I-10 and ONT. The Transpark Specific Plan area is generally located between Archibald Avenue to the west, Inland Empire Boulevard to the north, and Turner Avenue to the east. The Transpark Specific Plan does not contain any goals or policies related to the proposed Project.

3.3.7.2.3 Ontario Festival (2003)

The Ontario Festival Specific Plan area consists of 37.6 acres of land located generally north of Inland Empire Boulevard, south of Cucamonga-Guasti Regional Park, and between Archibald Avenue and Turner Avenue. The Ontario Festival Specific Plan does not contain any goals or policies related to the proposed Project.

3.3.7.2.4 Guasti Plaza (2011)

The Guasti Plaza Specific Plan area is 78.4 acres in size and is bounded by I-10 on the north, Archibald Avenue on the west, Airport Drive on the south, and Turner Avenue on the east. The Guasti Plaza Specific Plan area is divided into three planning areas: office commercial, office park, and residential land uses. The Guasti Plaza Specific Plan does not contain any goals or policies related to the proposed Project.

3.3.7.2.5 Wagner Properties (1982)

The Wagner Properties Specific Plan area contains 54.6 acres and includes 11 parcels, which are consolidated into three separate planning areas. The Wagner Properties Specific Plan area is bounded by I-10 to the south, Turner Avenue to the west, Fourth Street to the north, and Haven Avenue to the east. The Wagner Properties Specific Plan does not contain any goals or policies related to the proposed Project.

3.3.7.2.6 Ontario Center (1981)

The Ontario Center Specific Plan area contains approximately 550 acres and is located adjacent to I-10 and north of ONT. The Ontario Center Specific Plan area is bounded by Fourth Street to the north, Milliken Avenue to the east, and Turner Avenue to the west. The Ontario Center Specific Plan does not contain any goals or policies related to the proposed Project.

3.3.7.2.7 Centrelake Business Park (1983)

Located just north of ONT, the Centrelake Business Park Specific Plan area is 66.7 acres in size and is bounded by I-10 on the north, Turner Avenue to the west, Haven Avenue to the east, and the UPRR ROW to the south. The area is planned to include mixed-uses and commercial and retail services uses.

3.3.7.2.8 Ontario Gateway (2007)

The Ontario Gateway Specific Plan area contains 41 acres located just one block east of ONT and adjacent to I-10. The Ontario Gateway Specific Plan area is bounded by Haven Avenue, Guasti Road, and the UPRR ROW. One of the objectives of the Ontario Gateway Specific Plan is to provide services to travelers along I-10 and those using ONT.

3.3.7.2.9 California Commerce Center (1983)

The California Commerce Center Specific Plan is a 1,400-acres master planned complex that accommodates industrial, office, and commercial uses. The California Commerce Center Specific Plan is immediately adjacent to ONT, bounded by the UPRR ROW to the north, Haven Avenue to the west, the San Bernardino County Sanitary Landfill site to the south, and Day Creek Channel to the east. The California Commerce Center Specific Plan does not contain any goals or policies related to the Project.

3.3.7.2.10 United Parcel Service Ontario Cargo Hub (1988)

The United Parcel Service (UPS) Ontario Cargo Hub Specific Plan area consists of 159.1 acres directly adjacent to ONT and bounded by Haven Avenue to the east, Turner Avenue to the west, and Mission Boulevard to the south. The UPS Ontario Cargo Hub Specific Plan does not contain any goals or policies related to the Project.

3.3.7.2.11 Jurupa Haven Airport Center (1998)

The Jurupa Haven Airport Center Specific Plan consists of a 5.4 acres site located 0.25 miles south of ONT and adjacent to Jurupa Street and Haven Avenue. The Jurupa Haven Airport Center Specific Plan includes an objective related to ensuring "that land uses will appropriately reflect and respond to ONT and be consistent with other land uses surrounding the project." The Jurupa Haven Airport Center Specific Plan does not contain any goals or policies related to the Project.

3.3.7.2.12 Pacific Gate/Eastgate (1988)

The Pacific Gate/Eastgate Specific Plan area encompasses 188.8 acres located east of ONT. The area is divided by I-15 and the San Bernardino County Flood Control and Southern California Edison ROWs, resulting in three distinct circulation areas. The western region of the Pacific Gate/Eastgate Specific Plan is bounded by Airport Drive to the north, the two ROWs to the east, McNamara and Wall Street to the south, and Wanamaker Avenue to the west. The Pacific Gate/Eastgate Specific Plan does not contain any goals or policies related to the Project.

3.3.7.2.13 Ontario Mills (California Commerce North) (1996)

The Ontario Mills Specific Plan area encompasses 251 acres of land northeast of the ONT, bounded by Fourth Street to the north, Milliken Avenue to the west, I-15 to the east, and I-10 to the south. The Ontario Mills Specific Plan area is adjacent to the Ontario Gateway Plaza Specific Plan and Wagner Properties Specific Plan. The Ontario Mills Specific Plan does not contain any goals or policies related to the Project.

3.3.7.3 City of Ontario Zoning

Please refer to Section 5 for discussion on the various zoning categories that apply to land within the Study Area.

3.3.8 City of Rancho Cucamonga

3.3.8.1 City of Rancho Cucamonga General Plan

The City of Rancho Cucamonga's General Plan (2021) contains the following elements: Land Use and Community Character, Focus Areas, Open Space, Mobility and Access, Housing, Public Facilities and Services, and Environmental Performance. The City of Rancho Cucamonga's General Plan includes the following goals and policies applicable to the project:

Volume 2, Chapter 4, Mobility and Access

Policy MA-1.2: Support redevelopment in and around the (Rancho) Cucamonga Station to support transit-oriented development.

Policy MA-5.1: Work to reduce VMT through land use planning, enhanced transit access, localized attractions, and access to non-automotive modes.

Policy MA-5.2: Prioritize investments in critical infrastructure and pilot programs to leverage proven new transportation technology.

Volume 3, Chapter 1, Resource Conservation

Policy RC-7.13: Whenever possible, use energy-efficient models and technology when replacing or providing new city infrastructure such as streetlights, traffic signals, water conveyance pumps, or other public infrastructure.

3.3.8.2 City of Rancho Cucamonga Specific Plans

The City of Rancho Cucamonga has adopted several specific plans which provide development standards, design guidelines, and other long-range planning information for certain areas within Rancho Cucamonga. The following specific plan adopted by the City of Rancho Cucamonga is partially or entirely within the Study Area.

3.3.8.2.1 The Resort Specific Plan (2022)

Formerly known as the "Empire Lakes Specific Plan" or "Industrial Area Specific Plan (IASP) Sub-Area 18," The Resort Specific Plan is located at the southern edge of Rancho Cucamonga, adjacent to Ontario. The area is bounded by Fourth Street on the south, Milliken Avenue on the east, the Rancho Cucamonga Metrolink Station to the north, and Cleveland Avenue and Utica Street on the west. The Resort Specific Plan identifies the following objectives that are related to the Project.

- Take advantage of the project site's location at the southern edge of the IASP, adjacent to major arterials, by promoting a more marketable commercial focus and enhancing the potential to create jobs and revenue.
- Promote local and regional transit usage by integrating the Metrolink Station with surrounding parcels and providing convenient retail/services to rail transit users.
- Promote City objectives by enhancing the development potential of the site.

3.3.8.3 City of Rancho Cucamonga Zoning

Please refer to Section 5 for discussion on various zoning categories that apply to land within the Study Area.

4 METHODOLOGY

4.1 STUDY AREA

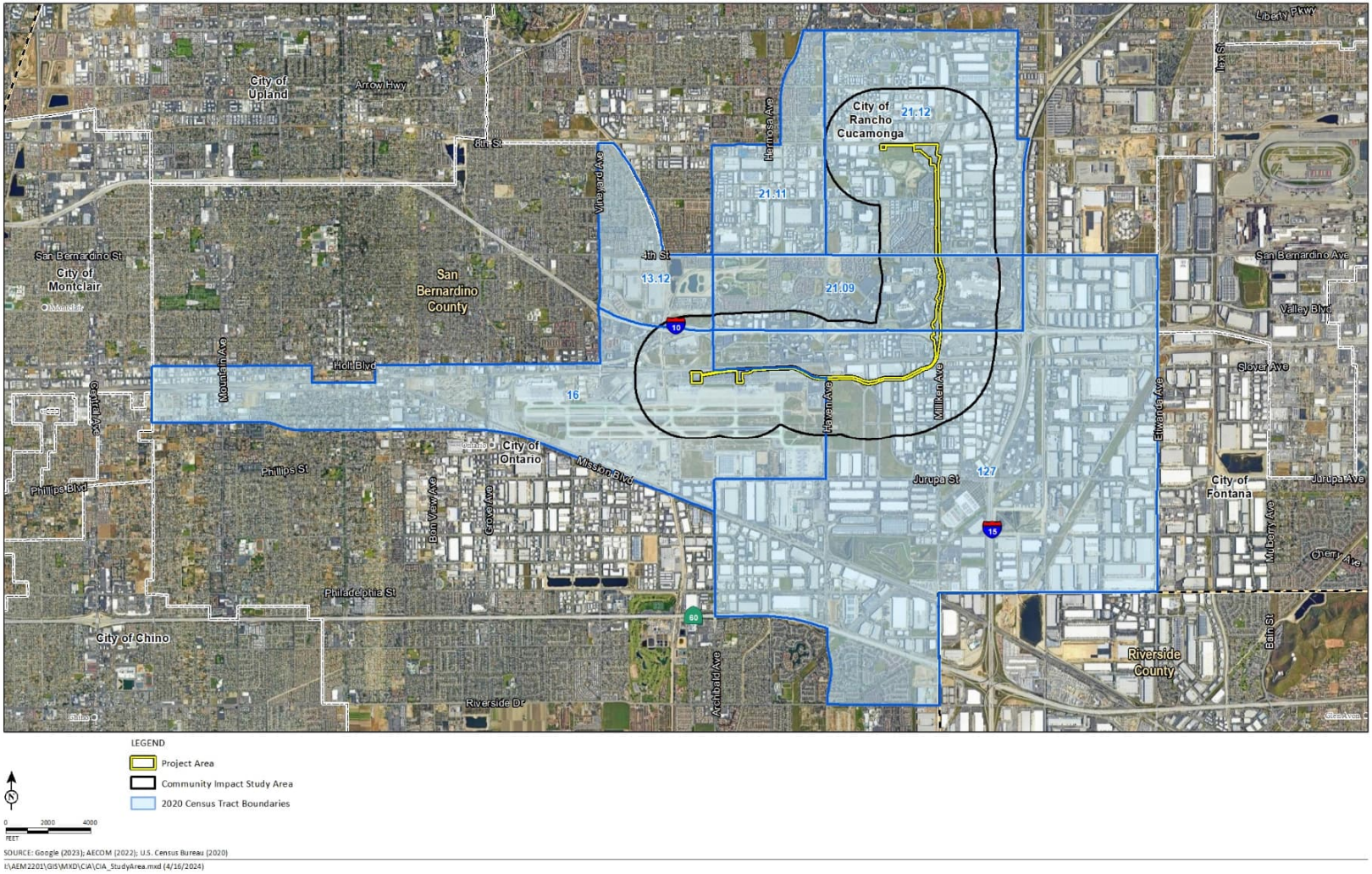
The Project Area and the Study Area are as defined below:

- Project Area: The area that would be physically affected with primary or direct community impacts during the proposed Project's construction period. The Project Area is coterminous with the maximum disturbance limits for the proposed Project.
- Study Area: The community surrounding the Project Area in which secondary or indirect community impacts could occur. Community impacts typically decrease in magnitude as distance from a project site increases. Therefore, the Study Area includes those areas within 0.5-mile of the Project Area. Various community profile datasets referenced in this CIA use United States Census Bureau data and are organized by census tract.

The San Bernardino County Census Tract 16, Census Tract 21.09, Census Tract 127, and Census Tract 21.12 are either entirely or partially within the 0.5-mile buffer applied to the Project Area. Although the boundaries of most of these census tracts extend beyond the Study Area, the inclusion of each of these census tracts is appropriate because the overall demographics within each of the census tracts listed above are likely to represent those of the Study Area (demographics within 0.5-mile of the Project Area are generally similar to those within the larger census tracts in which they are located). Further, many of the Census data sets that are used in this CIA are only available at the census tract level; therefore, it is not possible to compile separate demographic data for the residential areas that are within 0.5-mile of the Project Area. Census Tract 22.07 was not considered in this CIA due to the bulk of the population within the area being outside of the Project Area 0.5-mi radius (the area within the radius is primarily warehouse and industrial uses).

The Project Area, (excluding Census Tract 22.07), and Census Tracts 16, 21.09, 127, and 21.12 are shown on Figure 4-1.

Figure 4-1: Community Impact Assessment Study Area



4.2 EVALUATION OF IMPACTS UNDER CEQA

CEQA (Sections 21000 et seq.) and CEQA Guidelines (Sections 15000 et seq.) requires state and local agencies to identify the significant environmental impacts of their actions, including potential significant impacts, and to avoid or mitigate those impacts, when feasible. The following thresholds of significance are based on the Appendix G to the 2024 CEQA Guidelines:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;
- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure);
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere;
- Result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered fire protection and emergency response facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency response;
- Result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection;
- Result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools;
- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; and/or
- Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment and/or result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered recreational facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks.

5 EXISTING CONDITIONS

5.1 LAND USE

An examination of land use patterns can effectively convey the general form of a community, including where its residents live, work, and recreate. The Land Use Element is a required section of a municipality's General Plan that governs planning within that municipality's planning area. In some cases, municipalities choose to prepare and adopt Specific Plans, which guide the development of a particular geographic area within a city or county. By describing the existing and projected major land uses in the affected area and the surrounding region, the information can be used to "analyze any potential land use changes or land use conflicts associated with the Project." Specific topics within land uses include historic and existing land use patterns and development trends, as well as adopted planning goals and policies.

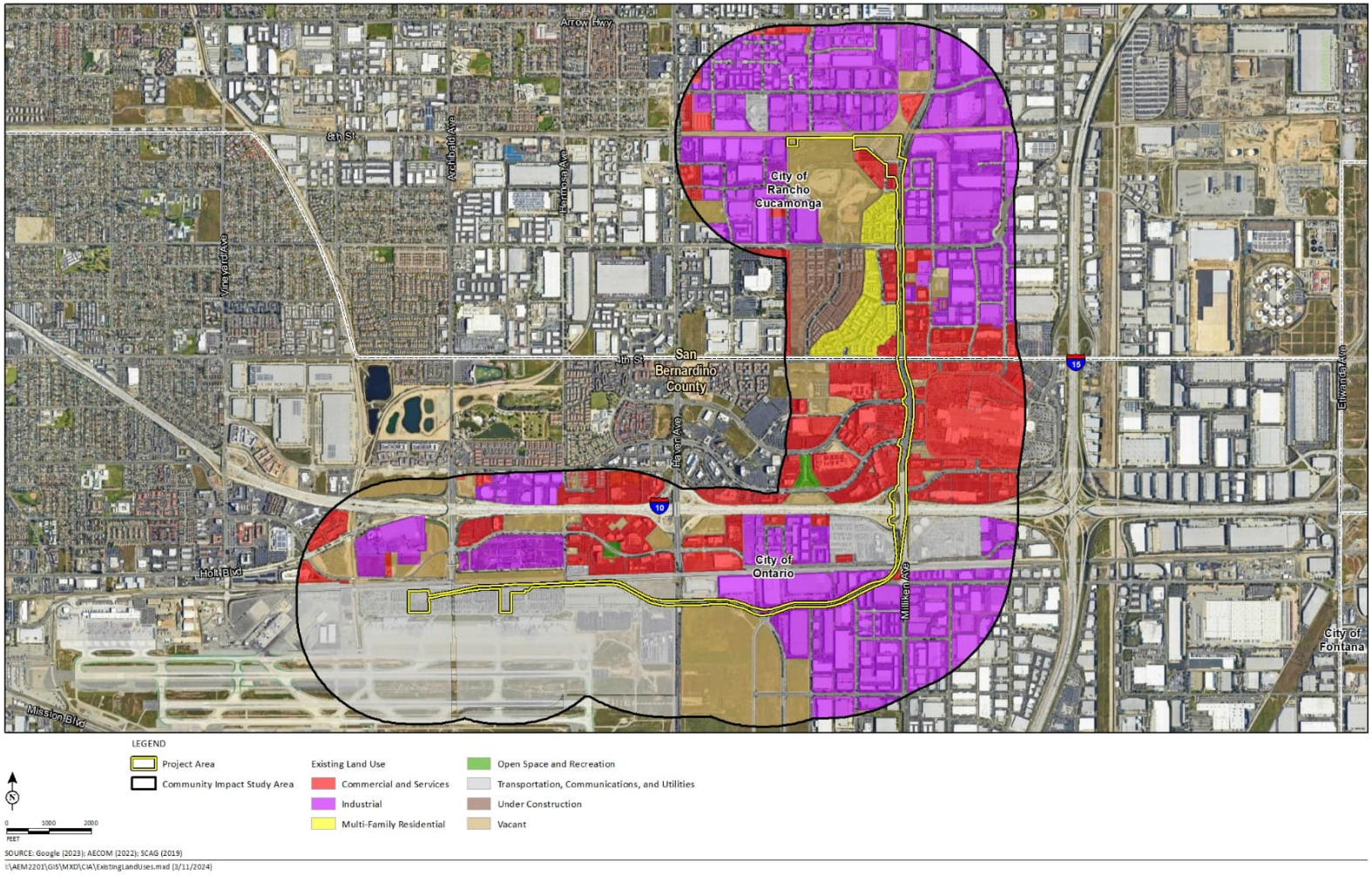
5.1.1 Existing and Future Land Use

5.1.1.1 Existing Land Uses

Existing land uses in the Study Area are shown on Figure 5-1. The Study Area, as described in Section 2.4, includes the land within a 0.5-mile buffer around the Project Area. Within the Study Area, existing land uses were mapped based on geographic information system (GIS) data compiled by SCAG. The data was compiled into generalized land use classifications. Full bibliographic entries for all reference materials are provided in Section 9 of this technical report.

The Project Area is surrounded by large-scale industrial, manufacturing, transportation, surface parking, office, commercial, multi-family residential, hotel, and airport-related land uses. Large areas of vacant or undeveloped lands are located adjacent to the northwest quadrant southwest of the existing Cucamonga Metrolink Station, as well as in the south adjacent to and east of ONT. Multi-family residential uses are primarily located on the west side of Milliken Avenue from approximately 7th Street south to Fourth Street. Several hotels are located on the east side of Milliken Avenue from 5th Street south to Fourth Street. Concentrated areas of commercial uses and restaurants are primarily located on both sides of Milliken Avenue from 4th Street south to I-10, including the Ontario Mills which is a regional shopping mall complex. Some hotels are also located adjacent to the shopping mall and immediately north of I-10 in this area. South of I-10 are large-scale industrial and manufacturing uses, along with trucking facilities, rental car facilities, parking lots, some hotels, and other uses related to the airport. In addition, the community of Guasti, which is located within the City of Ontario limits and is historically known for its large vineyards, is located directly north of the Project area.

Figure 5-1: Existing Land Uses



ONT, including Terminal 2 and Terminal 4, is located directly south of the Project Area in the southwestern quadrant. Facilities at ONT include two passenger terminals, general aviation facilities, air freight buildings, parking lots, and numerous airport and aircraft maintenance and support services. ONT has two parallel runways that are oriented in an east-west direction. There are also 27 taxiways/taxi lanes on the airfield which make up the taxiway system. There are also two commercial terminal aprons, a general aviation apron, and two primary air cargo ramps. UPS facilities are located in the southeast quadrant of the Airport (with most of their facilities outside of and adjacent to Airport property), and FedEx facilities are in the northwest quadrant. The topography of the Project Footprint is generally flat, with an elevation ranging from approximately 900 to 1,118 feet above sea level.

As described in Table 5-1, the Study Area is mostly urban in character. Approximately 36 percent of the land within the Study Area is developed for industrial uses, approximately 20 percent is developed for commercial uses, and approximately 17 percent is vacant, including local streets and highway ROWs.

Table 5-1: Existing Land Uses in the Study Area

Land Use	Acres	Percent[1]
Commercial and Services	614.1	20%
Single Family Residential	3.7	0%
Multi-Family Residential	71.5	2%
Industrial	1,123.2	36%
Transportation, Communications, and Utilities	682.5	22%
Vacant[2]	524.7	17%
Open Space and Recreation	6.7	0%
Under Construction	72.6	2%

Source: AECOM (2022), Southern California Association of Governments (2019).

[1] Totals may not sum correctly due to rounding.

[2] Also includes “Water” and local street and highway right-of-way.

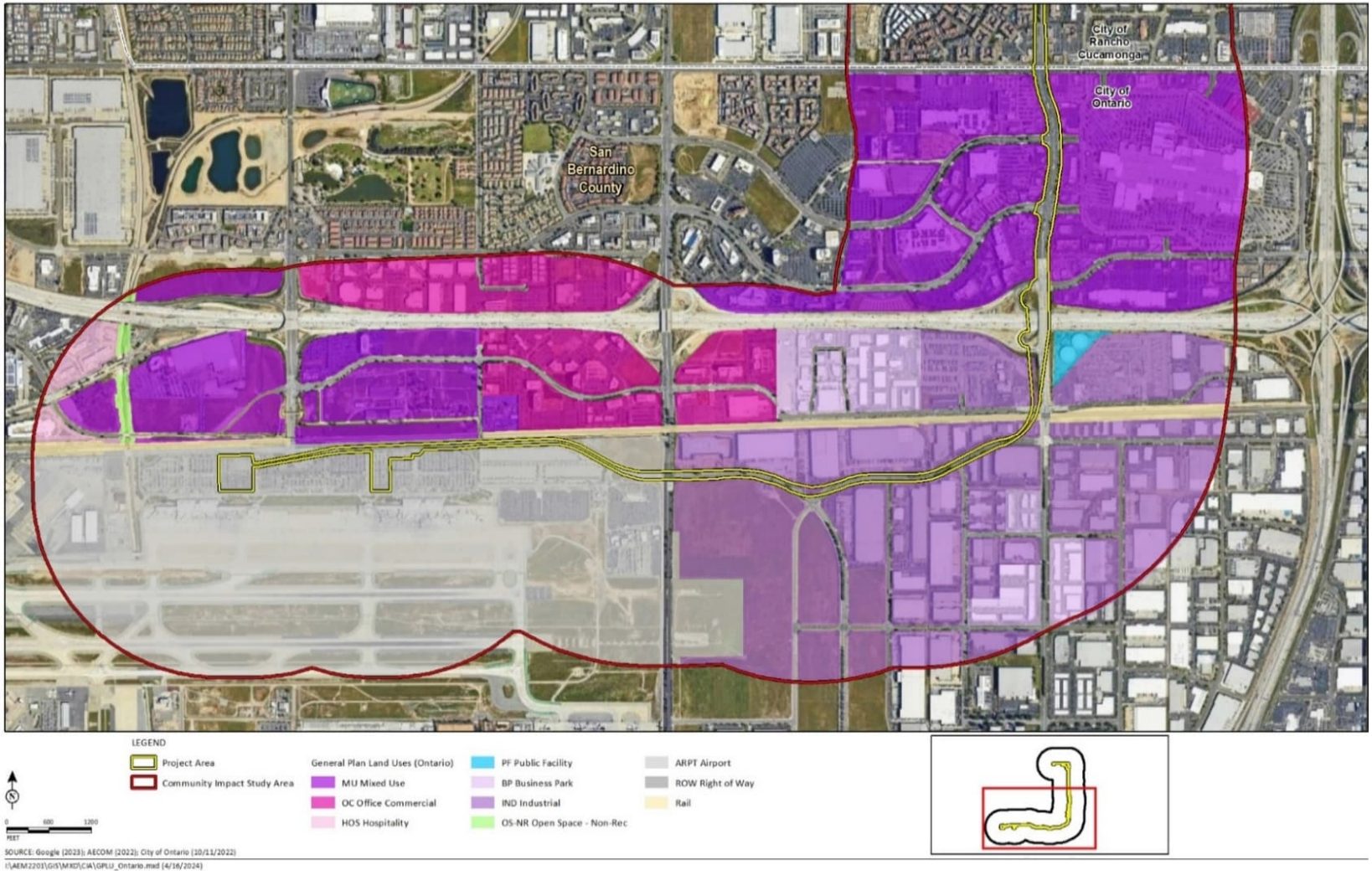
5.1.1.2 Planned Land Uses

Within the Study Area, Fourth Street generally serves as the boundary between the City of Rancho Cucamonga (north of 4th Street) and the City of Ontario (south of 4th Street).

5.1.1.2.1 City of Ontario General Plan

City of Ontario General Plan land use designations for the portion of the Study Area within the City of Ontario are illustrated on Figure 5-2. General Plan land uses reflect planned land use patterns within a jurisdiction’s boundaries and often differ from the jurisdiction’s existing land use patterns. City of Ontario General Plan land use data are based on the City of Ontario’s General Plan Land Use Map.

Figure 5-2: City of Ontario Planned Land Use



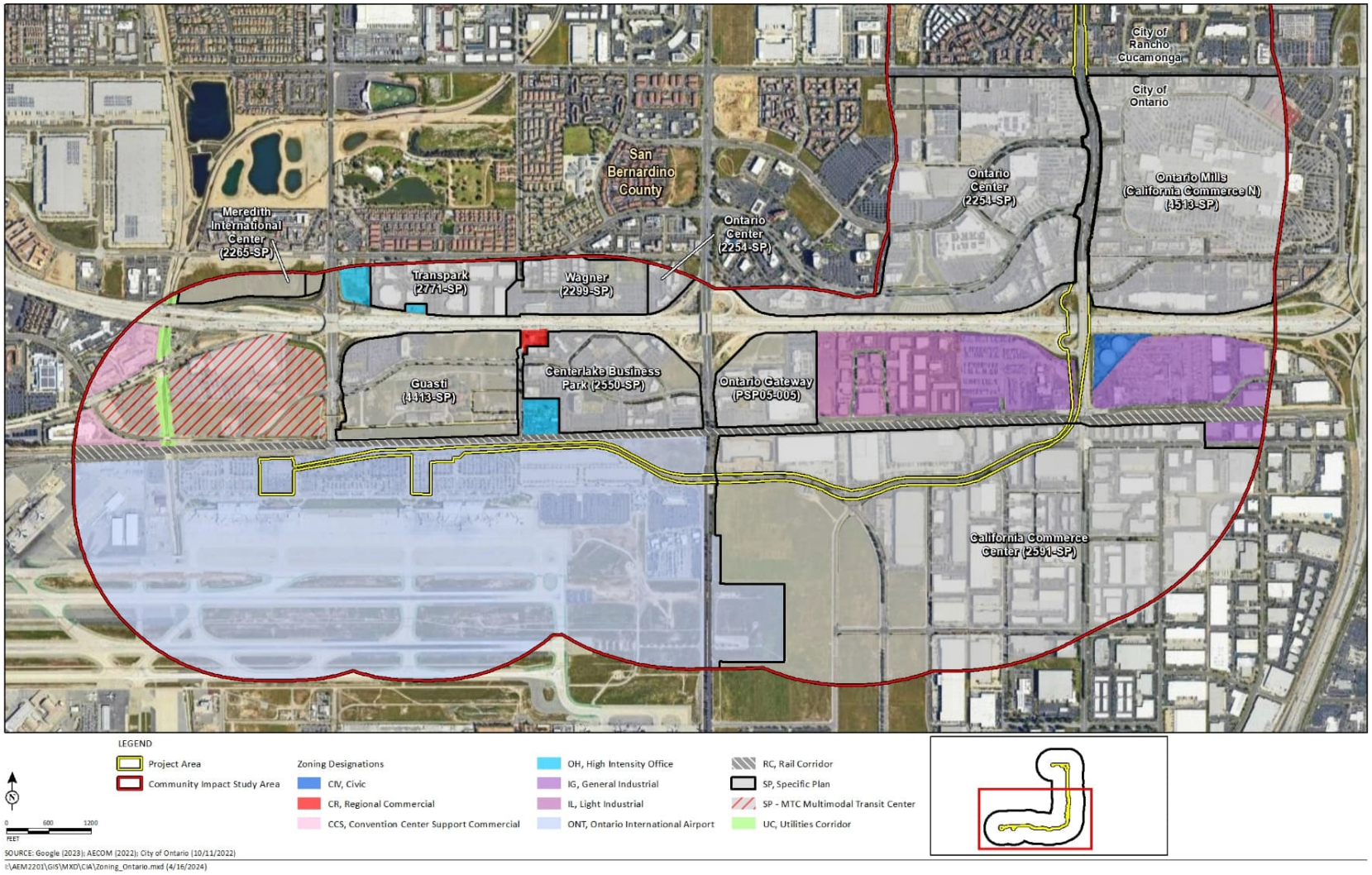
As shown on Figure 5-2, the City of Ontario General Plan land use designations within the Study Area are listed below (City of Ontario 2010).

- MU – Mixed Use
- OC – Office Commercial
- HOS – Hospitality
- PF – Public Facility
- IND – Industrial
- BP – Business Park
- ARPT – Airport
- OS-NR – Open Space (Non-Recreational)
- ROW – Right of Way
- Rail

As shown on Figure 5-3, the City of Ontario Zoning designations within the Study Area are listed below (City of Ontario 2016).

- General Industrial (IG)
- Light Industrial (IL)
- Utilities Corridor (UC)
- High Intensity Office (OH)
- Convention Center Support Commercial (CCS)
- Regional Commercial (CR)
- Civic (CIV)
- Rail Corridor (RC)
- Ontario International Airport (ONT)
- Specific Plan (SP)

Figure 5-3: City of Ontario Specific Plan and Zoning Map



5.1.1.2.2 City of Ontario Specific Plans

Figure 5-3 identifies Ontario-adopted Specific Plans whose boundaries are within the Ontario's City limits. As identified and discussed in detail in Section 3.3.7.2 in the technical report, the specific plans that are partially or entirely within the Study Area are the following: Meredith International Center (1981), Transpark (1981), Ontario Festival (2003), Guasti Plaza (2011), Wagner Properties (1982), Ontario Center (1981), Centrelake Business Park (1983), Ontario Gateway (2007), California Commerce Center (1983), United Parcel Service (UPS)/Ontario Cargo Hub (1988), Jurupa Haven Airport Center (1988), Pacific Gate/EastGate (1988), and Ontario Mills (California Commerce North) (1996).

5.1.1.2.3 City of Rancho Cucamonga General Plan

City of Rancho Cucamonga General Plan land use designations for the portion of the Study Area within the City of Rancho Cucamonga are presented in Figure 5-4. City of Rancho Cucamonga General Plan land uses reflect planned land use patterns within a jurisdiction's boundaries and often differ slightly from the jurisdiction's existing land use patterns. City of Rancho Cucamonga General Plan land use data are based on the City of Rancho Cucamonga's General Plan Land Use Maps.

As shown on Figure 5-4 City of Rancho Cucamonga Planned Land Uses, the City of Rancho Cucamonga General Plan land use designations within the Study Area include (City of Rancho Cucamonga 2021):

- N – Urban Neighborhood
- C – City Center
- D – 21st Century Employment District
- D – Neo-Industrial Employment District
- OS – General Open Space and Facilities
- MU – City Corridor High

As shown on Figure 5-5, the City of Rancho Cucamonga Zoning designations within the Study Area include (City of R.C. 2022g):

- Center 2 Zone (CE2)
- Corridor 2 Zone (CO2)
- Center 2 Limited
- Industrial Employment (IE)
- Mixed Employment 2 Zone (ME2)
- Neo Industrial (NI)
- Open Space, Flood Control, Utility Corridor (OS, FC, UC)
- The Resort Specific Plan

Figure 5-4: City of Rancho Cucamonga Planned Land Uses

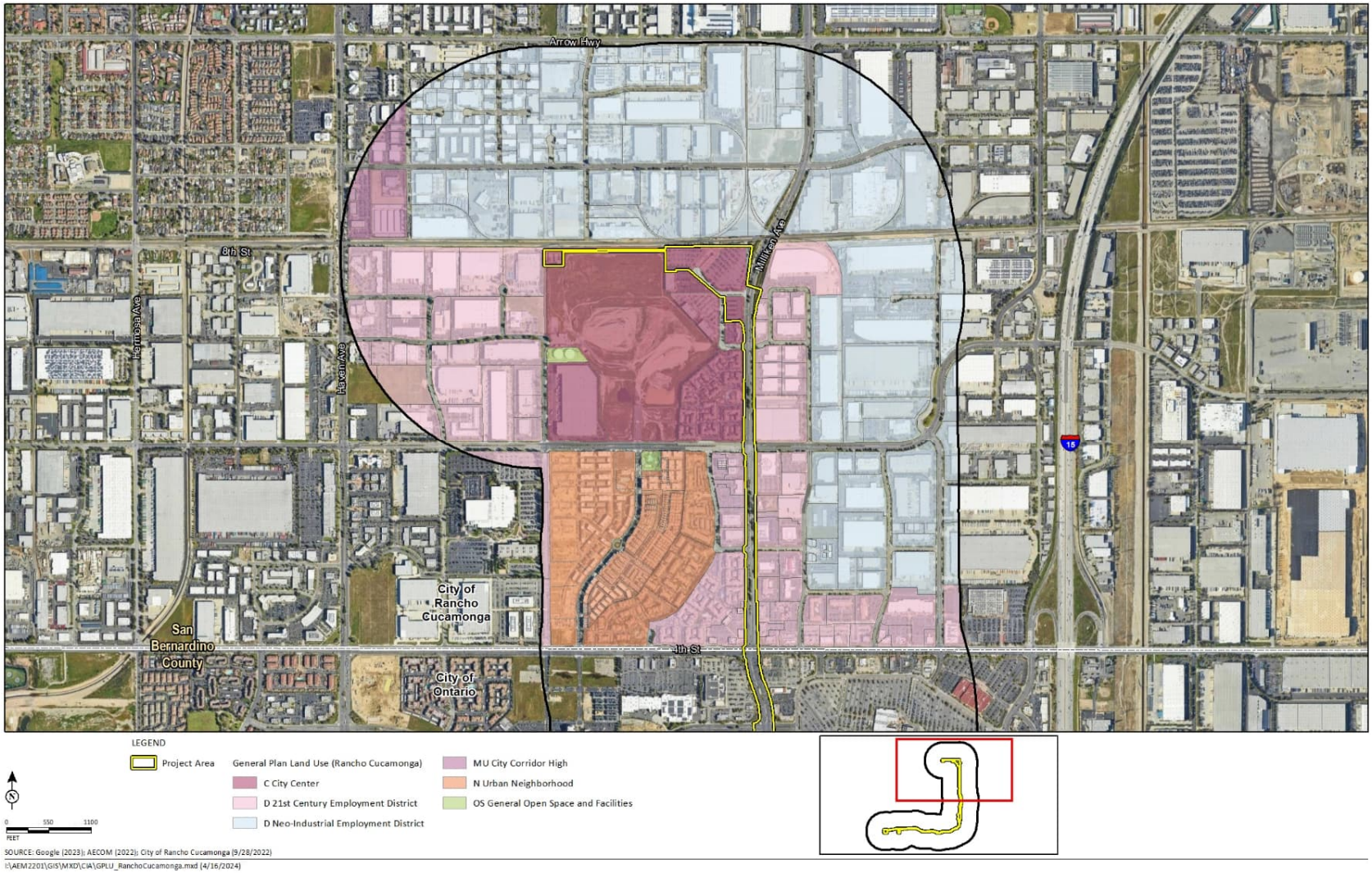
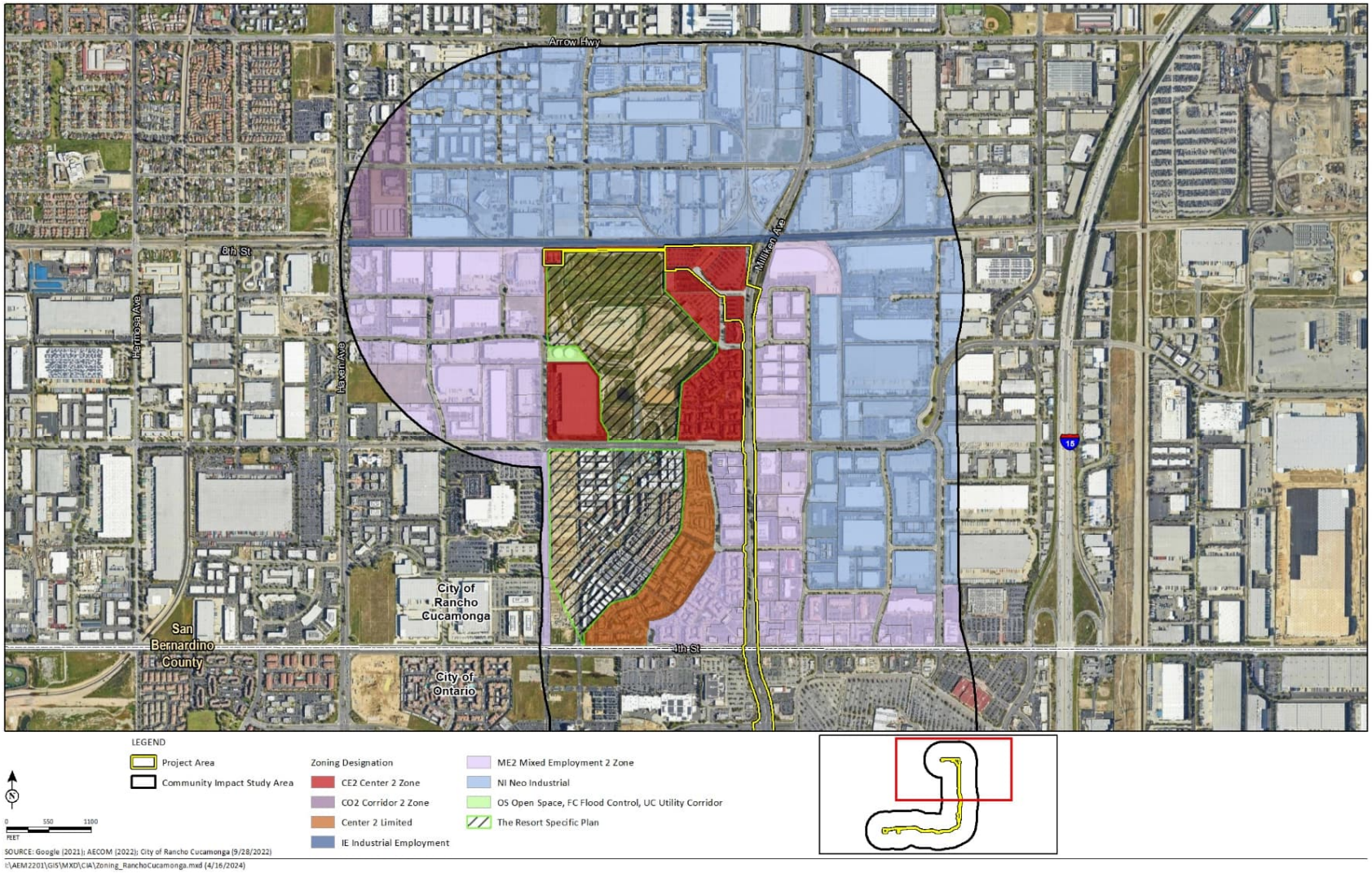


Figure 5-5: City of Rancho Cucamonga Specific Plan and Zoning Map



5.1.1.2.4 City of Rancho Cucamonga Specific Plan and Master Plan Areas

Figure 5-5 identifies one Rancho Cucamonga adopted Specific Plan whose boundaries are within Rancho Cucamonga city limits. As identified and discussed in detail in Section 3.3.6.2, the Resort Specific Plan (2022) is partially or within the Study Area.

5.2 COMMUNITY CHARACTER

Community character encompasses all the attributes, including social and economic characteristics, and assets that make a community unique and that establish a sense of place for its residents. Community character in San Bernardino County, the City of Ontario, the City of Rancho Cucamonga and the Study Area census tracts are described in greater detail below. The Project Area, (excluding Census Tract 22.07), and Census Tracts 16, 21.09, 127, and 21.12 are shown on Figure 4-1.

5.2.1 Population Characteristics

The California Department of Finance (DOF) reports that the population of San Bernardino County was approximately 682,233 persons in 1970 (DOG 2022a). In the 52 years that followed, the County of San Bernardino's population increased by almost 220 percent, to over 2,187,665 persons in 2022 (DOF 2022c).

SCAG provides current and projected population levels in the 2020–2045 Connect SoCal RTP/SCS for the Southern California region, including San Bernardino County. The adopted 2020–2045 RTP/SCS includes projected population levels in 2030 and 2045, which illustrate growth trends. Table 5-2 shows the 2022 population and projected 2045 population for the City of Ontario and the City of Rancho Cucamonga, as well as the 2010, 2020, and 2022 populations and the projected 2030 and 2045 populations for the Count of San Bernardino, as depicted in the 2020–2045 Connect SoCal RTP/SCS. As indicated in Table 5-2, San Bernardino County's population is anticipated to grow 59.8 percent between 2010 and 2045. During the same period, City of Ontario and City of Rancho Cucamonga's populations are projected to grow 64.2 percent and 21.8 percent, respectively.

5.2.2 Households

Table 5-3 provides information on average household size and composition for San Bernardino County, the City of Ontario, the City of Rancho Cucamonga, and the Study Area census tracts based on the 2016–2020 American Community Survey (ACS). The average household sizes in the City of Ontario (3.51 persons) and Census Tract 16 (4.45 persons) are higher than those of the City of Rancho Cucamonga (3.04 persons) and San Bernardino County (3.3 persons). Census Tract 16 reported the highest average persons per household (4.45 persons) than the other jurisdictions in the Study Area.

Table 5-2: Existing (2022) and Projected Population

Jurisdiction	2010[1]	2020[1]	2022[2]	2030[3]	2045[3]	% Increase 2010–2045
San Bernardino County	2,035,210	2,122,579	2,187,665	2,474,000	3,252,000	59.8%
City of Ontario	163,924	180,788	179,516	-	269,100	64.2%
City of Rancho Cucamonga	165,269	175,052	174,476	-	201,300	21.8%

Source:
1 DOF 2021b
2 DOF 2022c
3 SCAG 2020b

Table 5-3: Household Size and Composition

Jurisdiction	Average Persons per Household	Married-Couple Family (%)	Female Householder (No Husband Present) (%)	Male Householder (No Wife Present) (%)	Nonfamily/ Cohabiting Couple Household (%)
San Bernardino County	3.3	52.1%	7.5%	16.9%	23.5%
City of Ontario	3.51	50.3%	8.9%	19.1%	21.7%
City of Rancho Cucamonga	3.04	55.8%	6.1%	14.7%	23.4%
Census Tract 16	4.45	56.2%	13.8%	19.0%	11%
Census Tract 21.09	2.45	28.9%	3.5%	22.3%	45.3%
Census Tract 21.12	2.34	33.8%	3.2%	16.0%	47%
Census Tract 127	3.04	60%	7.7%	14.2%	18.1%

Source: United States Census Bureau, 2016–2020 American Community Survey, Table S1101.
Note: Bolding indicates the value is higher than the San Bernardino County average.

The City of Rancho Cucamonga (55.8 percent) and Census Tracts 16 (56.2 percent) and 127 (60 percent) reported a higher percentage of married-couple family households than the City of Ontario (50.3 percent) and San Bernardino County (52.1 percent). Single-parent households headed by females were higher in the City of Ontario (8.9 percent), Census Tract 16 (13.8 percent), and Census Tract 127 (7.7 percent respectively) than the City of Rancho Cucamonga (6.1 percent) and San Bernardino County (7.5 percent). Single-parent households headed by males were higher in the City of Ontario (19.1 percent), Census Tract 16 (19.03 percent) and Census Tract 21.09 (22.3 percent) than the City of Rancho Cucamonga (14.7 percent) and San Bernardino County (16.9 percent). Census Tract 21.09 (45.3 percent) and Census Tract 21.12 (47 percent) reported a higher percentage of nonfamily households than the City of Ontario (21.7 percent), City of Rancho Cucamonga (23.4 percent), and the San Bernardino County (23.5 percent).

Table 5-4 shows the number of existing and projected households based on the 2016-2020 ACS 5-Year Estimates and the 2020–2045 RTP/SCS, respectively. As seen in Table 5-4, the number of households in San Bernardino County is projected to increase by approximately 36.7 percent between 2020 and 2045.

The number of households in the City of Ontario and the City of Rancho Cucamonga is projected to increase by approximately 47.2 percent and 15.5 percent, respectively, over the same time period. The City of Ontario's forecasted growth can be partly attributed to the availability of areas for development, such as the Specific Plan areas identified in Section 5.1.

Table 5-4: Existing and Projected Households

Jurisdiction	2016	2030	2035	2045	Increase 2020–2045
San Bernardino County	630,000	751,000	793,000	875,000	38.9%
City of Ontario	46,000	-	-	74,500	62%
City of Rancho Cucamonga	56,800	-	-	66,400	17%

Source: SCAG 2020b
Note: The 2020–2045 RTP/SCS Draft Growth Forecast does not include forecasts for census tracts.

5.2.3 Housing

Table 5-5 provides information regarding the types of housing, vacancy rate, and median home price/rent in San Bernardino County, the City of Ontario and the City of Rancho Cucamonga, and the Study Area census tracts. As shown in Table 5-5, most of the housing units in the City of Ontario, City of Rancho Cucamonga, Census Tract 16, and Census Tract 127 were single unit detached housing. Census Tract 21.09's reported a higher percentage of single unit attached housing compared to single unit detached housing. Both cities and all Census Tracts (except Census Tract 16 and 21.12) reported higher percentages of 2-4 unit and 5+ unit housing than San Bernardino County. Census Tract 16 reported the highest percentage of mobile homes (15.1 percent) when compared to San Bernardino County, the cities, and other Census Tracts, due to the availability of sites that can accommodate mobile homes in the area.

Of the Study Area census tracts, Census Tract 16 reported the highest vacancy rate (3.4), lowest median rent ($1,209), and lowest median home price ($329,600). City of Rancho Cucamonga reported the highest median home price ($515,600) and the second-highest median monthly rent ($1,855). Census Tract 21.12 reported no median home prices, vacancy rates, or unit information due to the absence of residential areas in the tract except for very few apartments.

5.2.4 Age Distribution

The median age and age distribution patterns of the population in the City of Ontario, the City of Rancho Cucamonga, San Bernardino County, and the Census Tracts are provided in Table 5-6. As shown in Table 5-6, Census Tract 16 (25.6 percent) and Census Tract 127 (22.2 percent) reported higher percentages of the population under the age of 15 than San Bernardino County (22 percent). All areas reported higher percentages of the population between ages 15 and 64 than the County (66.6 percent). Only City of Rancho Cucamonga reported a higher elderly population percentage (12.6 percent) and a higher median age (36.8 years) than San Bernardino County (11.6 percent and 33.6 years).

Table 5-5: Housing Profile

Jurisdiction	Median Home Price[1]	Median Rent[2]	Vacancy Rate[3]	1-Unit Detached (% of total)[4]	1-Unit Attached (% of total)[4]	2–4 Units (% of total)[4]	5 or more units (% of total)[4]	Mobile Homes (% of total)[4]
San Bernardino County	$348,500	$1,338	1.6	88.4%	3.2%	1%	1%	6.6%
City of Ontario	$408,000	$1,557	0.9	83.2%	7%	2%	2%	5.9%
City of Rancho Cucamonga	$515,600	$1,855	0.8	84.3%	7.1%	2%	3%	4%
Census Tract 16	$329,600	$1,209	3.4	72.5%	3.7%	9%	0%	15.1%
Census Tract 21.09	$380,400	$1,799	0	18.4%	61.5%	6%	14%	0%
Census Tract 21.12	-	$1,977	-	-	-	-	-	-
Census Tract 127	$375,300	$1,556	0.8	64.7%	14.7%	7%	13%	0%

Note: Bolding indicates the value is higher than the San Bernardino County average.

[1] United States Census Bureau, 2016–2020 American Community Survey 5-Year Estimates. Table B25077 – Median Value (Dollars): Owner-Occupied Housing Units

[2] Ibid. Table B25064 – Median Gross Rent (Dollars)

[3] Ibid. Table DP04 – Selected Housing Characteristics

[4] Ibid. Table S2504 – Physical Housing Characteristics for Owner-Occupied Housing Units.

Table 5-6: Age Distribution

Jurisdiction	Median Age (years)	Population <15 (%)	Population 15–64 (%)	Population >64 (%)
San Bernardino County	33.6	22.0%	66.6%	11.6%
City of Ontario	32.3	21.9%	68.5%	9.5%
City of Rancho Cucamonga	36.8	18.8%	68.5%	12.6%
Census Tract 16	30.3	25.6%	69.5%	5.1%
Census Tract 21.09	29.3	18.3%	78.0%	3.8%
Census Tract 21.12	29.1	19.4%	75.1%	5.4%
Census Tract 127	32.2	22.2%	73.5%	4.2%

Source: United States Census Bureau, 2016–2020 American Community Survey, Table DP05.
Note: Bolding indicates the value is higher than the San Bernardino County average.

5.2.5 Major Employers and Industries

There are various economic sectors that provides employment for the regional economy. Within proximity to the Project Area and within the Study Area, major business activities include the following:

- ONT, associated car rental facilities, parking facilities, Bob Hope United Service Organization (USO), Federal Express (FedEx) and UPS airline hubs and staging areas;

- Warehouses, distribution centers, business centers, industrial centers, auto dealerships, logistics centers, and commercial retail and services; and
- Large regional destinations such as Toyota Arena, Ontario Convention Center, and Ontario Mills.

Table 5-7 identifies employment percentages by economic sector for the City of Ontario, the City of Rancho Cucamonga, San Bernardino County, and the Study Area census tracts.

According to the 2016–2020 ACS, Educational Services, Health Care and Social Assistance (21.8 percent), and Retail Trade (12.8 percent) were the largest and second-largest San Bernardino County industry sectors in terms of employment, with Transportation, Warehousing, and Utilities following at 10.5 percent. Retail Trade was the largest industry sector in the City of Ontario, representing 13.4 percent of the employed labor force, followed by Transportation, Warehousing, and Utilities at 11 percent of the labor force. Education Services, Health Care, and Social Assistance was the largest industry sector in the City of Rancho Cucamonga, Census Tract 21.12, and Census Tract 127, representing 26 percent, 30.8 percent, and 20.6 percent of the employed labor force, respectively. Census Tract 16 has an abnormally large percentage (22.2 percent) of its population working in the Manufacturing industry sector. Within Census Tract 16, Manufacturing and Transportation are the industry sectors with the greatest percent of the population. Retail Trade was the largest industry sector in Census Tract 21.09 (17.6 percent).

Table 5-7: Employment Percentages by Economic Sector

Economic Sector	San Bernardino County	City of Ontario	City of Rancho Cucamonga	Census Tract 16	Census Tract 21.09	Census Tract 21.12	Census Tract 127
Agriculture, Forestry, and Fishing	0.7%	0.8%	0.5%	0.9%	0.0%	0.0%	0.0%
Construction	7.6%	7.7%	5.4%	10.5%	3.1%	1.7%	2.6%
Manufacturing	8.1%	10.7%	8.0%	22.2%	8.9%	6.9%	11.3%
Wholesale Trade	3.4%	4.0%	3.7%	5.4%	1.1%	5.5%	7.4%
Retail Trade	12.8%	13.4%	11.8%	13.0%	17.6%	7.6%	12.2%
Transportation, Warehousing, and Utilities	10.5%	11.0%	7.7%	14.9%	7.9%	11.2%	15.3%
Information	1.3%	1.1%	1.9%	0.0%	3.1%	1.5%	0.5%
Finance and Insurance, Real Estate, Rental, and Leasing	4.6%	4.7%	6.7%	3.9%	11.3%	8.0%	9.2%
Professional, Scientific, Management, and Waste Management Services	9.3%	10.7%	9.7%	9.4%	10.8%	8.6%	8.9%
Education Services, Health Care, and Social Assistance	21.8%	17.6%	26.0%	7.5%	17.5%	30.8%	20.6%
Arts, Entertainment, Recreation, and Accommodation and Food Services	9.2%	9.4%	8.0%	8.2%	6.9%	9.8%	4.0%

Table 5-7: Employment Percentages by Economic Sector

Economic Sector	San Bernardino County	City of Ontario	City of Rancho Cucamonga	Census Tract 16	Census Tract 21.09	Census Tract 21.12	Census Tract 127
Other Services, except Public Administration	5.2%	5.1%	5.2%	2.3%	7.0%	1.4%	3.6%
Public Administration	5.5%	3.8%	5.4%	1.9%	4.8%	6.9%	4.5%

Source: United States Census Bureau, 2016–2020 American Community Survey, Table DP03

5.2.6 Employment

Table 5-8 provides the existing and projected employment in the City of Ontario, the City of Rancho Cucamonga, and San Bernardino County. As shown, employment in San Bernardino County is projected to increase by approximately 34.5 percent between 2016 and 2045. Employment in the City of Ontario and City of Rancho Cucamonga is projected to increase by approximately 48.6 and 19.03 percent, respectively, during the same period. This forecasted growth can be attributed to the underutilization of ONT and the availability of redevelopment areas via Specific Plans in the City of Ontario and City of Rancho Cucamonga.

Table 5-8: Existing and Projected Employment

Jurisdiction	Employed Population in 2016	Employed Population in 2045	% Increase 2016–2045
San Bernardino County	791,000	1,064,000	34.5%
City of Ontario	113,900	169,300	48.6%
City of Rancho Cucamonga	88,300	105,100	19.03%

Source: SCAG 2020b–

The 2016–2020 ACS 5-Year Estimates data indicate there were 926,877 persons in San Bernardino County's civilian labor force (ACS 2020). According to the California Employment Development Department (EDD), the annual average unemployment rate in 2022 in the County was 3.8 percent (LAUS 2022). In March 2022, the City of Ontario had a slightly higher percentage (4.1 percent) of unemployed civilians than San Bernardino County, and the City of Rancho Cucamonga had a lower percentage (3.2 percent) of unemployed civilians than San Bernardino County.

5.3 COMMUNITY FACILITIES AND SERVICES

5.3.1 Emergency Services

5.3.1.1 City of Ontario Fire Services

The City of Ontario Fire Department (OFD) has ten fire stations strategically located including the fire station number 10 at ONT. The OFD has 227 personnel comprised of 186 sworn firefighter and

41 professional staff members service across six bureaus. The six bureaus include the Operation/Airport Services, Fire Prevention, Support Services, Emergency Medical Services, Training and Professional Services, and Administrative Services. The OFD stations have a daily staffing level of 59 sworn firefighters with nine four-person paramedic engine companies, three four-person truck companies, an eight-person Airport Rescue and Fire Fighting Station, one fire investigation supervisor, and two battalion chiefs (City of Ontario, 2022f). Table 5-9 identifies the fire stations closest to the proposed Project. Figure 5-6 below also shows the location of the OFD fire stations closest to the proposed Project.

5.3.1.2 City of Rancho Cucamonga Fire Services

In 1975, the Alta Loma Fire District and the Cucamonga Fire District were consolidated to form the Foothill Fire Protection District. On July 1, 1989, the Foothill Fire Protection District was legislatively re-organized to a subsidiary district of the City of Rancho Cucamonga and was renamed the Rancho Cucamonga Fire Protection District (RCFPD). RCFPD covers 50 square miles with seven fire stations. Each fire station is staffed with a three-person fire engine with two of the stations also housing a four-person fire truck (City of Rancho Cucamonga, 2022h). Table 5-10 identifies the existing fire stations closest to the proposed Project. Figure 5-6 below also shows the location of the RCFPD fire stations.

Table 5-9: Ontario Fire Department Fire Stations Near the Proposed Project

Station	Distance from Project Site (miles)	Direction from Closest Point of the Proposed Project	Address
Station 3	2.3	Southwest	1408 East Francis Street Ontario, CA 91761
Station 6	1.8	South	2931 East Philadelphia Street Ontario, CA 91761
Station 10	at ONT	at ONT	1230 Tower Drive Ontario, CA 91761
Station 5	1.7	Northwest	1530 East Fourth Street Ontario, CA 91764
Station 8	0.5	North	3429 East Shelby Street Ontario, CA 91764

Source: City of Ontario 2022b

Table 5-10: Rancho Cucamonga Fire Protection District Fire Stations Near the Proposed Project

Station	Distance from Proposed Project Site (miles)	Direction from Closest Point of the Proposed Project	Address
Station 174	0.14	North	11297 Jersey Boulevard Rancho Cucamonga, CA 91730
Headquarters	0.9	Northwest	10500 Civic Center Drive Rancho Cucamonga, CA 91730

Source: City of Rancho Cucamonga 2022i

5.3.1.3 City of Ontario Police Services

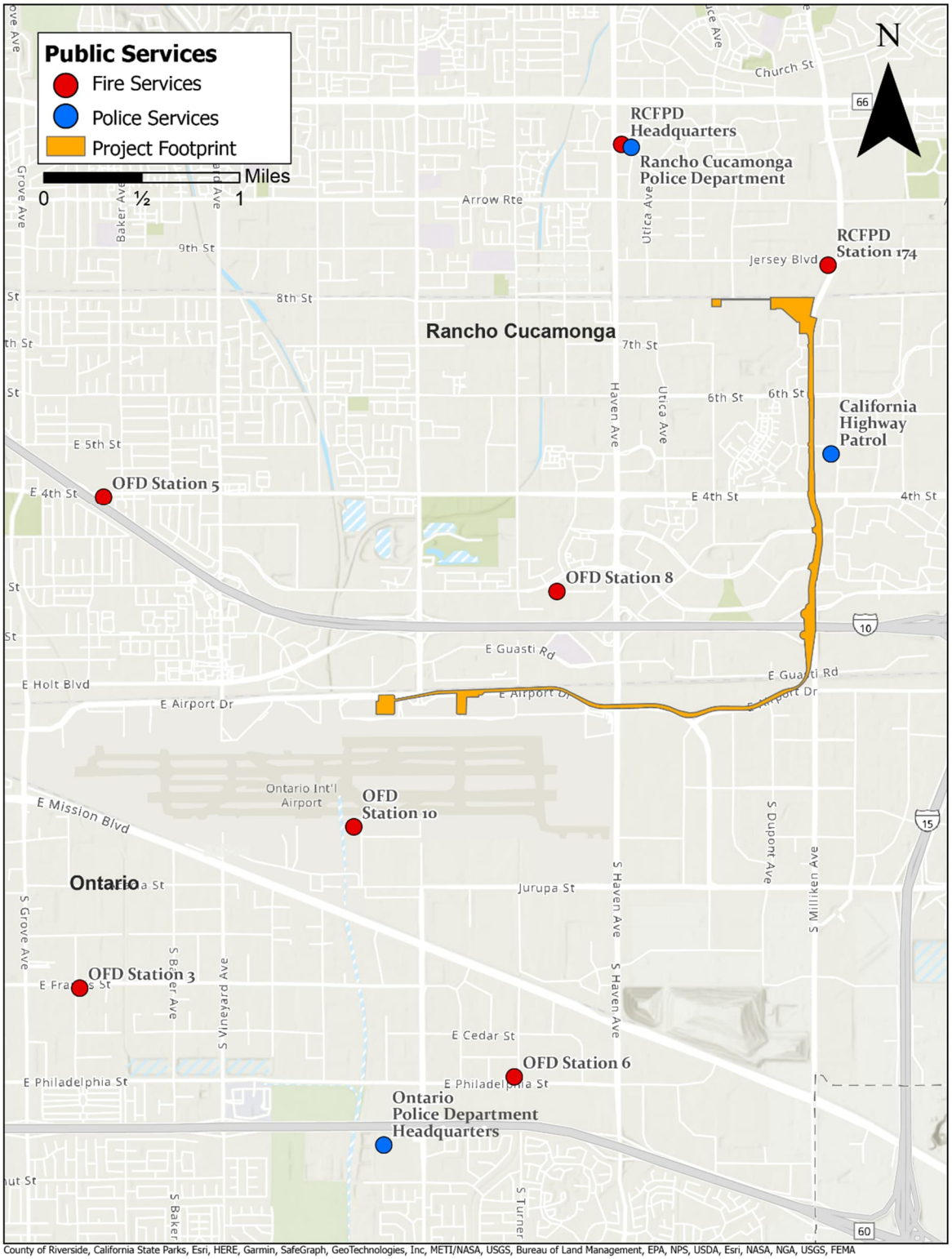
The City of Ontario is serviced by the City of Ontario Police Department (OPD). As shown in Figure 5-6, the OPD headquarters is located 2.8 miles south of the proposed Project at 2500 South Archibald Avenue in the City of Ontario. OPD consists of the Airport Operations Bureau (AOB), Investigations, and the Special Operations unit. The AOB consists of police officers, explosive detection canines, narcotic detection canines, and community service officers. The AOB patrols all areas of ONT, investigates crimes, manages traffic flows and response to airport emergencies, and enforces Transportation Safety regulations and the airport security program. The Investigations Bureau is responsible for the investigation of crimes committed in the City of Ontario, including narcotics and crime scene investigations. The Specials Operations unit includes Air Support, Special Weapons and Tactics Team, Traffic Division, ABC Enforcement, Graffiti and Tagging, Crime Free Multi-housing Program, and Transient Enforcement (City of Ontario, 2022g).

5.3.1.4 City of Rancho Cucamonga Police Services

San Bernardino County Sheriff's Department (SBCSD) is the law enforcement agency for the largest geographical county in the nation. SBCSD serves over 2.1 million residents, with eight county and 14 contract patrol stations and approximately 3,600 employees with 1,800 volunteers (SBCSD 2022a). SBCSD's dispatch center takes in approximately 1,014,509 calls for service annually, with deputies writing approximately 102,271 reports annually. SBCSD has an annual detentions budget of $244,201,708 (SBCSD, 2022a).

SBCSD has provided services for the City of Rancho Cucamonga since it incorporated in 1977. There are 182 Sheriff's personnel serving the citizens of the City of Rancho Cucamonga. As shown in Figure 5-6, the San Bernardino County Sheriff Patrol Station serving the City of Rancho Cucamonga is located approximately 0.87 miles northwest of the proposed Project at 10510 Civic Center Drive in the City of Rancho Cucamonga (SBCSD, 2022b). The station not only provides sufficient patrol services, but also provides a significant full-service traffic division, which includes motor units, Major Accident Investigation Team, a commercial enforcement unit, and a parking enforcement unit. A Multiple Enforcement Team, including a Bicycle Enforcement Team, provides a well-rounded community-based policing unit. In addition, the station also provides six School Resource Officers (who service each of the City of Rancho Cucamonga's high schools, middle schools, and elementary schools), a crime prevention unit, a crime analysis unit, and a well-diversified and experienced detective division.

Figure 5-6: Fire and Police Station Locations



Source: AECOM 2024

5.3.1.5 California Highway Patrol

California Highway Patrol (CHP) was created in 1929 to provide uniform traffic law enforcement through the state (CHP, 2022a). CHP has patrol jurisdiction on freeways in the State of California, including Interstate 10. The CHP Rancho Cucamonga Area is part of the CHP's Inland Division and patrols over 250 miles of freeways and unincorporated roadways. The CHP Rancho Cucamonga Area station is located approximately 0.7 miles east of the closest point of the proposed Project at 9530 Pittsburgh Avenue, in the City of Rancho Cucamonga. The CHP Rancho Cucamonga Area is composed of 64 sworn officers, 10 civilian members, and 20 explorers (CHP, 2022b).

5.3.2 Community Facilities

5.3.2.1 Hospitals

There are no hospitals registered on the California Department of Public Health facility database within the Study Area (CDPH, 2022). The closest Kindred hospital is located 0.76 mile north of the proposed Project at 10841 White Oak Avenue in the City of Rancho Cucamonga. Kindred Hospital is a hospital providing long term acute care with 55-beds (Kindred, 2022).

5.3.2.2 School Districts

The proposed Project is served by Cucamonga School District (CSD) and Ontario-Montclair School District (OMSD) for kindergarten through eighth grade (K-8). The City of Rancho Cucamonga is served by CSD with one preschool, three elementary schools, and one middle school (CSD, 2022). The closest school to the proposed Project is the Ontario Center School located approximately 0.64 miles north of the ONT parking lots and 1.34 miles west of the proposed Project's underground alignment at Milliken Avenue. The Ontario Center School is located at 835 N. Center Avenue in the City of Ontario and is currently serving K through fifth grade (K-5) students (Ontario Center School, 2023).

The City of Ontario is serviced by OMSD, which was founded in 1884 and serves the City of Ontario and the City of Montclair, portions of the City of Upland, and unincorporated areas of San Bernardino County. OMSD has more than 21,800 Pre-K-8students with 22 elementary schools, six middle schools, four K-8 schools, and one Online Academy (OMSD, 2022). There are no school from the CSD and OMSD that serve the Study Area. There are no school from the CSD and OMSD that serve the Study Area.

Chaffey Joint Union High School District (CJUHSD) serves the communities of Ontario, Montclair, Rancho Cucamonga, and portions of Fontana, Upland, Chino, and Mount Baldy. CJUHSD has provided high school education services since 1911. CJUHSD has approximately 24,000 students with eight comprehensive high schools, a continuation high school, an online high school, a community day school, an adult school, and alternative programs (CJUHSD, 2022). There are no schools from the CJUHSD that serve the Study Area.

According to the California Department of Education, the Joshua Center Christian Academy is a private, K through twelfth grade (K-12) school located 0.74-mile northwest of the proposed Project site at 8711 Monroe Court, Suite B in the City of Rancho Cucamonga (CDE, 2022a and CDE, 2022b).

There are various vocational schools located within the City of Rancho Cucamonga and the City of Ontario. Vocational schools provide postsecondary education to train students in the healthcare, business administration, construction or other specific lines of work. The closest vocational school is the San Joaquin Valley College located 0.4 miles west of the proposed Project's underground alignment at Milliken Avenue at 4580 Ontario Mills Parkway in the City of Ontario (San Joaquin Valley College, 2023).

5.3.2.3 Parks and Recreation Facilities

The City of Ontario has 528.66 acres of park space (City of Ontario, 2022f). The City of Ontario's parks include amenities such as basketball courts, barbeque area, community centers, drinking fountains, exercise equipment, horseshoe pits, pickleball, picnic tables/shelters, playgrounds, pool, restrooms, soccer field, softball/baseball field, tennis courts, tracks/walking paths and volleyball courts. The City of Ontario's Recreation and Community Services Department provides year-round public recreational services for all age groups. The department operates six community centers, a senior center, and provides programming in over 30 parks, three dog parks, and a municipal golf course (City of Ontario, 2022f).

The City of Rancho Cucamonga's Community Services Department operates park and recreational facilities and programs for the City of Rancho Cucamonga. The City of Rancho Cucamonga has approximately 338.3 acres of improved parkland (Colgan Consulting Company, 2014). There is also the potential for an additional 70 acres of improved parkland with the development of remaining areas at Central Park (City of Rancho Cucamonga, 2022h). The Study Area does not include any public parks or recreation facilities.

6 IMPACT EVALUATION

This CIA has been prepared for the Project by the SBCTA or an authorized agent. The information in this document has been prepared as a "blended" assessment to comply with both CEQA and NEPA, as well as other substantive environmental laws applicable to the subjects addressed in this document.

The purpose of this report is to provide information regarding social, economic, and land use effects of the proposed Project so that final transportation decisions will be made in the public interest. The report is intended to clearly describe the relevant existing conditions and potential socioeconomic impacts of the Project. Both CEQA and NEPA require consideration of the social and economic impacts (CEQA 2024) of projects in the preparation of environmental documents. This report includes consideration of direct, indirect, and regional growth impacts. Because of the absence of designated resources in the Study Area, the proposed Project would have no effect on the following resource categories; therefore, these topics will not be discussed further in this CIA:

- Coastal Zone: The Study Area is not located within the Coastal Zone.
- Wild and Scenic Rivers: There are no designated wild and scenic rivers within the Study Area.
- Farmland and Timberlands: There are no farmlands or timberlands within the Study Area.

6.1 PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY

6.1.1 No Project Alternative

6.1.1.1 Construction Impacts

6.1.1.2 While the proposed Project would not be constructed under the No Project Alternative, the No Project Alternative includes planned expansion, improvement projects, and routine maintenance activities for the existing roadway system and transit facilities. Construction activities associated with the No Project Alternative would be subject to project and site-specific evaluation, and mitigation would be required to reduce any potentially significant impacts. Adherence to existing regulations would ensure that the No Project Alternative impact related to the division of an established community would be less than significant.
Operational Impacts

While the proposed Project would not be constructed under the No Project Alternative, the No Project Alternative includes operation of planned expansion, improvement projects, and routine maintenance activities for the existing roadway system and transit facilities. Planned projects would conform to land use plans, policies, and regulations. The No Project Alternative would be subject to project and site-specific evaluation of conformity to land use regulations, and for any potential impacts, mitigation would be required to reduce any potentially significant impacts. With adherence to land use regulations, the No Project Alternative, during operation, would have a less than significant impact.

6.1.2 Proposed Project

6.1.2.1 Property Easements

The proposed Project would require temporary construction easements (TCEs) within the Project Area. Figure 6-1 and Table 6-1, show the various TCEs and easements that would be required from property owners within the Project Area. As discussed in the Relocation Impact Memorandum (SBCTA 2024d), the proposed Project would require ROW easements from 20 properties for the proposed Project elements. This includes the need for 13 permanent subsurface easements, two permanent surface easements, and five parcels that are both subsurface and surface easements. The seven parcels identified as permanent surface easements in Table 6-1 would be considered TCEs during construction and these would then become permanent surface easements upon completion of construction. Subsurface easements would be required where the tunnel begins curving east at Guasti Road east of the UPRR bridge. No relocations of businesses and residences would be required to construct the Proposed Project.

The TCEs required for the proposed Project would be used as construction staging areas or to allow construction access. These staging activities may result in temporary increases in dust and noise levels in the immediate vicinity; however, dust and air pollution resulting from construction activities would be minimized through implementation measures to control excessive fugitive dust emissions, emissions from construction vehicles, and vibrations from tunnel excavation activities, and would adhere to local, regional, and federal specifications for reducing air pollution and other impacts during construction. Noise resulting from construction activities would be minimized through compliance with federal, State, and local regulations, within the ROW and the regulations pertaining to construction and noise standards included in Title 5, Chapter 29: Noise of the City of Ontario Municipal Code (City of RC 2022f), and in Title 17, Article 4, Chapter 17.66: Performance Standards of the City of Rancho Cucamonga Municipal Code (City of Ontario, 2022e). Therefore, the proposed Project-related construction activities would not result in any temporary conflicts with existing land uses on those properties. For additional discussion, please refer to the Noise and Vibration Technical Report (SBCTA 2024e).

The proposed Project would require parcel permanent easements and, therefore, would result in the conversion of existing and planned land uses. As shown in Figure 6-1 through Figure 6-5 and identified in Error! Reference source not found..

Table 6-1: Proposed Project Easements by Type

PROPOSED PROJECT EASEMENTS	
Assessor Parcel Number (APN)	Easement Type
20927230	Permanent Subsurface Easement
20927222	Permanent Subsurface Easement
20927227	Permanent Subsurface Easement
21021143	Permanent Subsurface Easement
23801408	Permanent Subsurface Easement
21021215	Permanent Subsurface Easement
21122209	Permanent Subsurface Easement
21122260	Permanent Subsurface Easement
21122261	Permanent Subsurface Easement
21122273	Permanent Subsurface Easement
21122274	Permanent Subsurface Easement
21122275	Permanent Subsurface Easement
21120204	Permanent Subsurface Easement
20927223	Permanent Surface Easement
20927224	Permanent Surface Easement
20927211	Permanent Surface and Subsurface Easement
21120113	Permanent Surface and Subsurface Easement
21120102	Permanent Surface and Subsurface Easement
11351301	Permanent Surface and Subsurface Easement
11337101	Permanent Surface and Subsurface Easement
Total Permanent Subsurface Easements	13
Total Permanent Surface Easements	2
Total Permanent Subsurface and Surface Easements	5
Net Total Easements	20

Figure 6-1: Property Easements (Sheet 1 of 5)

Figure 6-2: Property Easements (Sheet 2 of 5)

Figure 6-3: Property Easements (Sheet 3 of 5)

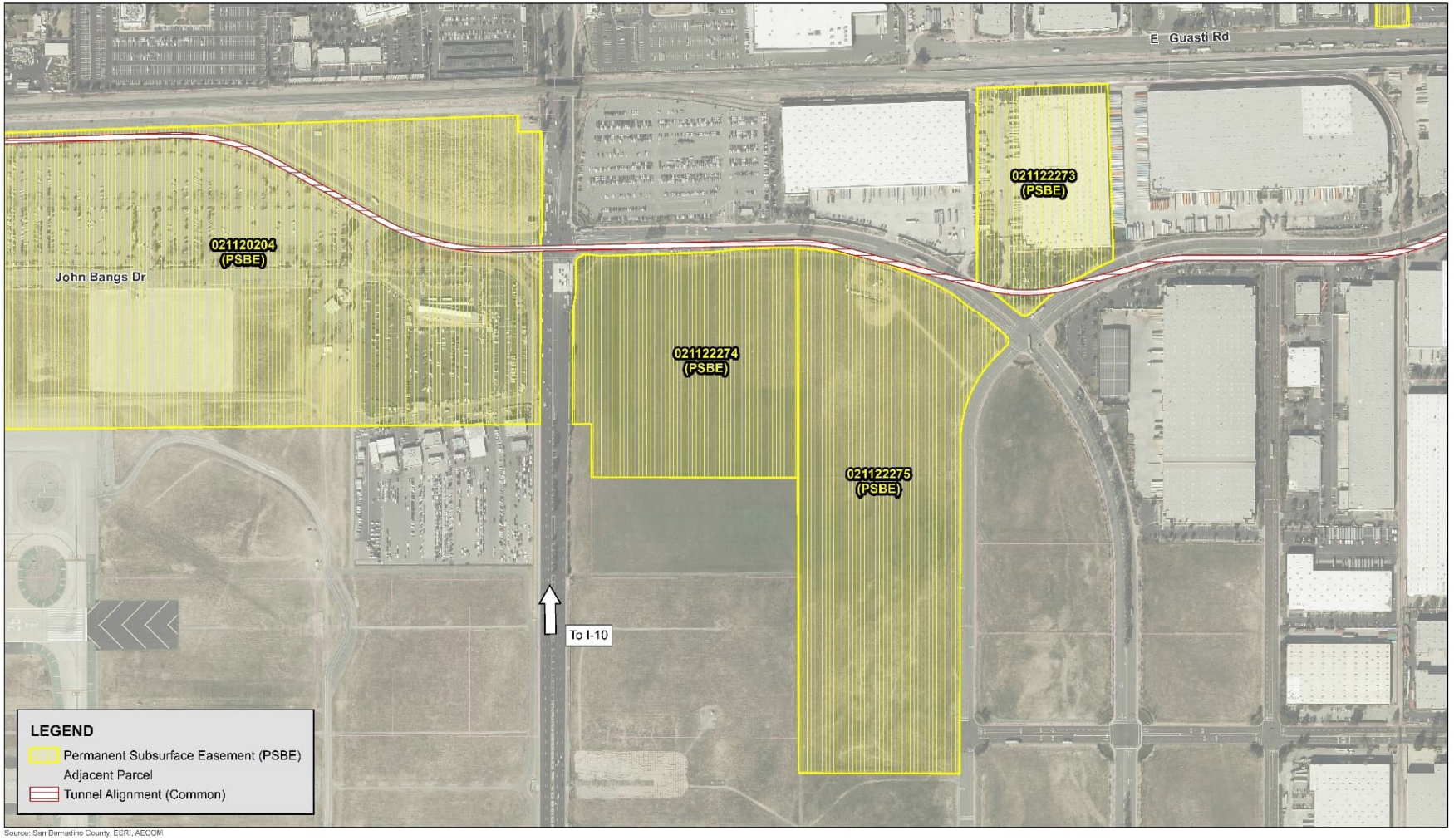


Figure 6-4: Property Easements (Sheet 4 of 5)

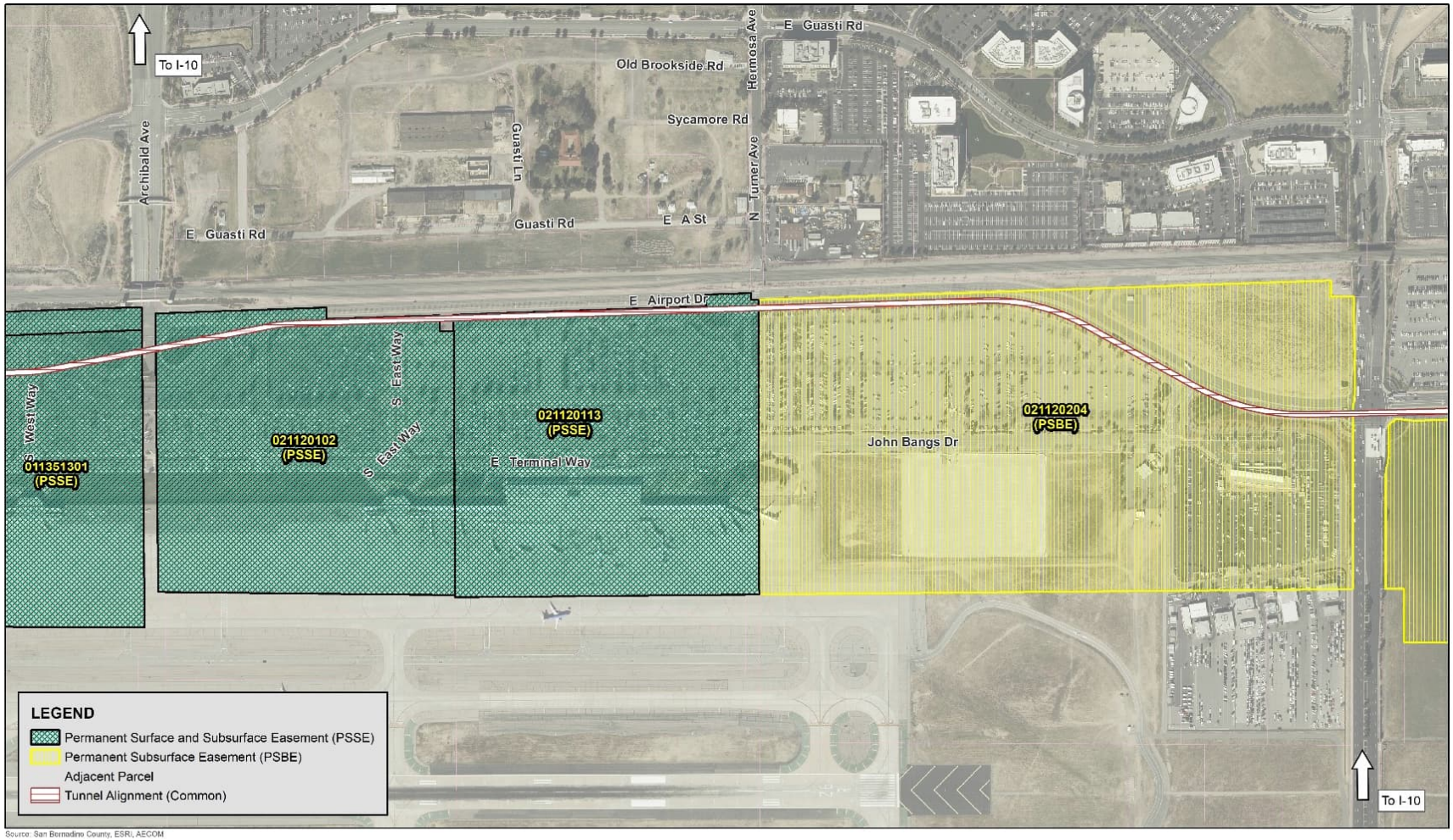


Figure 6-5: Property Easements (Sheet 5 of 5)

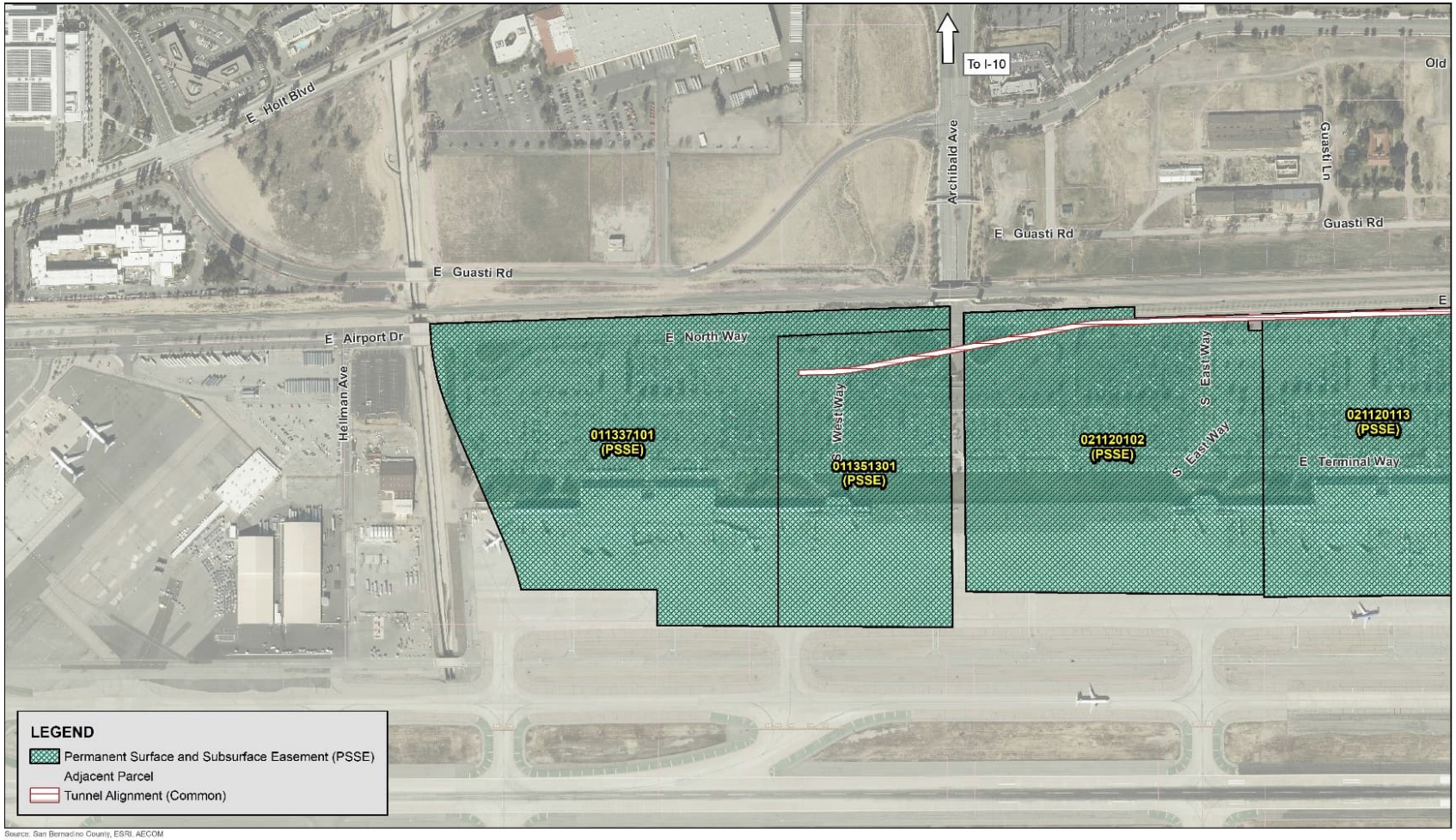


Table 6-2: Planned Projects in City of Ontario and City of Rancho Cucamonga

Project Type	Project Name/Type	Jurisdiction/Location	Proposed Use/Description	Status
Development Projects in Ontario	OIAA surplus property lease[1]	ONT, 198 acres of surplus property east of Haven Avenue, north of Jurupa Avenue, south of Airport Drive, and west of Carnegie Avenue	55-year lease for industrial use in compliance with the ONT ALUCP	Approved
Development Projects in Ontario	Meredith International Center	Ontario/East 4th Street & Vineyard Avenue	Amendment to the original 1981 Specific Plan. Planned development including industrial, urban commercial, and urban residential land use.	Complete
Development Projects in Ontario	Guasti Plaza	Ontario/Archibald Avenue & Airport Drive	Residential units within the residential overlay area in Planning Area 2. Creative reuse of the historic structures of the old Guasti winery and surrounding properties.	Planned
Development Projects in Ontario	Piemonte Overlay at Ontario Center	Ontario/Haven Avenue & 4th Street	Mixed-use neighborhood within Ontario Center. Proposed housing, retail, restaurants, and entertainment.	Planned
Development Projects in Ontario	Toyota Business Park	Ontario/Jurupa Street & Milliken Avenue	Mix of warehouse and distribution uses with potential office buildings. Larger building for overseas parts and logistics handling, the smaller building as a regional facility to supply Toyota retailers.	Planned
Development Projects in Ontario	Ontario Together Projects (TCC Grant)	Ontario/Euclid Avenue & Mission Boulevard	Proposed affordable housing, multimodal transportation, urban greening program, solar energy rollout, small business incubator, and workforce/career training.	Planned
Capital Improvement Projects in Ontario	Various Street Improvements under the City's Capital Improvement Program	City of Ontario, various locations by projected fiscal years	Road improvements ranging from rehabilitation, slurry seal, cape seal resurfacing, traffic projects, lane development, public works thin overlay, and Active Transportation Programs	FY 2022/2023 Approved and Under Construction; FY 2023/2024 to FY 2027/2028 Under Review
Capital Improvement Projects in Ontario	I-10 Express Lanes	SBCTA, I-10, from LA County Line to Ford Street in Redlands	Addition of toll express lanes to relieve congestion	Under Construction

Project Type	Project Name/Type	Jurisdiction/Location	Proposed Use/Description	Status
Capital Improvement Projects in Ontario	ONT Lot 6 Parking Lot 2	ONT, Lot 6	Paving and re-striping of existing overflow parking lot, and other improvements for pickup/drop-off locations and turnouts on and adjacent to existing John Bangs Drive	Under Review
Capital Improvement Projects in Ontario	ONT rehabilitation of Runway 8R-26L and associated improvements Supplemental EIR2,3	ONT, OIAA, Runway 8R-26L	Rehabilitation of existing runway and additional airfield improvements, relocation of objects within Runway Safety Area and Runway Object Free Area, and relocation of the south electrical vault	Under Review
Capital Improvement Projects in Ontario	South Archibald Ave Grade Separation (At Mission Blvd)	Ontario/Mission Boulevard & Archibald Avenue	Grade separation at existing at-grade crossing. Widen roadway from 2 to 6 lanes.	Planned
Capital Improvement Projects in Ontario	Airport Dr	Ontario/Airport Drive From Rochester Avenue To Etiwanda Avenue	Widen Airport Dr from 2 to 4 lanes from Rochester Ave to Etiwanda Ave.	Planned
Capital Improvement Projects in Ontario	Archibald Ave	Ontario/Archibald Avenue & Inland Empire Boulevard	Widen Archibald Ave from 4 to 6 lanes between Inland Empire Blvd and 4th St.	Planned
Capital Improvement Projects in Ontario	Guasti Rd	Ontario/Guasti Road & Archibald Avenue	Widen Guasti Rd from 2 to 4 lanes between Holt Blvd and Archibald Ave.	Planned
Capital Improvement Projects in Ontario	Turner Ave	Ontario/Turner Avenue & Inland Empire Boulevard	Spot-widen Turner Ave from 2 to 4 lanes between Inland Empire Blvd and 4th St for the southbound lane only.	Planned
Capital Improvement Projects in Ontario	Holt Blvd	Ontario/Holt Boulevard & South Vineyard Avenue	Widen Holt Blvd from 4 to 6 lanes between Benson Ave and Vineyard Ave.	Planned (2025)
Capital Improvement Projects in Ontario	Jurupa St	Ontario/Jurupa Street & Turner Avenue	Widen Jurupa St from 2 to 6 lanes between Turner Ave and Hofer Ranch Rd.	Planned (2025)
Capital Improvement Projects in Ontario	Vineyard Ave	Ontario/Vineyard Avenue & I_10	Widen Vineyard Ave from 4 to 6 lanes between 4th St and the I-10.	Complete (2019)

Project Type	Project Name/Type	Jurisdiction/Location	Proposed Use/Description	Status
Capital Improvement Projects in Ontario	Archibald Ave Bridge	Ontario/Archibald Avenue & Upper Deer Creek	Widen 4-lane bridge to 6 lanes on Archibald Ave that transverses the upper Deer Creek.	Planned (2025)
Capital Improvement Projects in Ontario	Archibald Ave Spillway	Ontario/Archibald Avenue & Upper Deer Creek Spillway	Widen 4-lane bridge to 6 lanes on Archibald Ave over the upper Deer Creek Spillway.	Planned (2025)
Capital Improvement Projects in Ontario	Mission Blvd Bridge	Ontario/Mission Boulevard & Cucamonga Creek	Widen bridge from 4 to 6 lanes on Mission Blvd over Cucamonga Creek.	Planned (2025)
Capital Improvement Projects in Ontario	Holt Blvd Bridge	Ontario/Holt Boulevard & Cucamonga Creek	Widen bridge from 4 to 6 lanes on Holt Blvd over Cucamonga Creek.	Planned (2025)
Capital Improvement Projects in Ontario	North Vineyard Ave. Grade Separation	Ontario/Vineyard Avenue & Airport Drive	Grade separated railroad bridge flyover between Holt Blvd and Airport Dr near the upper railroad Alhambra Line.	Complete (2017)
Development Projects in Ranch Cucamonga	Empire Yards Specific Plan	Area surrounding the Rancho Cucamonga Metrolink Station	Urban village and transportation improvements	Approved
Development Projects in Ranch Cucamonga	Jersey and Milliken Warehouse	11298 Jersey Boulevard	Warehouse, storage units, and loading docks	Approved
Development Projects in Ranch Cucamonga	6th Street Cycle Track	Haven Avenue to Rochester Avenue	Cycle Track	Under Construction
Development Projects in Ranch Cucamonga	Station 174 ADA Improvements	11297 Jersey Boulevard	ADA accessibility improvements to Fire Station 174	Approved
Development Projects in Ranch Cucamonga	Homecoming At The Resort	Rancho Cucamonga/Cleveland Avenue & 6th Street	867 rental apartments and new home developments on 39.68 acres	Under Construction
Development Projects in Ranch Cucamonga	Van Daele	Rancho Cucamonga/Retreat Place & Essence Drive	296-unit mixed-use development on 78 acres	Under Construction
Development Projects in Ranch Cucamonga	Tempo At The Resort	Rancho Cucamonga/The Resort Parkway & 4th Street	80-unit detached residential condominium	Under Construction

Project Type	Project Name/Type	Jurisdiction/Location	Proposed Use/Description	Status
Development Projects in Ranch Cucamonga	New Home	Rancho Cucamonga/The Resort Parkway & 4th Street	135-unit condominium on 5.25 acres	Under Construction
Development Projects in Ranch Cucamonga	Arrow And Rochester Industrial	Rancho Cucamonga/Arrow Route & Rochester Avenue	49,745 square foot warehouse with office space on 2.43 acres	In Review
Development Projects in Ranch Cucamonga	Haven + Arrow	Rancho Cucamonga/Arrow Route & Haven Avenue	240-unit mixed use project with a commercial ground floor	In Review
Development Projects in Ranch Cucamonga	Haven City Market	Rancho Cucamonga/Haven Avenue & Arrow Route	85,000 square foot food hall, gourmet market, and retail space with 20,325 square foot outdoor patio area	Complete (2019)
Development Projects in Ranch Cucamonga	Utica Office	Rancho Cucamonga/Utica Avenue & Aspen Avenue	13,116 square foot two-story office building	Approved
Development Projects in Ranch Cucamonga	33 North	Rancho Cucamonga/Haven Avenue & Foothill Boulevard	302-unit mixed-use development including 4,600 square feet of retail and 4,050 square feet of live/work retail area	In Review
Capital Improvement Projects in Rancho Cucamonga	4th Street	4th Street from Milliken Avenue to Haven Avenue	Overlay-Asphalt Rubber Hot Mix	Proposed
Capital Improvement Projects in Rancho Cucamonga	Traffic Signal Modification FY 22/23	Milliken/Jersey and Arrow Route/Hermosa intersections	Modification of traffic signals	Approved
Capital Improvement Projects spanning both Ontario and Rancho Cucamonga	West Valley Connector (WVC - Phase 1/Milliken Alignment)	Downtown Pomona Metrolink Station to ONT and Rancho Cucamonga Metrolink Station	19 miles including upgrading a portion of existing Route 61 (Holt Avenue), adding 3.5 miles as center running, dedicated bus-only lanes. 21 stations.	Planned

Source: City of Ontario 2022a; City of Ontario 2022b; SBCTA 2022b; City of Rancho Cucamonga 2022a; City of Rancho Cucamonga 2022; City of Rancho Cucamonga 2022c; City of Rancho Cucamonga 2022d.
Note: [1] ONT 2022b; [2]OIAA 2022b; [3]State of California, Office of Planning and Research 2022a

6.1.2.2 Construction Impacts

I-10, East Airport Drive, and Milliken Avenue are major throughfares within the proposed Project areas. Temporary access restrictions and detours may impact nearby businesses and residents who commute into and out of the area for employment or airport operations at ONT. Construction-related closures, although very minimal, could impede movement in and through the Project Area, which would result in temporary effects to community character and cohesion. Although ONT would be operational and community members would have access to community services and facilities during the construction period, there would be some degree of inconvenience due to construction-related delays, temporary closures, and construction equipment operation.

MM-TRA-1 would be implemented for the proposed Project. Access would be maintained for residents and businesses affected by the proposed Project via implementation of MM-TRA-1, which would include designated detours for affected roads, pedestrian, and bicycle facilities. At the areas of tunnel egress, tunnel ingress, vent shaft locations, and MSF, sidewalk and road detours would be directed in a way to allow for unimpeded access to the surrounding areas during active construction times. During construction, activities would primarily occur underground except for above ground construction staging areas for the proposed stations, MSF, and vent shaft, and trucks moving to and from the construction sites and the designated haul routes. With implementation of MM-TRA-1, the proposed Project impacts related to the division of an established community during construction would be less than significant.

6.1.2.3 Operational Impacts

The proposed Project would not disrupt or physically divide an established community. Most of the proposed Project would be located underground and would generally follow the public ROW. The proposed Project would not displace any residents or businesses and there are no acquisitions to disrupt or divide the community during operation. The proposed Project would provide a new transportation connection between the Metrolink system and ONT and could reduce congestion and improve safety on the local roads between the Metrolink system and ONT. The proposed Project is designed to provide connectivity and would not cut off an existing or proposed transportation route and would be compatible with existing uses. Therefore, the proposed Project during operation would have a less than significant impact related to the division of an established.

6.2 CONFLICT WITH ANY APPLICABLE LAND USE PLAN, POLICY, OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING, BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, LOCAL COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT

6.2.1 No Project Alternative

6.2.1.1 Construction Impacts

The No Project Alternative includes planned expansion, improvement projects, and routine maintenance activities for the existing roadway system and transit facilities. Planned projects would conform to land use plans, policies, and regulations. The No Project Alternative would be subject to project and site-specific evaluation of conformity to land use regulations, and for any potential impacts, mitigation would be required to reduce any potentially significant impacts. With adherence to land use regulations, the No Project Alternative, during construction, would have a less than significant impact.

6.2.1.2 Operational Impacts

The No Project Alternative includes operation of planned expansion, improvement projects, and routine maintenance for the existing roadway system and transit facilities. Planned projects would conform to land use plans, policies, and regulations. The No Project Alternative would be subject to project and site-specific evaluation of conformity to land use regulations, and for any potential impacts, mitigation would be required to reduce any potentially significant impacts. With adherence to land use regulations, the No Project Alternative, during operation, would have a less than significant impact.

6.2.2 Proposed Project

6.2.2.1 Construction Impacts

The proposed Project would require TCEs within the Project Area during construction activities. Figure 6-1, shows the various TCEs that would be required from property owners within the Project Area. As shown in Table 6-1, the proposed Project alignment would require ROW easements from 20 properties. The easements include the need for 13 permanent subsurface easements, 2 permanent surface easements, 5 permanent subsurface and surface easements, and 7 TCEs. There would be seven easements required for all three stations totaling approximately two acres.

In particular, subsurface easements would be required where the tunnel begins curving east at Guasti Road, east of the UPRR bridge. It is assumed that the emergency access shaft and the vent shaft would require easements from private and both City of Rancho Cucamonga and City of Ontario's owned parcels. Any temporary construction staging areas associated with the proposed Project elements would be restored to its pre-construction condition prior to being returned to the property owner. The easements

do not include potential right-of-entries, encroachment permits, or other ROW interests needed to construct the proposed Project. The TCEs required for the proposed Project would be used as construction staging areas or to allow construction access. These staging activities may result in temporary increases in dust and noise levels in the immediate vicinity; however, dust and air pollution resulting from construction activities would be minimized through implementation measures to control excessive fugitive dust emissions, emissions from construction vehicles, and vibrations from tunnel excavation activities, and would adhere to local, regional, and federal specifications for reducing air pollution and other impacts during construction. Noise resulting from construction activities would be minimized through compliance with federal, state, and local regulations within the ROW and the regulations pertaining to construction and noise standards included in Title 5, Chapter 29: Noise of the City of Ontario Municipal Code (City of Ontario 2021), and in Title 17, Article 4, Chapter 17.66: Performance Standards of the City of Rancho Cucamonga Municipal Code (City of Rancho Cucamonga 2022f). Therefore, the proposed Project -related construction activities are not anticipated to result in any temporary conflicts with existing land uses on those properties.

A discussion of project compatibility with relevant land use goals and policies applicable to the proposed Project are provided below in Table 6-3.

Table 6-3: Consistency with Local Plans

Plan	Policy	Proposed Project
Ontario General Plan	Policy Land Use (LU)-5-3: Cooperate with agencies to maximize resources to mitigate the impacts and hazards related to airport operations.	Consistent. The proposed Project would cooperate with agencies to maximize resources to minimize impacts and hazards related to airport operations. Therefore, the proposed Project would be consistent with this policy.
Ontario General Plan	Policy LU-5-7: Comply with state law that requires general plans, specific plans, and all new development to be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public use airport.	Consistent. The proposed Project would be subject to review by appropriate agencies to determine consistency with ONT Airport Land ALUCP. Therefore, the proposed Project would be consistent with this policy.
Ontario General Plan	Policy Environmental Resources (ER)-3-5: Purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.	Consistent. Vehicles and technology that meets or exceeds State requirements would be purchased, subject to review by the appropriate agencies. Therefore, the proposed Project would be consistent with this policy.
Ontario General Plan	Policy ER-4-3: Reduce greenhouse gas emissions in accordance with regional, state, and federal regulations.	Consistent. The proposed Project would implement a direct connection via electric mediums between ONT and the Cucamonga Metrolink Station, which would contribute toward reducing greenhouse gas emissions from vehicles. Therefore, the proposed Project would be consistent with this policy.

Plan	Policy	Proposed Project
Ontario General Plan	Policy ER-4-6: Support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.	Consistent. The proposed Project's use of emerging technology and electric vehicles would contribute toward efforts to reduce particulate matter. Therefore, the proposed Project would be consistent with this policy.
Ontario General Plan	Policy ER-4-7: Collaborate with other agencies within the South Coast Air Basin (SCAB) to improve regional air quality at the emission source.	Consistent. The proposed Project would require cooperation across many agencies and jurisdictions to ensure that regional air quality is improved by reducing potential emissions at the source. Therefore, the proposed Project would be consistent with this policy.
Ontario General Plan	Goal Safety (S)-1: Minimize risk of injury, loss of life, property damage, and economic and social disruption caused by earthquake-induced and other geologic hazards.	Consistent. Construction plans for the proposed Project would be subject to review to ensure that tunneling activities do not cause excessive disruptions to the surrounding area, economy, and properties. Therefore, the proposed Project would be consistent with this goal.
Ontario General Plan	Policy S-2-4: Prohibit the development of new essential and critical facilities in the 100-year floodplain.	Consistent. The proposed Project is not located within the 100-year floodplain for Ontario and Rancho Cucamonga. Therefore, the proposed Project would be consistent with this policy.
Ontario General Plan	Policy S-4-6: Utilize information from Airport Land Use Compatibility Plans to prevent the construction of new noise sensitive land uses within airport noise impact zones.	Consistent. The proposed Project would not implement new noise sensitive land uses within ONT's airport noise impact zones. Therefore, the proposed Project would be consistent with this policy.
Ontario General Plan	Policy Mobility (M)-3-8: Work with regional transit agencies to secure convenient feeder service from the Metrolink station and the proposed multimodal transit center to employment centers in Ontario.	Consistent. The proposed Project involves transit agencies such as Omnitrans for providing service between the Cucamonga Metrolink Station to employment centers in the City of Ontario, such as ONT. Therefore, the proposed Project would be consistent with this policy.
Ontario General Plan	Goal Mobility (M)-5: Identify and facilitate implementation of strategies that address regional transportation challenges.	Consistent. Prior studies for potential solutions to regional transportation challenges, including SCAG Regional Transportation Plan, considered the design of this proposed Project. Therefore, the proposed Project would be consistent with this goal.
ONT Airport Land Use Compatibility Plan	Safety Policy 2: Occupancy limits for Nonresidential Development	Consistent. The proposed Project would be subject to review by the Ontario International Airport Authority to ensure that occupancy limits are not exceeded. Therefore, the proposed Project would be consistent with this policy.
ONT Airport Land Use Compatibility Plan	Noise Policy 3: Nonresidential Development	Consistent. The proposed Project would not result in implementation of incompatible land uses and is therefore consistent with this policy.

Plan	Policy	Proposed Project
ONT Airport Land Use Compatibility Plan	Airspace Protection Policy Airspace (A)-2: Airspace Obstruction Surfaces	Consistent. Construction plans would be subject to review by the appropriate agencies to ensure that Airspace Obstruction Surface would not be penetrated. Therefore, the proposed Project would be consistent with this policy.
ONT Airport Land Use Compatibility Plan	Airspace Protection Policy A-3: Flight Hazards	Consistent. The proposed Project station features would be subject to review by the appropriate agencies to ensure that land uses would not pose flight hazards to ONT. Therefore, the proposed Project would be consistent with this policy.
Rancho Cucamonga General Plan	Policy Mobility and Access (MA)-1.2: Support redevelopment in and around the Cucamonga Station to support transit-oriented development.	Consistent. The proposed Project may influence development around the Metrolink station due to the proposed direct connection to and from ONT and does not preclude additional development projects that may occur within the vicinity of the Metrolink station. Therefore, the proposed Project would be consistent with this policy.
Rancho Cucamonga General Plan	Policy MA-5.1: Work to reduce VMT through land use planning, enhanced transit access, localized attractions, and access to non-automotive modes.	Consistent. The proposed Project provides an opportunity to reduce VMT by implementing a direct non-automotive connection to and from ONT to the Metrolink station. Therefore, the proposed Project would be consistent with this policy.
Rancho Cucamonga General Plan	Policy MA-5.2: Prioritize investments in critical infrastructure and pilot programs to leverage proven new transportation technology.	Consistent. The proposed Project include an important investment in providing a direct connection to and from ONT and the Metrolink station and provides an opportunity to demonstrate emerging technology. Therefore, the proposed Project would be consistent with this policy.
Rancho Cucamonga General Plan	Policy Resource Conservation (RC)-7.13: Whenever possible, use energy-efficient models and technology when replacing or providing new city infrastructure such as streetlights, traffic signals, water conveyance pumps, or other public infrastructure.	Consistent. The proposed Project proposes emerging technology and existing energy-efficient technology to provide a direct connection to and from ONT and the Metrolink station. Therefore, the proposed Project would be consistent with this policy.

Sources: City of Ontario 2009; OIA-IAC2018; City of Rancho Cucamonga 2021.

As detailed above in Table 6-3, the proposed Project would be consistent with the goals and policies identified. Therefore, the proposed Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect during construction, and the proposed Project would result in no impact.

6.2.2.2 Operational Impacts

The proposed Project would be consistent with the goals and policies related to improving connectivity between ONT and the Cucamonga Metrolink Station by implementing a direct connection via autonomous

electric vehicle technologies that would contribute to greenhouse gas reduction goals. The proposed Project would also demonstrate the viability of autonomous electric shuttle projects and could serve as a model for other transportation improvement projects throughout the region.

As detailed above in Table 6-3, the proposed Project would be consistent with the goals and policies identified. The proposed Project is consistent with City of Rancho Cucamonga General Plan, as the proposed Project supports transit-oriented development in the Cucamonga Metrolink Station (Policy MA-1.2), works to reduce vehicle miles traveled (Policy MA-5.1), provide new transportation technology (Policy MA-5.2), and focuses on energy-efficient models and technology for the new city infrastructure (Policy RC-7.13). The proposed Project is consistent with City of Ontario General Plan, as the proposed Project is consistent with the ALUCP (Policy LU-5-7), the operation reduces greenhouse gas emissions (Policy ER 4-3) by reducing VMT, supports the Clean Air Act standards (Policy ER-4-6) and regional air quality improvement efforts. Therefore, the proposed Project would be consistent with applicable local and regional plans.

Operation of the proposed Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and the proposed Project would result in no impact.

6.3 INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH IN AN AREA, EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)

6.3.1 No Project Alternative

6.3.1.1 Construction Impacts

The No Project Alternative includes planned expansion, improvement projects, and routine maintenance activities for the existing roadway system and transit facilities. Induced substantial unplanned population growth in the No Project Alternative area, either directly or indirectly, is not anticipated resulting from the No Project Alternative. Construction associated with the No Project Alternative would be subject to project and site-specific evaluation. Therefore, the No Project Alternative would have a less than significant impact.

6.3.1.2 Operational Impacts

The No Project Alternative includes operation of planned expansion and improvement projects for the existing roadway system and transit facilities. Induced substantial unplanned population growth in No Project Alternative area, either directly or indirectly, is not anticipated resulting from the No Project

Alternative. Operation associated with the No Project Alternative would be subject to project and site-specific evaluation. Therefore, the No Project Alternative would have a less than significant impact.

6.3.2 Proposed Project

6.3.2.1 Construction Impacts

The proposed Project does not include a housing component or other population generating development. In addition, it is anticipated that local, and/or out-of-area construction employees would commute from elsewhere in the region, rather than relocate to the Project Area for a temporary construction assignment. According to the California EDD, and the Local Area Unemployment Statistics (LAUS), the annual average unemployment rate in 2022 in the County was 3.8 percent (LAUS 2022). In March 2022, the City of Ontario had a slightly higher percentage (4.1 percent) of unemployed civilians than San Bernardino County, and the City of Rancho Cucamonga had a lower percentage (3.2 percent) of unemployed civilians than San Bernardino County. Given the current unemployment population within the region, construction workers are anticipated to be from the local area, live within driving distance from the job site, and would not require moving to the surrounding area for work. Up to 200 employees composed of construction and engineering staff are anticipated on the proposed Project site during the construction phase. The construction phase from the proposed Project would be temporary and would not directly or indirectly induce unplanned population growth in the area. Therefore, the proposed Project would not directly or indirectly induce substantial population growth during construction and would have a less than significant impact.

6.3.2.2 Operational Impacts

In 2014, SANBAG prepared the Ontario Airport Rail Access Study. The study identified the need for a direct rail-to-airport connection to ONT to support the airport's projected growth. Under a constrained capacity scenario for the four other regional airports, ONT could experience 33 million annual passengers by 2045 (HDR Engineering Inc. 2014). The proposed Project is a direct rail-to-airport connection providing direct transportation mobility from Cucamonga Metrolink Station to ONT in anticipation of the regional growth. The proposed Project would result in a 4.2-mile, underground tunnel; three stations; MSF; and one vent shaft.

The increase in the number of employees is expected to be proportional to the increase in air passengers. The increase in airport population would require additional employees for the ONT airport. The increase in air passengers and increase in airport employees could potentially increase the ridership during the operation of the proposed Project. The proposed Project is in anticipation and in preparation of the potential growth that has been accounted for in the General Plans and SANBAG's Ontario Airport Rail Access Study and would not exceed the planned growth. The proposed Project does not include any housing components or other population generating developments. In addition, employees and an

increase in air passengers are anticipated to be from the region and would not require additional housing to exceed any planned growth for the City of Rancho Cucamonga and the City of Ontario General Plans. No new households within the City of Rancho Cucamonga and the City of Ontario are expected to be required to accommodate the proposed Project. Therefore, implementation of the proposed Project would not directly or indirectly induce substantial population growth in the area during operation, and the proposed Project would have a less than significant impact.

6.4 DISPLACE SUBSTANTIAL NUMBERS OF EXISTING PEOPLE OR HOUSING, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE

6.4.1 No Project Alternative

6.4.1.1 Construction Impacts

The No Project Alternative includes planned expansion, improvement projects, and routine maintenance activities for the existing roadway system and transit facilities. Displacement of existing people or housing, necessitating the construction of replacement housing is not anticipated to result from the No Project Alternative. Therefore, the No Project Alternative would have a less than significant impact.

6.4.1.2 Operational Impacts

The No Project Alternative includes operation of planned expansion and improvement projects for the existing roadway system and transit facilities. Displacement of existing people or housing, necessitating the construction of replacement housing is not anticipated to result from the No Project Alternative. Therefore, the No Project Alternative would have a less than significant impact.

6.4.2 Proposed Project

6.4.2.1 Construction Impacts

As discussed under Section 6.1.2.1, the proposed Project would require TCEs that would be used as construction staging areas or to allow construction access. None of the TCEs involve displacement of existing people or housing. No property would be acquired for the implementation of the proposed Project. Therefore, no existing homes or businesses would be displaced and replacement housing would not be required. Construction workers are anticipated to be from the local area, live within driving distance from the job site, and would not require moving to the surrounding area for work to necessitate additional housing. Therefore, implementation of the proposed Project would not displace any existing housing, and no change to the housing stock of the City of Rancho Cucamonga and the City of Ontario would result. The proposed Project would not displace people or housing during construction and the proposed Project would have no impact.

6.4.2.2 Operational Impacts

As previously mentioned, the proposed Project would require construction easements that would be used as construction staging areas or to allow construction access. These construction easements would become permanent surface easements upon completion of construction for operation of the proposed Project. None of the permanent surface easements for implementation of the proposed Project involve displacement of existing people or housing, and no property would be acquired. Therefore, no existing homes or businesses would be displaced and replacement housing would not be required. Therefore, implementation of the proposed Project would not displace any existing housing, and no change to the housing stock of the City of Rancho Cucamonga and the City of Ontario would occur. The proposed Project would not displace people or housing during operation and the proposed Project would have no impact.

6.5 NEW OR PHYSICALLY ALTERED FIRE PROTECTION AND EMERGENCY RESPONSE FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES, OR OTHER PERFORMANCE OBJECTIVES FOR FIRE PROTECTION AND EMERGENCY RESPONSE

6.5.1 No Project Alternative

6.5.1.1 Construction Impacts

The No Project Alternative includes planned expansion, improvement projects, and routine maintenance activities for the existing roadway system and transit facilities. The No Project Alternative is not anticipated to increase or generate population growth during construction activities to create new demands on fire services resulting in significant impacts to service ratios, response times, and other performance objectives. Construction workers associated with construction activities are temporary and would not require use of such public facilities. Construction activities associated with the No Project Alternative would be subject to project and site-specific evaluation including environmental review. Any potential impacts associated with the No Project Alternative onto fire protective services would require mitigation measures. Therefore, the No Project Alternative would have a less than significant impact.

6.5.1.2 Operational Impacts

The No Project Alternative includes operation of planned expansion, improvement projects, and routine maintenance for the existing roadway system and transit facilities. The No Project Alternative is not anticipated to increase or generate population growth during construction activities to create new demands on fire services resulting in significant impacts to service ratios, response times, and other performance objectives. Operation activities associated with the No Project Alternative would be subject to project and site-specific evaluation including environmental review. Any potential impacts associated

with the No Project Alternative onto fire protective services would require mitigation measures. Therefore, the No Project Alternative would have a less than significant impact.

6.5.2 Proposed Project

6.5.2.1 Construction Impacts

The proposed Project does not anticipate to generate or increase growth in population to create new demands on fire services such that significant impacts to service ratios, response times, and other performance objectives would occur. The proposed Project does not include a housing component or other population generating development. In addition, it is anticipated that local, and/or out-of-area construction employees would commute from elsewhere in the region, rather than relocate to the Project Area for a temporary construction assignment. The proposed Project would not increase or generate population growth during construction to create new demands on fire services such that significant impacts to service ratios, response times, and other performance objectives would occur. Therefore, fire protection services for the proposed Project during construction would be less than significant.

6.5.2.2 Operational Impacts

RCFPD currently provides local fire services within the City of Rancho Cucamonga. OFD provides local fire services within the City of Ontario. Table 5-9 and identify the OFD and RCFPD stations that would potentially be first-response facilities for the proposed Project.

The implementation of the proposed Project does not anticipate to generate or increase population growth to create new demands on fire services. The proposed Project does not include a housing component or other population-generating development. The City of Rancho Cucamonga and the City of Ontario commit sufficient funding from tax revenues to provide adequate staffing levels such that the police response times can be maintained. During operation, the proposed Project would also be managed by Omnitrans which has its own Safety and Security Management Plan (SSMP), which outlines coordination between Omnitrans and emergency services to protect the patrons that utilize Omnitrans services. The Omnitrans SSMP defines activities, management controls, and monitoring processes that ensure that its patrons are adequately protected and local fire jurisdictions have appropriate and unimpeded access to the system in the event of an incident. As such, calls for emergency services from the proposed Project during operation would be accommodated by the existing fire protection facilities, and impacts associated with fire protection services would be less than significant.

6.6 RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF, OR NEED FOR, NEW OR PHYSICALLY ALTERED POLICE PROTECTION FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES, OR OTHER PERFORMANCE OBJECTIVES FOR POLICE PROTECTION

6.6.1 No Project Alternative

6.6.1.1 Construction Impacts

The No Project Alternative includes planned expansion, improvement projects, and routine maintenance activities for the existing roadway system and transit facilities. The No Project Alternative is not anticipated to increase or generate population growth during construction and operation activities to create new demands on police services resulting in significant impacts to service ratios, response times, and other performance objectives. Construction workers associated with construction activities are temporary and would not require use of such public facilities. Construction activities associated with the No Project Alternative would be subject to project and site-specific evaluation including an environmental review process. Any potential impacts associated with police protection services would require mitigation measures. Therefore, with implementation of any necessary mitigation measures, the No Project Alternative would have a less than significant impact.

6.6.1.2 Operational Impacts

The No Project Alternative includes operation of planned expansion and improvement projects for the existing roadway system and transit facilities. The No Project Alternative is not anticipated to increase or generate population growth during construction and operation activities to create new demands on police services resulting in significant impacts to service ratios, response times, and other performance objectives. Operation activities associated with the No Project Alternative would be subject to project and site-specific evaluation including an environmental review process. Any potential impacts associated with police protection services would require mitigation measures. Therefore, with implementation of any necessary mitigation measures, the No Project Alternative would have a less than significant impact.

6.6.2 Proposed Project

6.6.2.1 Construction Impacts

The proposed Project does not anticipate to increase in population to create new demands on police services such that significant impacts to service ratios, response times, and other performance objectives would occur. The proposed Project does not include a housing component or other population-generating development. It is anticipated that local and/or out-of-area construction employees would commute from elsewhere in the region, rather than relocate to the Project Area for a temporary construction assignment.

Therefore, the proposed Project during construction would not increase or generate population during construction activities to increase the need of police protection services. Therefore, impacts associated with police protection services for the proposed Project would be less than significant.

6.6.2.2 Operational Impacts

Implementation of the proposed Project does not anticipate to increase or generate population growth to create new demands on police services such that significant impacts to service ratios, response times, and other performance objectives would occur. The proposed Project does not include a housing component or other population-generating development.

SBCSD currently provides local police protection services within the City of Rancho Cucamonga. OPD provides local police protection services within the City of Ontario. In addition, CHP provides traffic law enforcement on the freeways and roadways in the City of Rancho Cucamonga and the City of Ontario. The first-response facilities for the proposed Project include the SBCSD station located approximately 0.87 miles northwest of the proposed Project at 10510 Civic Center Drive in the City of Rancho Cucamonga, and the OPD station located 2.8 miles south of the proposed Project at 2500 South Archibald Avenue in the City of Ontario. The CHP station is also located 0.7 miles east of the proposed Project at 9530 Pittsburgh Avenue in the City of Rancho Cucamonga.

San Bernardino County evaluates the performance of SBCSD, and the City of Ontario evaluates the performance of the OPD on an annual basis. San Bernardino County, the City of Rancho Cucamonga, and the City of Ontario commit sufficient funding from tax revenues to provide adequate staffing levels such that the police response times can be maintained. During operation, the proposed Project would also be managed by Omnitrans, which has its own SSMP. This plan outlines coordination between Omnitrans and emergency services to protect the patrons that utilize Omnitrans services. The Omnitrans SSMP defines activities, management controls, and monitoring processes that ensure that its patrons are adequately protected and local police jurisdictions have appropriate and unimpeded access to the system in the event of an incident. The proposed Project during operation would not create demands on police services such that significant impacts to service ratios, response times, and other performance objectives would occur, and the impact to police protection services would be less than significant.

6.7 RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF, OR NEED FOR, NEW OR PHYSICALLY ALTERED SCHOOL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS OR OTHER PERFORMANCE OBJECTIVES FOR SCHOOLS

6.7.1 No Project Alternative

6.7.1.1 Construction Impacts

The No Project Alternative includes planned expansion, improvement projects, and routine maintenance activities for the existing roadway system and transit facilities. The No Project Alternative does not build housing or other development that would introduce new population. As such, the No Project Alternative is not anticipated to increase or generate population growth during construction and operation activities to create new demands on school facilities or other public facilities resulting in significant impacts to service ratios, response times, and other performance objectives. Construction workers associated with construction activities are temporary and would not require use of such public facilities. Construction activities associated with the No Project Alternative would be subject to project and site-specific evaluation including an environmental review process. Any potential impacts associated with the No Project Alternative onto school facilities or other public facilities would require mitigation measures. Therefore, the No Project Alternative would have a less than significant impact.

6.7.1.2 Operational Impacts

The No Project Alternative includes operation of planned expansion and improvement projects for the existing roadway system and transit facilities. The No Project Alternative does not build housing or other development that would introduce new population. As such, the No Project Alternative is not anticipated to increase or generate population growth during construction and operation activities to create new demands on school facilities or other public facilities resulting in significant impacts to service ratios, response times, and other performance objectives. Operation activities associated with the No Project Alternative would be subject to project and site-specific evaluation including an environmental review process. Any potential impacts associated with the No Project Alternative onto school facilities or other public facilities would require mitigation measures. Therefore, the No Project Alternative would have a less than significant impact.

6.7.2 Proposed Project

6.7.2.1 Construction Impacts

The proposed Project would not result in population growth during construction activities. The proposed Project would not increase new school-age population that would require school facility services. The

proposed Project does not include a housing component or other population-generating development. In addition, construction workers are not anticipated to relocate to the City of Rancho Cucamonga or the City of Ontario. It is anticipated that local, and/or out-of-area construction employees would commute from elsewhere in the region, rather than relocate to the Project Area for a temporary construction assignment.

The proposed Project would not provide new housing opportunities in the Project Area. As such, the proposed Project is not likely to create a significant increase in the use of other public facilities such as libraries or community centers. The proposed Project would not increase population growth to generate a demand for school facilities and/or other public facilities. Therefore, there would be a less than significant impact to schools and other public facilities during construction activities for the proposed Project.

6.7.2.2 Operational Impacts

The proposed Project would not create a need for new or expanded public school facilities. Typically, housing developments generate impact to school facilities which is related to new school-age children population from the migration and relocation of families with children. The proposed Project would not provide new housing opportunities in the Project Area and would not generate any new school age population that would require school facility services. As such, the proposed Project is not likely to create a significant increase in the use of other public facilities such as libraries or community centers. Therefore, there would be a less than significant impact to school services and other public facilities during operational activities for the proposed Project.

6.8 INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED

6.8.1 No Project Alternative

6.8.1.1 Construction Impacts

The No Project Alternative includes planned expansion, improvement projects, and routine maintenance activities for the existing roadway system and transit facilities. The No Project Alternative is not anticipated to increase or generate population growth during construction and operation activities to create new demands existing neighborhood and regional parks resulting in significant impacts to the conditions of facilities such that the physical deterioration of the facility would occur or be accelerated. Construction workers associated with construction activities are temporary and would not require use of such public facilities. Construction activities associated with the No Project Alternative would be subject to project and site-specific evaluation including an environmental review process. Any potential impacts

associated with neighborhood and regional parks would require mitigation measures. Therefore, the No Project Alternative would have a less than significant impact.

6.8.1.2 Operational Impacts

The No Project Alternative includes operation of planned expansion and improvement projects for the existing roadway system and transit facilities. The No Project Alternative is not anticipated to increase or generate population growth during construction and operation activities to create new demands existing neighborhood and regional parks resulting in significant impacts to the conditions of facilities such that the physical deterioration of the facility would occur or be accelerated. Operation activities associated with the No Project Alternative would be subject to project and site-specific evaluation including an environmental review process. Any potential impacts associated with neighborhood and regional parks would require mitigation measures. Therefore, the No Project Alternative would have a less than significant impact.

6.8.2 Proposed Project

6.8.2.1 Construction Impacts

The proposed Project does not include a housing component or other population-generating development that would create new demand on parks and recreation facilities. Construction workers are not anticipated to relocate to the City of Rancho Cucamonga or the City of Ontario. It is anticipated that local, and/or out-of-area construction employees would commute from elsewhere in the region, rather than relocate to the Project Area for a temporary construction assignment. As such, the proposed Project would not increase the use of park or other recreational facilities that would accelerate and/or cause substantial physical deterioration during construction activities. Therefore, the proposed Project during construction would have a less than significant impact to parks or recreational facilities.

6.8.2.2 Operational Impacts

Implementation of the proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities. Physical impacts to recreation facilities are generally associated with population growth. There is no housing or other population-generating development under the proposed Project; therefore, implementation of the proposed Project would not generate population growth that would increase the use of parks or other recreational facilities. As such, the proposed Project would not increase the use of parks or other recreational facilities that would accelerate and/or cause substantial physical deterioration during operation and there would be a less than significant impact to parks or recreational facilities.

6.9 INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES THAT MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT AND/OR RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF, OR NEED FOR, NEW OR PHYSICALLY ALTERED RECREATIONAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS OR OTHER PERFORMANCE OBJECTIVES FOR PARKS

6.9.1 No Project Alternative

6.9.1.1 Construction Impacts

The No Project Alternative includes planned expansion, improvement projects, and routine maintenance activities for the existing roadway system and transit facilities. The No Project Alternative does not construct, expand, or physical alter new or existing recreation facilities that might have significant adverse impact on the environment. As such, the No Project Alternative is not anticipated to increase or generate population growth during construction and operation activities to create new demands on recreational facilities or parks resulting in significant impacts to service ratios, response times, and other performance objectives. Construction workers associated with construction activities are temporary and would not require use of such public facilities. Construction activities associated with the No Project Alternative would be subject to project and site-specific evaluation including an environmental review process. Any potential impacts associated neighborhood and regional parks would require mitigation measures. Therefore, the No Project Alternative would have a less than significant impact.

6.9.1.2 Operational Impacts

The No Project Alternative includes operation of planned expansion and improvement projects for the existing roadway system and transit facilities. The No Project Alternative does not construct, expand, or physical alter new or existing recreation facilities that might have significant adverse impact on the environment. As such, the No Project Alternative is not anticipated to increase or generate population growth during construction and operation activities to create new demands on recreational facilities or parks resulting in significant impacts to service ratios, response times, and other performance objectives. Operation activities associated with the No Project Alternative would be subject to project and site-specific evaluation including an environmental review process. Any potential impacts associated neighborhood and regional parks would require mitigation measures. Therefore, the No Project Alternative would have a less than significant impact.

6.9.2 Proposed Project

6.9.2.1 Construction Impacts

Construction workers are not anticipated to relocate to the City of Rancho Cucamonga or the City of Ontario. It is anticipated that local, and/or out-of-area construction employees would commute from elsewhere in the region, rather than relocate to the Project Area for a temporary construction assignment. Because the proposed Project is a transportation project, the proposed Project would not increase population growth, nor would it otherwise increase demand for parks. Therefore, the proposed Project would not require the construction or expansion of off-site recreational facilities nor result in an increase in demand for parks and recreational facilities in the surrounding area. The proposed Project during construction would have a less than significant impact to parks.

6.9.2.2 Operational Impacts

Typically, housing developments generate impact on parks which is related to new youth population from the migration and relocation of families with children. The proposed Project is a transportation project and do not include any new housing or other population-generating development. The proposed Project would not increase population growth, nor would it otherwise increase demand for parks and recreational facilities. Therefore, the proposed Project would not require the construction or expansion of off-site recreational facilities and would also not result in an increase in demand for parks and recreational facilities in the surrounding area. The proposed Project during operation would have a less than significant impact to parks.

7 MITIGATION MEASURES AND IMPACTS AFTER MITIGATION

7.1 MITIGATION MEASURES FOR COMMUNITY IMPACT ASSESSMENT

7.1.1 No Project Alternative

The mitigation strategies for the No Project Alternative would be dependent on the individual projects planned in the cities of Ontario and Rancho Cucamonga.

7.1.2 Proposed Project

7.1.2.1 Construction Impacts

The proposed Project during construction would be required to implement MM-TRA-1 from the Transportation Technical Report (2024f) .

MM-TRA-1: San Bernardino County Transportation Authority and the contractor shall prepare a Traffic Management Plan as needed to facilitate the flow of traffic in and around construction zones and to reduce proposed Project construction vehicle-miles traveled. The Traffic Management Plan shall include, at minimum, the following measures:

- The proposed Project contractor shall encourage construction workers to participate in vanpool and carpool opportunities to reduce congestion and vehicle-miles traveled on the regional transportation network.
- The proposed Project contractor shall be encouraged to hire local construction workers who would have lower commute distance to the construction site.
- Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through-traffic in adjacent residential areas.
- Develop and implement an outreach program and public awareness campaign in coordination with Caltrans, the City of Rancho Cucamonga, the City of Ontario and the San Bernardino County to inform the general public about the construction process and planned roadway closures, potential impacts, and mitigation measures.
- Provide wayfinding signage, lighting, and access to specify pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction.
- Temporarily modify signal timings at specified intersections during construction.
- Where construction encroaches on sidewalks, walkways and crosswalks, special pedestrian safety measures shall be used, such as detour routes and temporary pedestrian barricades.

- Coordinate with first responders and emergency service providers to minimize impacts on emergency response.
- Maintain customer and delivery access to all operating businesses near construction work areas.
- The proposed Project contractor shall encourage construction workers to participate in vanpool and carpool opportunities to reduce congestion and vehicle-miles traveled on the regional transportation network.
- The proposed Project contractor shall be encouraged to hire local construction workers who would have lower commute distance to the construction site.

7.1.2.2 Operational Impacts

No mitigation measure would be required for the Proposed Project during operation.

7.2 CEQA SIGNIFICANCE CONCLUSION

7.2.1 Physically Divide an Established Community

7.2.1.1 No Project Alternative

No mitigation measure would be required, and the No Project Alternative would have a less than significant impact to the division of an established community.

7.2.1.2 Proposed Project

MM-TRA-1, as discussed in the Transportation Technical Report (SBCTA 2024f), would apply to construction impacts for physical division of an established community. With implementation of MM-TRA-1, the proposed Project would have a less than significant impact to the division of an established community.

7.2.2 Conflict with Any Applicable Land Use Plan, Policy, or Regulation of an Agency with Jurisdiction over the Project (Including, but Not Limited to the General Plan, Specific Plan, Local Coastal Program, or Zoning Ordinance) Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect

7.2.2.1 No Project Alternative

No mitigation measure would be required, and the No Project Alternative would have a less than significant impact.

7.2.2.2 Proposed Project

No mitigation measure would be required, and the proposed Project would result in no impact.

7.2.3 Induce Substantial Unplanned Population Growth in an Area, Either Directly (for Example, by Proposing New Homes and Businesses) or Indirectly (for Example, Through Extension of Roads or Other Infrastructure

7.2.3.1 No Project Alternative

No mitigation measure would be required, and the No Project Alternative would have a less than significant impact.

7.2.3.2 Proposed Project

No mitigation measure would be required, and the proposed Project would have a less than significant impact.

7.2.4 Displace Substantial Numbers of Existing People or Housing, Necessitating the Construction of Replacement Housing Elsewhere

7.2.4.1 No Project Alternative

No mitigation measure would be required, and the No Project Alternative would have a less than significant impact.

7.2.4.2 Proposed Project

No mitigation measure would be required, and the proposed Project would have no impact.

7.2.5 Result in Substantial Adverse Physical Impacts Associated with the Provision of, or Need for, New or Physically Altered Fire Protection and Emergency Response Facilities, the Construction of Which Could Cause Significant Environmental Impacts, in Order to Maintain Acceptable Service Ratios, Response Times, or Other Performance Objectives for Fire Protection and Emergency Response

7.2.5.1 No Project Alternative

No mitigation measure would be required, and the No Project Alternative would have a less than significant impact.

7.2.5.2 Proposed Project

No mitigation measures are required, and the proposed Project would have a less than significant impact.

7.2.6 Result in Substantial Adverse Physical Impacts Associated with the Provision of, or Need for, New or Physically Altered Police Protection Facilities, the Construction of Which Could Cause

Significant Environmental Impacts, in Order to Maintain Acceptable Service Ratios, Response Times, or Other Performance Objectives for Police Protection

7.2.6.1 No Project Alternative

No mitigation measure would be required, and the No Project Alternative would have a less than significant impact.

7.2.6.2 Proposed Project

No mitigation measures are required, and the proposed Project would have a less than significant impact.

7.2.7 Result in Substantial Adverse Physical Impacts Associated with the Provision of, or Need for, New or Physically Altered School Facilities, the Construction of Which Could Cause Significant Environmental Impacts, in Order to Maintain Acceptable Service Ratios or Other Performance Objectives for Schools

7.2.7.1 No Project Alternative

No mitigation measure would be required, and the No Project Alternative would have a less than significant impact.

7.2.7.2 Proposed Project

No mitigation measures are required, and the proposed Project would have a less than significant impact.

7.2.8 Increase the Use of Existing Neighborhood and Regional Parks or Other Recreational Facilities Such That Substantial Physical Deterioration of the Facility Would Occur or be Accelerated.

7.2.8.1 No Project Alternative

No mitigation measure would be required, and the No Project Alternative would have a less than significant impact.

7.2.8.2 Proposed Project

No mitigation measures are required, and the proposed Project would have a less than significant impact.

7.2.9 Include Recreational Facilities or Require the Construction or Expansion of Recreational Facilities That Might Have an Adverse Physical Effect on the Environment and/or Result in Substantial Adverse Physical Impacts Associated with the Provision of, or Need for, New or Physically Altered Recreational Facilities, the Construction of Which Could Cause Significant Environmental Impacts, in Order to Maintain Acceptable Service Ratios or Other Performance Objectives for Parks

7.2.9.1 No Project Alternative

No mitigation measure would be required, and the No Project Alternative would have a less than significant impact.

7.2.9.2 Proposed Project

No mitigation measures are required, and the proposed Project would have a less than significant impact.

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